LAND TO THE EAST OF HARDINGSTONE, NORTH OF NEWPORT PAGNELL ROAD, NORTHAMPTON

APPENDICES TO PROOF OF EVIDENCE OF GARY STEPHENS ON BEHALF OF NORTHAMPTON BOROUGH COUNCIL

PLANNING INSPECTORATE REFERENCE:
APP/V2825/A/14/2228866
# Appendices to Proof of Evidence of Gary Stephens

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Dear Ms Toon

RE: Land to the East of Hardingstone, North of Newport Pagnell Road, Northampton
Planning Inspectorate Reference: APP/V2825/A/14/2228866

I have been asked to comment on the implications of the above planning application for development on land adjacent to Brackmills employment estate:

1.0 Introduction

1.1 My name is Antony Philip Drake, and I am a Fellow of the Royal Institution of Chartered Surveyors. I have been in private practice in Northampton since 1973 and have 42 years in-depth knowledge of the commercial property market and have experienced the growth of the town since its original designation under the New Towns Act 1965.

1.2 I am the founding partner of Drake Commercial LLP who are a general practice firm of chartered surveyors and commercial and industrial property consultants based in Northampton. We specialise in the local/regional market, although Northampton is the centre of our area of expertise. We have a detailed knowledge of all the employment areas in the town, including Brackmills.

1.3 Although previously aware of the planning application and decision to refuse, I was formally instructed in December 2014 by Marrons Planning (on behalf of Northampton Borough Council) to assist with this planning appeal.
2.0 Brackmills Employment Estate – Background and Description

2.1 The Estate covers 305 hectares of employment land and has existing floor space of around 1 million sq. m.

2.2 Brackmills is home to approximately 150 companies/businesses and employs an estimated workforce in excess of 11,000. If you add in the adjacent office parks at Rushmills and The Lakes, off the Bedford Road, that use the same local highway network, then there is an estimated 20,000 people that work in this southern employment zone.

2.3 As well as numerous smaller local businesses, it is also home to a number of national and international companies including Barclaycard, Coca Cola, Panasonic, Travis Perkins, Howdens, Jewsons, Wickes, Stanley Black and Decker, Ricoh, British Pepper and Spice, Yodel, ASDA, Great Bear Distribution, Accuride, Maritime, Tuffnells Parcel Express, Baxter Healthcare, G E Lighting, Manheim Auctions, Office Depot and John Lewis. These cover a number of uses including offices and financial services, manufacturing, logistics and distribution together also with the more recent addition of the Criminal Justice Centre.

2.4 Established planning thinking back in the 1970’s was to push industry out of the town centre to newly designated employment estates on the town’s periphery. Once the A45 dual carriageway was opened, Brackmills became the most popular of Northampton’s employment areas and has long been an important contributor to the vitality and prosperity of our local economy.

2.5 There are still almost 30 hectares of allocated employment land remaining to be developed at Brackmills, which will accommodate another 125,000 sq. m. of industrial and commercial floor space.

2.6 Nor should it be overlooked, particularly in the current more positive economic climate, that there will be operational growth within the existing businesses. Brackmills Industrial Estate Limited have reported that 80% of businesses on the estate were expecting year on year business growth of between 10% and 40%. See their letter of 14 February 2014 which is attached as Appendix A. This growth will have an obvious knock on effect, creating additional employee journeys and commercial delivery movements.

3.0 Current and Anticipated Traffic Problems

3.1 The A45 dual carriageway was originally intended as a high-speed bypass to Northampton but because of the growth of the town over the last 30 years, particularly to the south and east, there are now serious conflicting traffic movements due to it becoming both a local commuter route as well as a trunk road from the Midlands to the east coast ports. It is one of the busiest trunk roads in Northamptonshire, according to the Northamptonshire County Council Major Roads Strategy.
3.2 My principal concern with the proposed development on the appeal site relates to the additional traffic generation this will create on an already heavily congested highway network.

3.3 From my own personal experience, I know that the A45 completely jams up at morning and evening peak times as the 11,000 plus Brackmills workforce queue up to get in and out of the estate and on to the A45. The congestion does not just affect the Brackmills road network and the principal access roundabouts to the A45 and the A428, together with the Barnes Meadow roundabout, but the traffic also tails back into the town centre and on the Billing Road, Rushmere Road and Park Avenue South. The queues start a mile away. There is quite clearly an existing severe overloading of the A45, together with the other highways leading to it, and without significant improvements this will only get worse if the appeal site is developed.

3.4 My concerns are therefore very clear. The existing highways are already at saturation point and will get significantly worse if you factor in the additional anticipated vehicle movements to be expected when:

   a) the vacant land at Brackmills is developed (almost 30 hectares),
   
   b) the existing vacant floor space at Brackmills is occupied (approximately 67,500 sq. m.), and
   
   c) allowance is made for the anticipated growth of existing Brackmills businesses.

3.5 It must not be overlooked that all of this anticipated extra traffic on an already congested highway network is before you then factor in the additional vehicle movements to be expected from the appeal site which will inevitably make matters worse. Gridlock will occur at peak times. I am no highway engineer but I know when I am sitting in a traffic jam and it takes me half an hour to travel about a mile.

3.6 My opinion is very much in sync with that of Brackmills Industrial Estate Limited who have already put forward the views of all the occupiers on the Brackmills Estate. Their letter of 14 February 2014, with enclosures, together also with their letter of 20 January 2015, express very eloquently the same experience and concerns relating to traffic congestion. These letters are enclosed as Appendix A and B respectively.

3.7 There has also been much comment and concerns about traffic generation in the local press. Northamptonshire County Councillor Phil Larratt, for example, has commented that “some Brackmills businesses are already looking to move because they are even now incurring penalties from people they are trying to deliver to. We are talking about the economic viability of Brackmills and firms there. Without hugely better roads I fear for the future”.

5
3.8 My own view is that the traffic congestion I have described above already reduces the attractiveness of Brackmills for business, and that any worsening of that congestion will reduce it even further.

3.9 As an example, parcels delivery companies have previously been attracted to Brackmills but traffic congestion is now directly affecting the efficiency of such businesses. It is my view that these operations in particular will seek a more motorway based location if the Brackmills highway network becomes further overloaded. Enclosed as Appendix C is a letter from the Managing Director of Action Express to the Planning Department of Northampton Borough Council. I won’t try to paraphrase as Mrs Harries expresses her concerns very lucidly.

3.10 Another example is Travis Perkins, one of Northampton’s largest employers. They occupy 79,000 sq. m. (850,000 sq. ft.) on Brackmills together with a further 2,790 sq. m. (30,000 sq. ft.) of offices at The Lakes adjacent to Brackmills, off the Bedford Road. Attached as Appendix D is a letter dated 11 May 2015 from Martin Meech, Group Property Director of Travis Perkins, in which he shares both his views and those of Travis Perkins Chief Operating Officer, regarding the existing problems being experienced with traffic congestion.

4.0 Conclusion

4.1 The entire highway network around Brackmills/Hardingstone is already at saturation point.

4.2 It will get worse if you factor in the growth of Brackmills businesses together with the take up of empty buildings and the development of allocated sites.

4.3 These problems will be compounded further by the additional traffic to be generated from the development of the appeal site.

Let me know if you have any queries.

Yours sincerely

A P DRAKE FRICS
Ms Nicky Toon
Planning Officer
Regeneration and Planning Department
Northampton Borough Council
The Guildhall, St Giles Square
Northampton, NN1 1DE

Friday 14th February 2014

Hardingstone Southern Urban Expansion (N/2013/0338)

Dear Ms Toon

Please find enclosed the response report from Brackmills Industrial Estate Ltd (Business Improvement District) which represents the 135 member businesses located on the estate, in respect to the planning application for the proposed housing and supporting infrastructure in Hardingstone.

Please can this response also be filed against the following two applications?
- Northampton South SUE application (N/2013/1063)
- Northampton South Collingtree SUE application (N/2013/1035)

We would strongly urge Northampton Borough Council’s Planning committee to seriously review the placement of homes and supporting infrastructure on the three proposed developments, to ensure all that the measured consideration listed in the enclosed report are inputted in the development models to ensure there will be nil detriment to the businesses located on Brackmills Industrial Estate.

If you have any questions please contact estate manager Chris Barker on 07875 275688 or email chris.barker@brackmillsestate.co.uk.

Yours sincerely

[Signature]

Sara Homer
Executive Chairman
Brackmills Industrial Estate Limited Business Improvement District

CC – Councillor David Mackintosh, Councillor Jonathan Nunn & Councillor Tim Hadland
Hardingstone Southern Urban Expansion (N/2013/0338)

Response from Brackmills Industrial Estate Business Improvement District (BID) – Friday 14th February 2014

The comments in this report should be filed against the following three planning applications being adjudicated by Northampton Borough Council’s planning committee:

- Hardingstone Southern Urban Expansion Proposal (N/2013/0338)
- Northampton South SUE application (N/2013/1063)
- Northampton South Collingtree SUE (N/2013/1035)

Background

Brackmills Industrial Estate Business Improvement District is situated to the north east of the proposed Hardingstone Southern Urban Expansion (HSUE) and is home to 135 businesses employing more than 11,000 people.

Northampton Business Park (Pavilion Drive) is located next to the estate is a key office development home to Barclaycard, Ricoh, VSG and the Northamptonshire Police Criminal Justice Centre. Over 5,000 people are employed in this area.

Adjacent to the estate located along the A428 Bedford Road is the office developments of Rushmills and the Lakes with key companies including Northamptonshire County Council having considerable levels of employment over 5,000 people.

Conservative estimates conclude that over 20,000 people are employed in this southern Northampton employment zone, and many thousands of vehicles commute through the estate and along the A428 to reach their homes in the south of Northampton or along the A45.

Hardingstone Southern Urban Expansion proposal and impact on the Brackmills Industrial Estate

Brackmills Industrial Estate is a key employment centre for Northampton and is home to international logistics, automotive, healthcare and business services businesses that are crucial to the economy of Northampton and the county as a whole.

It is imperative that there should be “Nil Detriment” to the estate and its business community should this development be approved by Northampton Borough Council and that a full investigation is undertaken by its strategic partners and developers to ensure that all mitigation measures identified in the Northampton Growth Management Strategy and the associated Environmental Agency reports are fully implemented.
Access to the estate at peak times

Access to the estate is a critical factor for estate businesses and was paramount in their selection process for choosing the estate as destination for their businesses. The businesses rely on the strategic major road network including the A45, A43 and M1 to ensure they are able to deliver and collect from their customer and supplier network within the time windows allowed to remain competitive and ensure maximum return on investment.

In September 2009, the Highways Agency performed a Travel Survey on the estate measuring the number of vehicle movements recorded through the estate on a single day – Thursday 16th September 2009. The full vehicle movements are shown in Appendix A. In summary 80,000 vehicle movements were recorded through the survey period between 07:00 – 19:00. During the 08:00-09:00 peak 12,000 vehicles per hour were recorded and 10,000 vehicles per hour between 17:00-18:00.

In November 2013, Brackmills Industrial Estate Business Improvement District performed surveys of the 135 businesses occupants on the estate (see appendix B). Businesses surveyed reported that congestion at peak times is a key issue and represents a current challenge for the operation of their businesses.

Smooth access and egress for the estate is a crucial factor and at this present time in 2013 delays are reported regularly by businesses and employees in terms of getting off the estate. This directly impacts on a businesses’ ability to attract key staff that need to commute to the estate and ensuring that time windows for deliveries are met to ensure they do not activate time penalty clauses in contracts.

Operational Growth for businesses

In the Brackmills BID Business Survey in November 2013, 80% of businesses reported that they were expecting year on year business growth of between 10% and 40%. This growth will have a knock-on effect with additional personal and commercial fleet vehicles using the estate as increased number of employees and delivery movements are required daily to support this growth.

The following chart shows the impact on vehicle movement based on zero, 10%, 20% and 40% growth.
Impact on number of daily vehicle movements following business growth on the estate between 2014 and 2017

<table>
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<th>Projected Growth</th>
<th>Base 2014</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
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<tr>
<td>Zero</td>
<td>80,000</td>
<td>80,000</td>
<td>80,000</td>
<td>80,000</td>
</tr>
<tr>
<td>10%</td>
<td>80,000</td>
<td>88,000</td>
<td>96,800</td>
<td>106,480</td>
</tr>
<tr>
<td>20%</td>
<td>80,000</td>
<td>96,000</td>
<td>105,600</td>
<td>116,160</td>
</tr>
<tr>
<td>30%</td>
<td>80,000</td>
<td>104,000</td>
<td>135,200</td>
<td>175,760</td>
</tr>
<tr>
<td>40%</td>
<td>80,000</td>
<td>112,000</td>
<td>156,800</td>
<td>219,520</td>
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</table>

Even at the lowest point of projected growth at 10% year on year, by 2017 the amount of daily vehicle movements through the estate will be 20% greater than present. Once the new vehicle movements from the development are then added the estate will have reached a pressure point, in which considerable mitigations will have need to be put into place to avoid gridlock on the estate and its key access and egress road network.
Environment considerations due to the high water table on the estate

The estate is situated at the base of a valley and near to the Northampton Nene flood zone. Appendix C shows the estate and the current flood risk area and the fact that pockets of the south west of the estate around Gowerton Road are already flooded on a regular occurrences following heavy rainfall.

The clear evidence of both a high water table and poor drainage in parts of the estate, increase the likelihood of localised flooding and increase the risk of supply contamination through the mix of industrial processes being performed on the estate by the businesses in the logistics and manufacturing sector. It is important to ensure that the risks are mitigated through ensuring that the current countryside areas are available to absorb water when peak periods of rainfall occur, or that additional mitigation steps are put in to place by the developers.

Miswa Chemicals located on Caswell Road, have been on the estate since 1988, and their Managing Director James Champion has reported the following concerns:

1. **Brackmills Ground Water Levels**
   Caswell Road and the adjoining properties all experience an exceptionally high water table. Prior to the development of Brackmills the area was a Water-Boggy area. This high water can be easily seen at an exposed excavation on our site, just 300mm below our floor level foundation base. Miswa’s continuing on-site bore hole monitoring of ground contamination survey and monitoring have identified the ground water flow from a Westerly direction [Hardingstone]. Following heavy rainfall liquid mud can be seen seeping from joints and breakages in the Caswell Road surfaces as traffic pressure is applied.

2. **Main Drainage Pipe Line Services**
   Evidence of ground movements can easily be seen in Caswell Rd by following the pipe line routes and the drain access cover point. Surrounding areas - Edge kerbs and drain covers raised more the 150mm.
   Source – Letter from James Champion to Brackmills Industrial Estate BID, 22nd March 2013
Conclusion

Brackmills Industrial Estate BID urges Northampton Borough Council and members of both the Planning Committee and the Joint Core Strategy committee to seriously review the placement of homes and support facilities on the three proposed developments.

Businesses are akin to the planning and management of growth within their own businesses to ensure that is performed in a sustainable and planned manner, and are aware that models are utilised to best forecast the way forward.

Brackmills Industrial Estate BID would urge that the models are tested with this new information inputted to ensure that any new developments result in nil detriment to the estate and its businesses.

The failure to fully address the identified concerns may result in key employers on the estate reviewing their future on the estate and moving to new locations and estates outside of Northampton and the county, and the resulting loss of employment for your residents.

This will have a significant impact upon the local economy and the ability for Northampton to retain its good reputation as an important logistics hub.
Appendix A - Vehicle movements on Brackmills Industrial Estate – 10th September 2009

Traffic Survey – Vehicle Movements

Source: AECOM Brackmills Travel Survey Report – September 2009. Commissioned by Highways Agency
Appendix B – Key challenges for businesses on Brackmills Industrial Estate

Key Challenges for Businesses

- Internet Provision
- Road Network & Access
- Quality or size of existing premises
- Security Issues
- Availability of Staff/Customer Parking
- Staff recruitment/Skill levels
- Power Supply
- Quality of the Estate & Local
- Availability of suitable premises in the
- Staff Retention
- Location of your Premises
- Public Transport Links
- Other

Source: Brackmills Industrial Estate Business Survey (November 2013)
Appendix C – Flood risk zone for Brackmills Industrial Estate

Source – Northamptonshire County Council Emergency Planning Team, 2010
Mr Alan Ridley
The Planning Inspectorate
Room 3/26 Hawk Wing
Temple Quay House
Bristol
BS1 6PN

Tuesday 20th January 2015

Hardingstone Southern Urban Expansion (N/2013/0338)
Appeal Reference – APP/V2825/A/14/2228866

Dear Mr Ridley

We are writing in response to the letter received from Steve Boyes (Northampton Borough Council) dated 23rd December 2014, that provided us with notice that an appeal has been lodged with the Secretary of State against the refusal to grant planning permission for the Hardingstone Southern Urban Expansion at the planning meeting of 6th May 2014.

Having read the Homes and Community Agency’s Appellant Statement of Appeal document dated November 2014. We would like to reiterate those comments that we formally asked to be on record at the planning hearing meeting on the 6th May 2014

“At Brackmills Industrial Estate, home to over 130 businesses, we are united in our commitment to growth and expansion. It is essential though that growth is accompanied with the appropriate investment in infrastructure.

So, it is essential that any development such as Hardingstone SUE comes with a commitment from developers to invest in infrastructure and the local environment. We have submitted our concerns and questions and hope any development will take this into account.”

Having read the Refusal of outline planning permission document dated the 15th May 2014 we would again wish to refer back to the first reason for refusal outlined

(1) The highway mitigation measures proposed fail to demonstrate that this major development would not have a residual cumulative impact on the A45 trunk road and associated junctions such that the cumulative impacts of the development would not be severe. These adverse highway impacts in turn will lead to a detrimental impact on the highway network adversely affecting all users, including occupiers of business premises located in Brackmills Industrial Estate thus acting as in impediment to the operation of the business park and its future sustainable economic growth. The development would therefore be contrary to the overarching intentions of the National Planning Policy framework.
The position of Brackmills Industrial Estate Ltd remains the same as per the hearing of the 5th May 2014, we would not support any proposed development that could have a negative impact on both the highway network within the estate and on the roads to and from the estate, in particular the A45 trunk road. Brackmills Industrial Estate Limited wishes to ensure there is nil detriment to the operations of current business premises occupiers, and there is no negative impact on the business park’s sustainable economic growth.

Brackmills Industrial Estate Ltd would urge that all rigorous traffic movement model exercises are performed to ensure that infrastructure improvement works are completed on the highway network both on the estate and on the A45 before first habitation on site, to ensure that the operation of the estate is not adversely impacted.

Furthermore, we would like to draw your attention to the placement of the proposed amenities, including local shops and hospitality businesses, at the junction of Landimore Road and Newport Pagnell Road. Brackmills Industrial Estate experiences hundreds of daily HGV movements from companies who are using the A45 and M1. Reports have been received by the BID Company that HGV drivers drive illegally towards Hardingstone along the weight restricted Landimore Road between Gowerton Road and Newport Pagnell Road.

Brackmills currently has no amenities of this nature on the estate, other than mobile van trading sites scattered across the estate. It is inevitable that the HGV drivers will be encouraged to use this road due to the extra appeal of the new amenities and park outside the schools and houses. This has the potential of creating severe traffic hazards and other detrimental environmental impacts upon the residents and the local community. With careful consideration and consultation with the Brackmills Industrial Estate there is an opportunity for the commercial attractiveness of these amenities to be increased if through appropriate design and location they could serve both the residents of the new community, the 11,500 people who work on Brackmills. Consideration should also be given to mitigate the impact of any potential lorry traffic using these amenities through design or investment to improve amenities on the estate itself.

A further concern would be the additional vehicle movements of construction vehicle traffic to and from the estate should they opt to drive through the estate during the course of the day. These additional movements would again put additional strain on the capacity of our estate highways network.

A more detailed response was prepared and submitted in the form of a report to the Planning committee, dated the 14th February 2014.

If you have any questions please contact estate manager Chris Barker on 07875 275688 or email chris.barker@brackmillsestate.co.uk.

Yours sincerely

Sara Homer
Executive Chairman for Brackmills Industrial Estate Limited Business Improvement District

CC – Councillor Jonathan Nunn, Steve Boyes
1st May 2015

Planning Department
Northampton Borough Council
Guildhall
Northampton
NN1 1DE

Dear Sirs,

RF: Development Proposals Close to M1 Junction 15 and Brackmills
Planning Application Number(s): N/2013/1035 & n/2013/1063

I run a business based on Brackmills called County Couriers Ltd T/A Action Express... It is a logistics business and I employ 55 staff and have a fleet of 35 vehicles. I belong to two national networks, APC Overnight and Pallet Track and I am responsible for the delivery and collection of all parcels and pallets within Northamptonshire for both these networks.

We moved to Brackmills 11 years ago and although the Estate itself is a fantastic place to work, the issues with access have grown steadily worse during the last few years and I am now at the point where it is starting to have a serious impact on my business... I not only have to put up with staff arriving late due to congestion on the A45, once loaded my vehicles are then often held up resulting in late deliveries which incur a penalty for me from the networks and loss of revenue.

With an anticipated growth in the region of 20% this year equating to an extra 5 vehicle movements per day I already face some difficulties dealing with the congestion on the A45 so you can imagine my surprise when I discovered that someone is considering allowing the development of 1,000 houses within the area..

Now I fully appreciate that houses need to be built somewhere, however to allow these developments to go ahead will cause absolute chaos on the A45 and I believe will have a significant impact on my ability to run my business properly.... Sadly as I have said before, if these planning applications do go ahead I will have to seriously consider relocating my business away from the area....

Several of my staff have already left due to the issues with getting to and from work and I am currently struggling to attract new staff because everyone is aware of the issues with the A45 and understandably most people have no desire to spend 30 minutes morning and night sat in a queue burning fuel just trying to get into work.

I would like to thank you for taking the time to read my objections, and would be grateful if you were to register this objection against both planning applications referenced above.

Yours faithfully,

Mrs E J Harries
Managing Director

Liliput Road,
Brackmills,
Northampton
NN4 7DT

Tel: 01604 700400  Fax: 01604 701777  www.actionexpress.co.uk
All goods carried under standard R.H.A. terms and conditions
Action Express is the trading name of County Couriers Ltd. Registered in England No 1644625
Ms Nicky Toon  
Principle Planning Officer  
Development control  
Northampton Borough Council  
1st Floor  
The Guildhall  
Northampton  
NN1 1DE  

11th May 2015

Dear Ms Toon,

I can confirm that we have issues regarding traffic congestion at Brackmills which have been worse now that the former National Grid has been let.

Travis Perkins has warehousing totalling over 850,000 sf. on Brackmills and has recently occupied part of Lakeside. Whilst we redevelop our Lodge Farm campus we have had to take 30,000sf of office space at Lakeside on a temporary basis. At peak times the traffic congestion is horrendous and is now seriously affecting the efficiency of both our logistics and office/administration functions. It is of major concern in terms of managing the business.

Our COO for Travis Perkins, unprompted, raised this as a concern within a week of moving there. The current road infrastructure does not seem capable of handling the current volumes of traffic and this will get worse as the existing property stock in the area becomes occupied.

Regards,

Martin Meech  
Group Property Director
Policy MKSM SRS Northamptonshire 2

Northampton Implementation Area

New development will be delivered through a combination of urban regeneration and intensification and the development of new sustainable urban extensions, integrated with the development of enhanced public transport and new public interchanges. Northampton Borough, and the District and Borough Councils of South Northamptonshire and Daventry should together identify and provide for the timely preparation of an appropriate set of LDDs to put into effect the proposals of the Sub-Regional Strategy for the growth within the Northampton Implementation Area (NIA). This should include joint working on core strategies and a joint LDD to investigate longer term growth options for the NIA.

Together these LDDs should provide for an increase in the number of homes in the NIA in the period to 2026 as follows:

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<td>Total</td>
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<td>7,250</td>
<td>8,875</td>
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<td>Annual Average Rate</td>
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<td>1,450</td>
<td>1,775</td>
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In examining growth options the longer-term perspective of the Sub-Regional Strategy to continue at least to 2031 should be borne in mind.

The levels of development proposed will be monitored against an increase in employment of 37,200 jobs in West Northamptonshire (Northampton Borough, and Daventry and South Northamptonshire districts) in the period to 2021. This employment figure is a reference value to be used for the monitoring and review and not as target.

Taken in combination the LDDs within the LDS should set firm guidelines for proactive inter-agency approaches that will:

- meet all the principles for creating sustainable communities set out in MKSM SRS Policy 3;
- provide for housing growth using both greenfield land and previously developed land, but maximising opportunities for recycling redundant and under-used urban land especially at nodal sites and on good-quality public transport routes;
- provide an adequate choice of high-quality employment sites for targeted office and high-value knowledge-based industries and for existing key sectors, making a realistic assessment of the prospects for continuing use of older sites and including an appropriate degree of mixed use on suitable sites, both new and existing;
- reduce the need to travel by integrating land use and transport planning, reviewing the need for new orbital and other roads, achieving a step change in the attractiveness of public transport within the urban area, implementing town-wide park and ride schemes, comprehensively improving the attractiveness of walking and cycling, and implementing demand management measures;
- provide for suitable urban extensions (without reference to local authority boundaries) clearly linked, where appropriate, with the completion of any key items of necessary associated infrastructure;
• identify an appropriate number of existing and possible future District Centres (urban hubs) to form sustainable sub-centres for shopping and for the provision of commercial and social services, giving an emphasis to regeneration needs and opportunities for urban renaissance where relevant;
• achieve a better quality of new development throughout the urban area, including strategic improvements to the public realm and sympathetic design at the countryside in and around towns;
• review, and if necessary, set new targets for the provision of affordable housing within the area of the LDD;
• consider the opportunity for the further development of higher education facilities in Northampton;
• provide for additional primary health and social care services within existing primary care outlets, in bespoke new healthcare centres within the sustainable urban extensions and within new and expanded community hospitals;
• expand, reconfigure and modernise secondary healthcare facilities as required to ensure sufficient capacity;
• make appropriate provision for green infrastructure including the Nene Valley Regional Park which will play an important role as a strategic recreational resource and offer opportunities to protect and enhance landscape character, biodiversity and cultural heritage.

Policy MKSM SRS Northamptonshire 3

Northampton Central Area

Northampton Borough Council, in partnership with other relevant bodies, will prepare an LDD to provide a long-term framework for revitalising and upgrading the quality and facilities of the central area, including:

• developing the area around and including the railway station not only as a transport hub for the town, but also as an attractive and vibrant gateway to the town centre and a focus for development;
• improving the range and quality of retail provision by increasing comparison and convenience floorspace, and linking this into a revitalisation of the rest of the central area incorporating attractive links to the railway station and waterfront areas;
• making the central area the focus of a range of employment opportunities with a particular emphasis on offices, through the provision of large office space through to small office suites in both new and converted accommodation;
• developing cultural/heritage tourism by enhancing the existing cultural heritage facilities and attractions, and through the provision of new facilities; and
• increasing the range of centrally located overnight accommodation.
Housing

4.16 Paragraph 47 of the National Planning Policy Framework expects local authorities to produce a housing trajectory to illustrate the expected rate of housing delivery and support the implementation strategy for the full range of housing required over the Plan period. In the immediate term the housing trajectory will serve to ensure delivery of an appropriate five-year supply of housing land can be maintained. Previous housing trajectories assessed housing delivery against the former East Midlands Regional Plan targets for West Northamptonshire. For reasons explained earlier in this AMR it is no longer considered appropriate to use the Regional Plan targets for monitoring purposes. Instead it is proposed to use the housing trajectory which forms part of the Proposed Main Modifications to the Joint Core Strategy which were agreed by the Joint Strategic Planning Committee in December 2013. The trajectory in Table 33 below sets out the planned delivery within the Joint Core Strategy and indicates how this will meet the Objectively Assessed Housing Need (OAHN) for West Northamptonshire in the Plan period to 2029.

4.17 The delivery of the scale of housing required to meet the assessed need has been profiled to take account of the relatively low starting point as the housing market starts to recover following the economic recession. It also reflected the time required to bring major sites through from application to delivery. The new housing trajectory has been informed by a robust investigation of the housing supply position across West Northamptonshire and is set out in the updated Housing Technical Paper (December 2013) which was prepared to support the Proposed Main Modifications to the Joint Core Strategy.
### Table 33 – West Northamptonshire Joint Core Strategy – Proposed Housing Delivery

<table>
<thead>
<tr>
<th>Year</th>
<th>Annual Objectively Assessed Housing Needs rate (Dwellings)</th>
<th>Difference delivery against Average rate (Dwellings)</th>
<th>Planned Delivery (Dwellings)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>2011/13</td>
</tr>
<tr>
<td>2011/12</td>
<td>2,320</td>
<td>-1,448</td>
<td>872</td>
</tr>
<tr>
<td>2012/13</td>
<td>2,320</td>
<td>-1,480</td>
<td>840</td>
</tr>
<tr>
<td>2013/14</td>
<td>2,320</td>
<td>-1,021</td>
<td>1,299</td>
</tr>
<tr>
<td>2014/15</td>
<td>2,320</td>
<td>-516</td>
<td>1,804</td>
</tr>
<tr>
<td>2015/16</td>
<td>2,320</td>
<td>-76</td>
<td>2,244</td>
</tr>
<tr>
<td>2016/17</td>
<td>2,320</td>
<td>446</td>
<td>2,166</td>
</tr>
<tr>
<td>2017/18</td>
<td>2,320</td>
<td>842</td>
<td>3,162</td>
</tr>
<tr>
<td>2018/19</td>
<td>2,320</td>
<td>926</td>
<td>3,246</td>
</tr>
<tr>
<td>2019/20</td>
<td>2,320</td>
<td>1,118</td>
<td>3,438</td>
</tr>
<tr>
<td>2020/21</td>
<td>2,320</td>
<td>866</td>
<td>3,186</td>
</tr>
<tr>
<td>2021/22</td>
<td>2,320</td>
<td>696</td>
<td>3,016</td>
</tr>
<tr>
<td>2022/23</td>
<td>2,320</td>
<td>683</td>
<td>3,003</td>
</tr>
<tr>
<td>2023/24</td>
<td>2,320</td>
<td>415</td>
<td></td>
</tr>
<tr>
<td>2024/25</td>
<td>2,320</td>
<td>270</td>
<td></td>
</tr>
<tr>
<td>2025/26</td>
<td>2,320</td>
<td>19</td>
<td></td>
</tr>
<tr>
<td>2026/27</td>
<td>2,320</td>
<td>-89</td>
<td></td>
</tr>
<tr>
<td>2027/28</td>
<td>2,320</td>
<td>-309</td>
<td></td>
</tr>
<tr>
<td>2028/29</td>
<td>2,320</td>
<td>-471</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>41,760</td>
<td>871</td>
<td>11,275</td>
</tr>
<tr>
<td>Average</td>
<td></td>
<td>856</td>
<td>2,255</td>
</tr>
</tbody>
</table>

#### 4.18 The proposed trajectory summarised in Table 33 above shows that the delivery rate is planned to rise from an average of 856 in 2011/13 to an average of 2,255 for the period 2013/2018 and rising even further to 3178 per annum for 2018/2023. When compared to actual completions between 2001/11 as shown in Table 38, below, of this AMR it is apparent that the 2018/23 average is over 800 dwellings higher than the highest rate of completions achieved prior to the economic downturn. As such the proposed trajectory is challenging and will be subject to close monitoring in future AMRs.

#### 4.19 The following charts illustrate the trajectory for West Northamptonshire as a whole, by District, and for the Northampton Related Development Area.
4.20 It should be noted that the “delivery” target is higher than the “need” target, particularly in South Northamptonshire. It is expected that the resultant 5 year land supply calculations will be based upon the “need” trajectory.
Chart 1 - West Northamptonshire
Projected Completions - DELIVERY and NEED

Years 2011-2029

Dwellings

- West Northamptonshire Total Provision - DELIVERY
- West Northamptonshire Total Provision - NEED
Chart 2 - Projected Completions by District - DELIVERY and NEED
Chart 3 - Projected Completions by NRDA and Residual for Daventry and South Northants - (DELIVERY and NEED)
### Table 34 - Housing Requirements 2011 - 2029

<table>
<thead>
<tr>
<th>Indicator: Key Output Indicator H1</th>
<th>‘Plan Period Housing Delivery Indicative Phasing’ – Proposed Main Modifications to the Pre-Submission Joint Core Strategy (as Submitted)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Plan Period / Source</td>
</tr>
<tr>
<td>Daventry District</td>
<td>2011-2029</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>Northampton Related Development Area (NRDA)</td>
<td>2011-2029</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>South Northants</td>
<td>2011 2020</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>West Northants Total</td>
<td>JCS Proposed Main Modifications (Policy S6 Supporting Text)</td>
</tr>
</tbody>
</table>

#### 4.21
Previous AMRs have used the housing targets set out in the Regional Strategy. For the first time the figures set out in Table 33 above are drawn from the West Northamptonshire Joint Core Strategy (JCS) (Proposed Main Modifications, January 2014). Whilst the Regional Strategy remained in place for the entirety of the 2012/13 Monitoring Period, it is considered that the evidence base supporting the JCS, including the objective assessment of housing needs, is more up to date and in line with the NPPF and other guidance.

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*This figure relates to proposed supply, rather than the Objectively Assessed Need, which is slightly lower. Please note: it is the lower Objectively Assessed Need figure which is proposed to be used for the calculation of 5 year land supply requirements.*
Table 35 - Net Additional Dwelling Provision

<table>
<thead>
<tr>
<th>Indicator: Key Output Indicator H2 (a) and H2 (b)</th>
<th>Net Additional Dwellings in Previous Years and Net Additional Dwellings in Monitoring Year (2012/13)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daventry District (excluding NRDA)</td>
<td>417 435 286 247 360 295 319 183 174 158 145 98</td>
</tr>
<tr>
<td>Northampton Related Development Area (NRDA)</td>
<td>1,004 1,200 1,009 1,023 1,026 1,024 1,020 707 340 323 423 516</td>
</tr>
<tr>
<td>South Northamptonshire (Excluding NRDA)</td>
<td>498 366 175 325 238 235 211 220 258 206 304 226</td>
</tr>
<tr>
<td>West Northamptonshire Total</td>
<td>1,999 2,009 1,450 2,195 2,224 2,354 1,550 1,110 780 687 872 840</td>
</tr>
</tbody>
</table>

4.22 Net additional dwelling provision has decreased slightly by 32 units, or 3.77%, against the equivalent period for 2011/12. However, output remains higher than in 2010/11 which represented the historic low for housing delivery across West Northamptonshire over the last decade. The delivery rate is still below the peak output of 2,354 units recorded in 2006/07 prior to the recession. Performance has not been even across West Northamptonshire; Daventry and South Northamptonshire have shown decreases in output of 32% and 26% respectively whilst the Northampton Related Development Area has delivered 93 more units than 2010/11 (an increase of 22%). Although the reduction in housing delivery is disappointing it is not unexpected and was anticipated in the Joint Planning Unit’s ‘Update: Housing Monitoring and the Housing Market’ prepared as supporting evidence for the Joint Core Strategy Examination. This paper highlighted a reduction in new starts which was expected to affect completions during 2012/13. It is not expected that performance this year will reflect a significant contraction in house building activity. There are strong signals that replacement sites have become active and are likely to deliver the greatest proportion of their output in 2013/14.

4.23 The Joint Planning Unit’s ‘Housing Technical Paper Second Update’ (December 2013) presents evidence to suggest that the housing recovery will continue to gather pace. For example, land supply, in terms of plots with consent, has been increasing slowly since 2010 and ongoing monitoring of new consents indicates that this will accelerate during 2013/14. In terms of the market, agents are reporting an increase in consumer confidence and the lack of mortgage availability appears to be less of a constraint than previously.
4.24 The impact of government mechanisms to promote housing development such as the ‘Help to Buy’ equity loan initiative is credited for a notable increase in housing transactions during 2013. It is clear from housebuilders’ reports to the stock market that they are experiencing an increase in enquiries and sales and are therefore seeking to bring additional sites to market. All of these trends can be expected to result in an increase in housing completions for 2013/14 to be reported in the next Joint AMR.

**Table 36 - Net Additional Pitches for Gypsy and Travellers**

<table>
<thead>
<tr>
<th>Indicator: Key Output Indicator H4</th>
<th>Net Additional Pitches (Gypsy and Traveller) 2012/13</th>
</tr>
</thead>
<tbody>
<tr>
<td>Data Type</td>
<td>Permanent</td>
</tr>
<tr>
<td>Daventry District</td>
<td>Additional Pitches 12/13</td>
</tr>
<tr>
<td>Total Additional Since 2007</td>
<td></td>
</tr>
<tr>
<td>Northampton Borough</td>
<td>Additional Pitches 12/13</td>
</tr>
<tr>
<td>Total Additional Since 2007</td>
<td></td>
</tr>
<tr>
<td>South Northamptonshire</td>
<td>Additional Pitches 12/13</td>
</tr>
<tr>
<td>Total Additional Since 2007</td>
<td></td>
</tr>
<tr>
<td>West Northamptonshire Total</td>
<td>Total Since 2007</td>
</tr>
</tbody>
</table>

**Table 37 - Requirements for Gypsy and Traveller Pitches (2012/13 – 2022/23):**

<table>
<thead>
<tr>
<th>Travellers Accommodation Needs Study(^{42}) (April 2013)</th>
<th>Requirements for Gypsy and Traveller (including Travelling Showpeople) Pitches (2012/13 – 2032/33)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Data Type</td>
<td>Permanent</td>
</tr>
<tr>
<td>Daventry District</td>
<td>Requirement</td>
</tr>
<tr>
<td>Northampton Borough</td>
<td>Requirement</td>
</tr>
<tr>
<td>South Northamptonshire</td>
<td>Requirement</td>
</tr>
<tr>
<td>West Northamptonshire Total</td>
<td>Total</td>
</tr>
</tbody>
</table>

\(^{42}\) RRR Consultancy Ltd (April 2013) West Northamptonshire Travellers Accommodation Needs Study