northampton

Section 2 : Design Guide
It is proposed to create a street ‘canvas’ that will bind the town together, connecting the different areas, creating more space for pedestrians and providing a public realm that people want to experience. The design solution should be timeless, simple and elegant.

In determining the palette for this ‘canvas’ several considerations should be addressed:

1. To use materials that reflect the local vernacular of Northampton, the tones and colours of the town, and the geometric clues in the architecture.

2. To create a quality foreground for the architecture. To simplify not to over complicate with elaborate paving patterns and unnecessary street clutter. There are enough intricacies in the facades of the buildings.

3. To use materials that are robust, timeless in appearance and which will improve as they mature. Natural stone is proven for displaying all these qualities.

4. Making Northampton a Walkable Town. To relate to the function of spaces, whether it is creating flexibility for many uses of the Market Square, busy shopping streets, quiet secluded spaces or a strategic route guiding people to a key destination.

5. To light the town. There is an abundance of quality within Northampton from which to develop an impressive lighting strategy. This will extend the function and safety of the town into the night.

6. The landscape of the town, in particular street trees should be carefully considered and executed to protect the visual quality of the architectural heritage, whilst drawing through the fine necklace of green space surrounding the town.

In order to maintain levels of quality, Northampton will follow a phased approach based upon the guidance of the ‘Implementation Framework Plan’. (Introduced in Section 1)

A proposed hierarchical treatment of spaces will also be developed through a classification of large squares, small nodes, intimate spaces or gateways. These spaces should provide opportunities for a greater level of artistic intervention in order to set them apart from the streets, add visual interest and make them distinct from each other.

The design philosophy will also establish a greater sense of arrival into Northampton by celebrating key landmarks and their setting.
'Natural, local materials are to be preferred to man-made alternatives. They should reinforce the identity of different types of environment - historic and modern, urban and rural.'

Streets for All; East Midlands

It is proposed that the use of materials in Northampton will follow the aspirations of English Heritage. The overarching principle will be to use natural stone where possible.

It is now widely acknowledged that using robust and durable materials, following a tradition of high quality workmanship and attention to detail, and maintaining the local vernacular is a sustainable approach. This will ensure that schemes will improve with age and will also help to reinforce the character of the town.

Materials Palette

A comprehensive palette of materials for Northampton has been developed for use throughout the public realm. The materials have been chosen to respond to function as well as the aesthetic quality reflected within each character area of the town.

The aims of the Materials Palette in particular are:

- to create a high quality public realm,
- to provide a consistent use of surfacing materials for streets,
- to use natural stone to follow historical precedence where possible,
- to maintain a consistent approach to kerbs and drainage channels within each street hierarchy classification. For example to continue with the existing arrangement of high quality, wide top kerbs along principal streets.
- to protect and reveal the existing historic treatments, distinctive to the area.
- to ensure that highway materials conform to functional requirements as well as being aesthetically appropriate with the surrounding character and street classification.
- to re-use existing surface materials where appropriate.

The proposed palette of materials will accord with location, priority and use. These are set out in the following chapter, ‘Northampton Palette’ with specific details described in the ‘Implementation Framework Plan’.

As described in Section 1, there are several conservation areas within the town. The treatment of these areas, such as the Historic Core have been identified within the PRIF for special consideration. The conservation issues relating to such streets and spaces ensure that proposed materials have been chosen based on extensive consultation with English Heritage and NBC Conservation Officers.

The proposed palette to be used in Northampton has been selected to balance historic precedence, reinforce local distinctiveness, perform functional requirements and be aesthetically appropriate. The paving of Northampton will provide a cohesive theme that links the streets and spaces by use of common elements.

The Baseline, describes the historic surface materials in the town as a combination of riven finished yorkstone, limestone, and red/ grey granite setts and kerbs.

Ethics and Sustainability

The PRIF acknowledges the importance of sustainability, ethics and economics when sourcing materials. There is a great need to deliver a balanced solution that considers whole life costs, sourcing, and environmental issues.

Research shows that the decision to use natural stone is often influenced by financial constraints. This has been no different in the case of Northampton. This results in many
clients being forced to look outside Europe and the UK in order to deliver natural stone led schemes from cheaper sourced stone. These financial constraints, when spread across an entire town can potentially paralyse a project before it begins.

In respect of the expanding importation of stone from developing countries, companies should audit all the Natural Stone suppliers that they trade with. The Ethical Trading Initiative Base Code as an example is an alliance of companies, non-governmental organisations (NGOs) and trade union organisations that promote and improve the implementation of corporate codes of practice which cover supply chain working conditions. This will protect against issues, including Discrimination and Working Hours, protection against child labour, and ensuring good working standards of Health and Safety.

As part of the PRIF foreign sourcing should follow consistent and rigorous procedures and standards in order to eliminate ethical and sustainability issues in particular, Human rights ethics should be upheld within the source quarries. (for example stone manufacturers should belong to initiatives such as Ethical Trading Initiative (ETI).

Ensure that quarries operate sustainable management systems, which includes the restoration of quarries when they have expired.

The following British Standards should also be adopted to maintain quality procedures;

- BSEN ISO 9000 for Quality Management
- OHSAS 18001 for Health and Safety Management
- BSEN ISO 14001 for Environmental Management

Balance the carbon footprint for stone sourcing against the longevity benefits of the material when it is laid.

Government and planning policy now favours the use of natural stone for its merits in achieving targets on sustainability, environmental protection and employment (Historic Scotland 1999). Therefore, there is a strong argument in favour of going outside the UK and Europe to source natural stone at the expense of using locally sourced or manufactured man-made products such as brick and concrete aggregate.

The PRIF has developed a selection of proposed materials based on using natural stone by the most sustainable, historically and aesthetically appropriate, and financially acceptable means.

Primary Materials

The primary palette of materials for pavements and footways is proposed to be a UK sourced yorkstone. The decision has been based on the outcome of meetings between NCC, NBC and WNDC, dialogue with English Heritage and an assessment of material sample panels.

A recommended source for the above : Farrar Yorkstone as laid down without jointing for a material sample panel, April 2007.
Paving Northampton

will be Farrar Yorkstone. This quarry is currently going through the planning process to extend the life of the quarry. Its current life expectancy is 5 years. Extensions to the current working areas will give consistency for future supplies.

The PRIF recognises that unknown market and commercial pressures, as well as future government policy may also affect the supplies of the stone. Therefore the PRIF will set out procedures to ensure that the application of alternatively sourced yorkstone is carried out through the guidance of the implementation framework plan.

The proposed Farrar Yorkstone will have been thoroughly tested before approval, in particular:

- Skid PSV testing
- Hardness tests (strength of stone)
- Water absorption tests.

In the event of the recommended stone being unavailable at any time the PRIF has identified other UK quarries which can source a buff only yorkstone. These are Cromwell and Crosland Hill Quarries.

During tendering procedures for priority streets there should be a process whereby Farrar Yorkstone is preferred, and any alternatives proposed would need to match this stone for colour. It is acknowledged that an exact match will be impossible and therefore to ensure that the floorscape does not become a ‘patched quilt’ based on specific developments or schemes, alternatives should be applied in accordance with the Implementation Framework Plan.

The street hierarchy set out in the Implementation Framework Plan will control when variations in the palette should be applied. Generally the PRIF sets a standard that there should be no mixing of stone sources within the same street groupings. For example all priority streets defined by ‘The Cross’.

The yorkstone will be buff coloured with no grey or blue colouring. A consensus from a select panel of NCC, NBC and WNDC has found that buff toned yorkstone can compliment the architectural stone used throughout the town. Where yorkstone with a mix of grey and buff has been used within Northampton the appearance of the street has been unsuccessful and therefore there should be a presumption against using this coloured stone.

Granites have also been proposed as a part of the primary palette for Northampton. Historically this material has been used in the carriageways and kerbs, and therefore is a precedence that will be taken forward as part of the PRIF.

The granite will range in colours from light pinks, to blues and greys and should be used within Northampton to interface with in-situ materials.

It is recommended that the proposed granite is sourced from outside the UK and Europe. This is largely a financially driven decision influenced by the limited supplies of granite in the UK. Stone manufacturers sourcing the granite should ensure that professional, ethical and sustainable standards are adhered to. The same approach to using alternative stone sources applies with the use of granite.

Secondary Materials

Natural stone is seen as the best material due to its superiority over man-made alternatives in areas such as longevity, durability, weathering and aesthetic value.

However it has been accepted that the proposed use of natural stone is financially unrealistic across the whole of Northampton. In some instances the use of natural stone has also be dismissed as being technically inappropriate for a specific use.

Where secondary materials are to be used they should;

- meet the functional performance of the materials palette
- be a similar size, colour and texture as the natural palette of materials
- be the same dimensions and follow the same laying patterns as the natural flags or setts.

The secondary palette will consist of asphalt or reconstituted natural stone aggregate products.

The proposed palette of materials will be applied using a combination of the ‘Northampton Palette Plan’ and the more detailed ‘Implementation Framework Plan’.
The essential elements of Northampton are embraced in this unique blend of materials. The beautiful honey coloured local stone speaks of permanence and local sourcing, the oak of the medieval town and the marketplace, the iron of the rise of the Victorian town and the coming of the railway and industry and the leather of the local traditions of craft and fashion.

Central Area Framework (S.O.I.L. Strategy)

As part of the Central Area Framework (Masterplan for Northampton) a theme for materials known as S.O.I.L. (Stone, Oak, Iron and Leather) was developed.

The essence of these materials provides a strong theme for developing the type of materials used to design and construct street furniture and artwork within the public realm.

Other preferences for the finish of street furniture and artwork commissions is for Coreten steel finishes, complemented with elements of bronze or stainless steel to enhance form and function.

These materials provide a basic palette for exploring ideas for street furniture and artwork integration into the public realm. They should be considered as a set of alternatives, with due care not to over complicate by overtly mixing these material types together.

The aspiration is to have natural coloured finishes and enhance the natural textural qualities of materials wherever possible. The intention is to move away from bright coloured paint finishes.

Stone Oak Iron Leather (S.O.I.L)

This theme will provide a set of high quality finishes which can be applied to the streetscape of Northampton. The intention is to provide designers and artists with a palette of materials that has the flexibility to be interpreted creatively whilst retaining a level of control across the whole of the town. This will ensure a legible continuity, create an exemplar brand for Northampton.

Stone

The use of stone, can transcend the realm of surfacing and building facades. Signage, walls, artwork and intricate detailing can all combine the use of natural stone. Examples of stone sourcing have been described previously.

Oak

The subtle use of timber in the detailing, especially in special distinct areas such as Churchyards or similar areas with strong medieval influences. Oak also symbolises the inclusion of trees and their positive influence on the public realm.

Iron

The ‘iron’, would be a mild steel with a lacquered finish to give the appearance of wrought iron which has been used over the centuries for enclosure, signing and architectural detailing in the area. This material would be particularly suited to historic areas where boundary railings or re-cast lighting equipment would follow original features.

Leather

The colour and textures associated with leather are more applicable than using the material literally within the urban realm. Using the theme of leather can stimulate interesting design solutions that can be applied not only to street furniture and artwork but also patterns in the floorscape or signs and walls.
The Northampton Palette sets out quality thresholds for materials and features within the town.

These thresholds will determine the quality aspiration for materials in these areas.

As described previously it would not be appropriate or cost effective to apply the highest quality material across the whole of the town and therefore the Plan to the left, guided by ‘Implementation Framework Plan’, helps to categorise the varying degrees of quality.

The palette encompasses all areas of the public realm ranging from paving materials, street furniture, signs, lighting and public art.

The areas identified on the Plan are colour coded with ‘green’ in the centre being the highest quality, dropping down a level to the colour ‘red’, and the lowest level at the periphery of the town, ‘blue’. These colours represent the following:

- Palette Zone One (green)
- Palette Zone Two (red)
- Palette Zone Three (blue)

The only key difference between Palette Zone One and Two is the treatment of the carriageways. Palette Zone Three, on the other hand displays the most significant changes in material. These are described in more detail below.

**Palette Zone One**

The following areas represented by Palette Zone One are deemed to be the most important within Northampton:

- Market Square
- Priority Arms of the Cross
- Priority Retail Street
- Other Priority Streets within the Historic Core

The application of these streets will be as follows,

- Footways to be paved in Yorkstone.
- Kerbs mid grey granite.
- Channel blocks to be pink granite
- Carriageway to be mid-grey granite blocks

**Street Furniture**

‘Northampton Brand’ suite. These suites and other related items are described in Section 3.

**Lighting**

To be highest quality equipment with the highest quality of light source. Streets with narrow footways should be lit from building mounted lighting wherever possible. Bespoke lighting solutions will be required in streets of Special Character including the use of additional feature lighting.

See Lighting Strategy for more detail information.

- **Landscape**
  There is limited scope for tree planting within Palette Zone 1. The highest standard of street tree must be carefully considered and executed to protect the visual quality of the architectural heritage as well as ensuring that the planting survives. Details of species and sizes are described in Section 3.

- **Public Art**
  Sensitive and responsive art will be overlaid on the streets according to the Art Strategy.

**Palette Zone Two**

Areas within Palette Zone Two retain a high level of existing quality and therefore contribute to the positive townscape quality. The palette in these locations looks to protect and enhance these characters. The areas are:
Northampton Palette

- All areas in the Historic Core excluding those identified within Palette Zone 1, and west of Horse Market.
- Georgian Quarter
- Church of the Holy Sepulchre Conservation Area excluding areas within Palette Zone 1.
- Secondary Arms of the Cross
- Grosvenor Centre Extension

The application of these streets include,

- Footways to be paved in Yorkstone.
- Kerbs mid grey granite.
- Channel blocks to be pink granite
- Carriageway in black asphalt
- Street Furniture
  - ‘Northampton Brand’ suite. These suites and other related items are described in Section 3.
- Lighting
  - A high quality lighting solution should is proposed within the Lighting Strategy. In areas where traditional lighting equipment brings added value to the street they should be protected and subtly supported with a base light without adding additional clutter or extra columns to the street.
  - See also Lighting Strategy.
  - Landscape
    - Tree planting should be included where possible. Larger species should be considered on main approach roads with medium sized species on other routes. See Section 3 for more detail.
  - Public Art
    - Sensitive and responsive art will be overlaid on the streets according to the Art Strategy.

Palette Zone Three

The following areas will be designed to areas with a lower footfall on the periphery of the town core, and include key approach road/ ring road specifications:

- All External and Internal Boulevards
- Spring Boroughs Residential
- Business and Leisure District
- Residential Areas south of Marefair
- Gas Street Roundabout Carparks

Application of the streets includes,

- Footways to be paved in manufactured stone aggregate products to compliment natural stone in colour tones or black asphalt as determined by the implementation framework.
- Kerbs and detail banding to be mid grey granite.
- Channel blocks to be pink granite
- Carriageway in black asphalt
- Street Furniture
  - Street furniture to be a standard range as described in Section 3.
- Lighting
  - Many of the approach roads into the town will have consistency and a distinct style of equipment to mark a clear identity for Northampton.
  - See also lighting Strategy.

- Landscape
  - The highest standard of street tree planting is required. Larger species should be considered along boulevard type streets. See Section 3 for more detail.
- Public Art
  - The sensitive incorporation of public art into road corridors and gateways is encouraged.
The success of the Vision for Northampton lies largely in developing a strong, identifiable, and distinctive sense of place. A robust, innovative approach to the design of the public realm across the town will be critical to achieving this strong identity. In particular the public realm can create a legible street pattern that is well connected and well used.

The PRIF should adopt a consistent design approach throughout Northampton, which embraces the existing ‘sense of place’, and creates a walkable town that balances an approach to all modes of transport, helping to sustain the enjoyment of the town.

This can help to project a positive image based upon proven design principles and unify the varied elements of Northampton through the treatment of its streets, squares, green spaces, and gateways.

This consistency in design approach, developed as part of the ‘Northampton Palette’ (described in the previous chapter) will group all the various elements and character areas of the town and determine three levels of zone hierarchy within a high quality overarching ‘design theme’, covering all the streetscape elements within the town. This will provide the palette hierarchy for the town.

Street Hierarchy Concept

The ‘Implementation Framework Plan’ will overlay another level of detail based upon a hierarchy of treatments for specific street types and spaces.

These detailed distinctions can help to reinforce the individual qualities of streets and spaces identified within the Framework Plan and bring order and legibility to the public realm.

A notable reference within the Framework Plan is the inclusion of ‘Priority Streets’ these are streets within a category that are deemed to have high townscape value with the potential for greater regeneration impact and therefore recommended for early phasing and the highest quality treatment.

The following chapter describes the street and space classifications and explores the design principles and material application of the Implementation Framework Plan in more detail.

The PRIF also recognises that traffic management plays a vital role within the design of the street and therefore the chapter begins with a brief introduction to the approach taken by NCC to traffic management within the key streets of Northampton’s core areas.
Traffic Management

In order to create a ‘Walkable Town’, highway and transport planning issues which directly affect the function of the street need to be addressed. The design of the street is susceptible to such impacts, in particular traffic flows, carriageway widths, bus-routes, and on-street parking, including the implications of reducing or removing it from the street.

The PRIF uses the Central Area Framework Masterplan Transport Strategy, which establishes a better balance between vehicle traffic and other town users. Taking the key principles of this transport strategy, a solution for re-evaluating the function of streets within Northampton can be achieved.

Car traffic in the centre can be reduced dramatically by the removal of through traffic in the historic core area. This in turn will provide opportunities for narrowing carriageways and widening footpaths throughout the town, reducing some 2-way streets to one-way streets and creating pedestrian and shared use streets.

(a shared use street, is a street where pedestrians and bicycles have priority, but where cars may enter at slow speeds. The street is divided into short one-way sections to prevent through traffic.)

The reduction in carriageway widths will help to create streets with wider pavements. This will help to create a more accessible environment for pedestrians by providing more ‘walkable’ space.

The intention will be to provide pedestrians and cyclists with much better public realm conditions.

Other critical aspects in achieving a better public realm with support from the transport strategy include;

- The town centre carparking strategy can reduce or remove on-street parking and therefore increase the amount of pedestrian space and visually improve the quality of the streetscape. The carparking strategy will support a rationale for lost spaces.
- Cars will be allowed to penetrate the town core in the evenings for parking.
- New patterns for goods deliveries will remove vehicles from important streets. This will also include the introduction of a managed system for restricted ‘time zones’ for loading and unloading.
- Bus routes will be routed away from the historic core area. This will have a beneficial impact on ‘town life’ and encourage the positive function of streets for walking, shopping and socialising.
- Lower emissions, a reduction in the volume of buses entering the core areas by ensuring the heaviest volume of bus routes are kept to the immediate periphery of the central core, will help to improve the quality of experience for visitors in the heart of the town.

The PRIF proposes to make all ‘Priority Streets’ either pedestrian or shared use. This includes;

- The priority streets of the ‘Cross’.
- The Retail Street
- Market Square
- The ‘Priority’ Historic Streets

The proposal will be that along these civic streets (located at the very centre of the town) through-traffic and on-street parking will be removed.

Exception for servicing and evening parking at restricted times of the day and night will be considered. (eg before 8:30am and after 6pm).

The following table provides existing and proposed information for traffic management within the town centre core areas. The traffic management approach will help to guide the detail design of these individual streets.

Within this package of work the implementation programme for each street will be phased in accordance with priority investment areas and development projects running concurrently. Planning procedures, Traffic Orders and certain acquisitions will also affect the phasing of streets.
## Traffic Management

<table>
<thead>
<tr>
<th>Street</th>
<th>Existing</th>
<th>Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gold Street*</td>
<td>1-Way Street On-street Parking (north side) Bus Route</td>
<td>Retained as 1-Way Carriageway narrowed On-street parking removed Bus Route Only Pedestrian Priority</td>
</tr>
<tr>
<td>Bridge Street* (upper)</td>
<td>2-Way Street On-street Parking (both sides)</td>
<td>Changed to 1-Way On-street parking removed Carriageway narrowed Bus Route Only Pedestrian Priority</td>
</tr>
<tr>
<td>Bridge Street (lower - A508)</td>
<td>1-Way Street 3-Lanes</td>
<td>Retain as 1-Way Narrow carriageway to 2-Lane</td>
</tr>
<tr>
<td>Drapery*       (Defined as Market Square in Proposals)</td>
<td>2-Way Street Bus lay-bys (both sides - 8no.)</td>
<td>Change to 1-Way Narrow carriageway Bus Route only Reduce bus stops to Pedestrian priority</td>
</tr>
<tr>
<td>Sheep Street*</td>
<td>1-Way Street On-street Parking</td>
<td>Retain as 1-Way Narrow carriageway Formalise on-street parking</td>
</tr>
<tr>
<td>St Giles’ Street*</td>
<td>1-Way Street On-street Parking (majority on south side) Bus Layby</td>
<td>Retain as 1-Way Narrow carriageway On-street parking removed</td>
</tr>
<tr>
<td>Spencer Parade</td>
<td>1-Way Street On-street parking (south side)</td>
<td>Retain as 1-Way Narrow carriageway Formalise on-street parking</td>
</tr>
<tr>
<td>Mercer’s Row*  (Defined as Market Square in Proposals)</td>
<td>1-Way Street On-street Parking Taxi Rank (both sides)</td>
<td>Retained as 1-Way Access only (times) Pedestrianised</td>
</tr>
<tr>
<td>George Row*    (Defined as Market Square in Proposals)</td>
<td>1-Way Street On-street Parking (north side)</td>
<td>Retained as 1-Way Access only (times) Pedestrianised</td>
</tr>
<tr>
<td>Wood Hill*     (Defined as Market Square in Proposals)</td>
<td>1-Way Street On-street Parking (both sides)</td>
<td>Retained as 1-Way Access only (times) Pedestrianised</td>
</tr>
<tr>
<td>St Giles’ Square</td>
<td>1-Way Street Access Only</td>
<td>Retain as 1-Way Retain as access only Pedestrianised</td>
</tr>
<tr>
<td>Dychurch Lane (between Wood Hill and Abington Street)</td>
<td>1-Way Street On-street Parking</td>
<td>Retain as 1-Way Access only Pedestrianised</td>
</tr>
</tbody>
</table>
## Transportation Management

### Retail / Georgian Streets

<table>
<thead>
<tr>
<th>Street</th>
<th>Existing</th>
<th>Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Abington Street *</td>
<td>Pedestrianised</td>
<td>Retain as pedestrianised Access only (restricted times)</td>
</tr>
<tr>
<td>Abington Street (East of St Giles’ Terrace)</td>
<td>1 - Way Street Disabled Car Parking Access only</td>
<td>Retain as 1 - Way Retain disabled car parking Formalise parking layout</td>
</tr>
<tr>
<td>Guildhall Street*</td>
<td>1 - Way Street On-street Parking (east side)</td>
<td>Retain as 1 - Way Narrow carriageway On-street parking removed</td>
</tr>
<tr>
<td>Derngate</td>
<td>2 - Way Street On-street Parking (north side above Castillian Street and south side parking below) Bus Route</td>
<td>Retain as 2 - Way Narrow carriageway Formalise parking bays</td>
</tr>
<tr>
<td>St Giles’ Terrace</td>
<td>2 - Way Street</td>
<td>Retain as 2 - Way Narrow carriageway</td>
</tr>
<tr>
<td>Castillian Street</td>
<td>1 -Way Street On-street Parking (both sides)</td>
<td>Retain as 1 - Way Narrow carriageway Formalise parking bays</td>
</tr>
<tr>
<td>Castillian Terrace</td>
<td>2 - Way Street Cul-de-sac</td>
<td>Retain as 2 - Way</td>
</tr>
<tr>
<td>Hazelwood Road</td>
<td>1 -Way Street On-street Parking (both sides)</td>
<td>Retain 1 -Way Street Formalise parking bays Traffic Calming</td>
</tr>
</tbody>
</table>

### Historic Streets

<table>
<thead>
<tr>
<th>Street</th>
<th>Existing</th>
<th>Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fish Street*</td>
<td>Pedestrianised</td>
<td>Retain as pedestrianised</td>
</tr>
<tr>
<td>Silver Street</td>
<td>1 -Way Street On-street Parking (east side)</td>
<td>Retain as 1 - Way Narrow carriageway Formalise on-street parking</td>
</tr>
<tr>
<td>Bradshaw Street</td>
<td>1 - Way Street On-street Parking (north side)</td>
<td>Retain as 1 - Way Narrow carriageway Formalise on-street parking</td>
</tr>
<tr>
<td>Kingswell Street</td>
<td>1 - Way Street</td>
<td>Retain as 1 - Way Narrow carriageway</td>
</tr>
<tr>
<td>Kingswell Street (lower)</td>
<td>2 - Way Street</td>
<td>Retain as 2 - Way Narrow carriageway</td>
</tr>
<tr>
<td>Angel Street</td>
<td>1 - Way Street</td>
<td>Retain as 1 - Way Narrow carriageway</td>
</tr>
<tr>
<td>Fetter Street</td>
<td>2 - Way Street</td>
<td>Retain as 2 - Way</td>
</tr>
<tr>
<td>Church Lane (Holy Sepulchre)</td>
<td>1 - Way Street On-street Parking (both sides)</td>
<td>Retain as 1 - Way Narrow carriageway</td>
</tr>
<tr>
<td>Chalk Lane</td>
<td>1 - Way Street</td>
<td>Retain as 1 - Way Narrow Carriageway</td>
</tr>
<tr>
<td>Doddridge St (north)</td>
<td>2 - Way Street</td>
<td>Retain as 2 - Way Narrow Carriageway</td>
</tr>
<tr>
<td>Doddridge Street (south)</td>
<td>1 - Way Street</td>
<td>Retain as 1 - Way Narrow Carriageway</td>
</tr>
</tbody>
</table>
The Implementation Framework

Drum Lane, Northampton
Proposals for the Market Square can help to re-define this unique civic space as the largest Market Square in England.

The perception of where the square extends to currently falls short of its historic legacy. The image of the Market Square can be articulated through high quality design to include ‘The Drapery’, ‘Mercers Row’, ‘George Row’ and ‘Wood Hill’ both in visual terms and through the function of the street.

Market Square is a notable example of civic planning and cultural heritage and should therefore be celebrated with a bold response to urban and public realm design. Market Square should also be driven by its use and management (eg. events, multi-use and markets).

By re-establishing the boundary of the Market Square and facilitating a more sociable and ‘visitor/shopper’ friendly streetscene with high environmental quality, the design of the Market Square can begin to function as a primary destination for shopping and entertainment.

**Design Principles:**

The public realm will be created to support the use of Markets and fairs, on the former locations of Mercer’s Row, George Row and Drapery.

The existing Market Square will become an important open, flexible civic space with a design approach that celebrates its scale and stature.

Being at the heart of the town the quality of materials should be of the highest quality natural stone.

The aspiration is to define the centre as a focus for people. A civic space that marries the excitement of bustling markets with a high quality public open space, and enhanced high street shopping for the 21st century.

In order to achieve this the design will aim at creating a ‘Shared Use’ environment. The approach will comprise a form of traffic calming that in contrast to more conventional methods, balances highway engineering with stimulating design.

The definition of ‘carriageway’ within the Market Square will change with shared surfaces ensuring that those vehicles with restricted access will be limited to walking pace to ensure a complete pedestrian priority.

To aid in the distinction of the Market Square the design of the shared surface will incorporate a co-ordinated mix of natural stone surface materials in contrast to tarmac. Such a mix will include textured materials such as setts, to create distinct entrance points on entry to the Market Square itself.

The environmental approach to street calming will also feature a variety of hard and soft landscape elements, which working in a similar manner to standard highway methods will restrict and direct traffic and servicing movement at specific times in the day.

The key aspiration in terms of design will be to visually relate the four corners of the historic square. This will be achieved in the public realm design by relating to the townscape geometry of the space, accentuating vista lines, and removing visual references to carriageway layout.
Market Square

Above Left: Town square, Copenhagen. Left: Examples of design treatments for civic squares. Above: Examples of Surface treatment to a shared surface space. Overleaf: Square in Austria using innovatively laid flags.
Square, Austria
The Cross

The aim of the PRIF will be to create a primary street structure that ties the two major axes of the town together. Design of these streets will highlight the long vistas and ensure that visitors are captivated by the quality and scale of these streets.

This will be achieved by applying a style that relates to the rich cultural heritage and activity associated with these important primary routes.

The Cross incorporates many of the town’s key features the Railway Station, the River and Waterside, the important cultural civic buildings. Elements associated with these routes include movement and flow, energy, activity, history and progress, with the structure of streets at a wider scale, acting as the key arteries that draw people into the centre.

The streets that form the ‘Cross’ provide the structure for the town centre from which most other streets converge. These streets are the arterial routes that also link important focal spaces.

As these streets are seen as the most important in relation to their function and use within the hierarchy it is important to represent this in the treatment of the public realm. The treatment of these streets can reinforce the scale of width, form and street pattern, and represent their important positioning within the hierarchy. The treatment of these streets should relate strongly to each other.

**Design Principles:**

The design should respond to the strong symmetry and linear perspective of the Cross. This will be achieved by straightening pavement lines, positioning trees, lighting and other street furniture in formal rows, and widening footpaths to allow for more generous footfall.

These streets will be designed to cater for large numbers of people, activity and movement. Where possible a clear movement corridor, which is not the distance from kerb to shop front, but the unobstructed pathway width within the footway, will be a minimum width of 2 metres.

A clear movement corridor width can be established by combining street furniture, and tree planting along ‘rows’ parallel to the flow of the street allowing clear sightlines along the street.

The paving can enhance and balance out the detail and intricacies of the architectural facades, with a timeless, simple and elegant paving solution.

Larger paving units will define the scale of the principal streets with natural yorkstone flags.

Footway paving along Priority Streets should take precedence and go across minor vehicle crossovers.

Ensure that the detailing for the kerbs and channels are constant throughout, tying together the priority and secondary streets.

Ensure that the paving and highway proportions are to a relevant scale.
Highlight key landmark buildings along the streets with a subtle and simple paving design.

**Priority Streets**

The ‘Priority Streets’ have been identified as the most important along the Cross. They have been identified by location and contextual and strategic importance.

These streets will be developed within a primary palette of materials.

The distinguishing feature of these streets will be the treatment of the carriageway, which will be natural stone setts.

**Secondary Streets**

Outside the primary palette zone, these arms of the cross will continue the theme within a palette that is a mix of primary and secondary to the principal streets.

The treatment and layout of pavements, kerbs and drainage channels will match that of the priority streets. These consist of natural stone materials.

The carriageway along secondary streets will have a surface dressing of tarmac.
Surface Application

Footways:
Diamond sawn Yorkstone flags, 300/450 & 600 widths x random lengths x 65mm. Diamond sawn Yorkstone setts, 80 x 80 x 80mm

Kerbs:
Mid Grey flame textured granite kerb, 300 x 900 x 225mm

Channels:
Pink flame textured granite channel 300 x 900 x 100mm

Carriageway:
Priority street: Mid-grey mix Granite blocks, 150mm wide x 150-300mm random lengths x 100mm. Sawn cut tops with a flame finish and cropped sides.

Secondary street: Asphalt surface dressing

Drainage Grates:
Cast iron drainage grates located inline with the channel. To the same width as the carriageway channel.

Above: Typical layout for a Priority Street. Yorkstone Paving Flags, Granite Kerb and Channel, and setts on the carriageway.
The Cross: Secondary Streets

The Cross: Secondary streets

Above Right: Indicative view along Marefair towards All Saints Church. Shows a typical layout of a secondary street with yorkstone paving flags, granite kerbs and channels, and a tarmac carriageway.

Above: Typical crossing point on a Secondary Street.
The Implementation Framework

Market Street, Hoylake
Historic streets and Alleys

Historic streets and lanes are located within the historic core of the town centre fronted by old and architecturally distinguished buildings.

These routes have a special quality, many contain historic references to the past, have an intrinsic charm, and provide links to undiscovered parts of Northampton. As many of these streets are within protected conservation areas there is more importance placed upon a need to treasure and enhance the historical character that bestows their charm.

Together these streets provide the secondary tier of connecting routes around the town.

Streets are distinguished from lanes and alleys by their width. From a technical aspect lanes will not exceed a width of 5 metres.

Many of the streets and lanes have retained the original surface materials and therefore provide a clue as to how they should be developed for the future.

**Design Principles:**

A primary materials palette should be applied to retain the lanes inherent character, natural stone is recommended.

When existing materials are still in a usable condition they should be re-laid and re-dressed where possible.

When the lanes provide service access ensure that the spatial qualities of the space are not compromised.

Ensure that the detailing of channels are constant throughout reinforcing the historic street layout.

**Historic Streets**

Within the classification of historic streets two streets in particular have been identified as ‘Priority Streets’.

These are extremely significant to Northampton and therefore warrant a Palette Zone One treatment. The streets have been identified as Guildhall Street and Fish Street.

Typical examples of ‘non-priority’ historic streets include College Street, Kingswell Street, Angel Street and Fetter Street.

These streets will follow a width varying between 5 and 12 metres.

**Historic Lanes and Alleys**

Examples of historic lanes include College Street Mews, Osbourne Jetty linking the Drapery with Market Square, Drum Lane, Conduit Lane and those lanes linking the Drapery with College Street.

Lanes and alleyways should be paved edge to edge in the appropriate uniform material. If a lane is to be accessed by vehicles then the carriageway should be incorporated into the footway, so as not compromise the layout of the traditional lane pattern.

Wall mounted street lights and signs should be used along these narrow routes.
Historic Streets
Application:

Footways:
Diamond sawn yorkstone slabs random length x range of course widths.

Kerbs:
Flame texture mid grey Granite Blocks 300mm wide x 900 x 225 mm

Channels:
Flame textured pink granite channel 370mm width x 900 lengths x 100mm

Carriageway:
Priority streets: Granite setts 150mm wide x 150 - 300mm random lengths x 100mm

Secondary streets: Asphalt surface dressing

Drainage Grates:
Cast iron drainage grates located in line with the channel. To the same width as the carriageway channel.

Historic Streets:
(Priority Streets)
Guildhall Street
Fish Street

Historic Streets:
Silver Street
Bradshaw Street

College Street
Kingswell Street
Angel Street
Fetter Street
St Giles’ Terrace
Chalk Lane
Doddridge Street
Phoenix Street
Church Lane

Above: Typical layout for a ‘Priority Historic Street.
Below: Illustrates a basic Historic Street, with asphalt in the carriageway
Above: Shows an indicative layout for a ‘Priority Historic Street’
Historic Alley
Application:

Footways:
Redress, reclaim and relay existing stone slabs where possible or replace with riven cut yorkstone slabs to similar lengths and widths.

Kerbs:
Flame texture mid grey Granite Blocks 300mm wide x 900 x 225 mm

Channels:
Flame textured pink granite channel 370mm width x 900 lengths x 100mm

Drainage Grates:
Cast iron drainage grates located in line with the channel. To the same width as the carriageway channel.
To the east of the centre is the priority external shopping street of Abington Street which runs northwesterly up to Abington Square.

This has been identified within the Framework Plan as a ‘Priority Street’, due to its significant role as Northampton’s primary external retail corridor.

The public realm approach to this street will be to provide accentuation of key buildings, reinforce cross links to St Giles Street, and reinforce links and gateway points into the internal shopping arcades.

Creating a strong interface between the internal malls of the Grosvenor Centre and the external streets will help to unite the shopping experience and help to take the centre of gravity to the Market Square.

The scale ratio of Abington Street is extremely wide and therefore there is an opportunity to break this down by creating different movement zones for commercial or more passive activities. This will provide zones for window shopping, slowing the pace down with outdoor cafes, or introducing performance spaces to invigorate the life of the street.

Introduction of street trees as well as temporary landscape solutions will help to add colour and animation to the street and break down the scale of the street.

A ‘greening strategy’ for Abington Street will introduce colour, interest and detail and will invigorate and soften an otherwise hard environment.

The Arcades are internal, covered or semi-covered streets linking the main shopping circuits. These are important interfaces with the external environment and provide critical connections to the retail circuits around Northampton.

Design Principles

Abington Street is unique within the town, in that it follows a specific agenda in terms of design, function and response to scale ratio.

The street is the priority external, pedestrianised shopping corridor and varies in width between 14 to 27 metres.

The materials specified for this street should follow that of the Palette Zone One. Natural stone finishes that reflect the importance of this street in terms of hierarchy and townscape context.

The design of the public realm should break down the mass of undefined space using traditional design layouts of pavement and carriageway. This formal layout can be interpreted in a contemporary way to integrate with a pedestrianised street function.

Note:

Of special consideration is the future extension of the Grosvenor Centre to the north as identified in the ‘Central Area Framework’. Streets and spaces created as a result of this development will be identified within the ‘Palette Zone Two’. The application for these

<table>
<thead>
<tr>
<th>Priority Retail Street:</th>
<th>Retail Arcades Internal:</th>
</tr>
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<tbody>
<tr>
<td>Abington Street</td>
<td>Grosvenor Centre</td>
</tr>
<tr>
<td>Future Retail External:</td>
<td>Wood Street</td>
</tr>
<tr>
<td>(Nth)Grosvenor Centre Extension</td>
<td>Princes Walk</td>
</tr>
<tr>
<td>Retail Arcades Semi-Covered:</td>
<td>Bus Station Walk</td>
</tr>
<tr>
<td>St. Peter’s Walk</td>
<td>St Giles’ Street</td>
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<tr>
<td>Greyfriars Walk</td>
<td>Arcade</td>
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<td></td>
<td>Gold Street Mews</td>
</tr>
</tbody>
</table>

Church of the Holy Sepulchre

[Map showing the location of Abington Street and other streets in Northampton]
streets will therefore follow the treatment of natural yorkstone and granite surfacing and street furniture in the 'Northampton Brand' range.

**Application:**

**Footways:**
Diamond sawn yorkstone slabs random length x range of course widths.

**Kerbs:**
Flame texture mid grey Granite Blocks 300mm wide x 900 x 225 mm

**Channels:**
Flame textured pink granite channel 370mm width x 900 lengths x 100mm

**Carriageway:**
Granite setts 150mm wide x 150 - 300mm random lengths x 100mm

**Drainage Grates:**
Cast iron drainage grates located in line with the channel. To the same width as the carriageway channel.

Above: Illustrates a traditional approach to breaking down space and balancing the scale of the street.

Top: Illustrates how retail arcades can punctuate the streets.
Above: The images illustrate indicative designs for Abington Street and case studies of Buchanan Street, Glasgow and Fareham Town Centre.
A package of improvements to small access routes and service areas will be proposed across the town centre.

These routes provide an additional layer of permeability across the town.

These streets are similar to historic lanes and alleys in scale but are distinguished separately by function. In many instances, these routes provide access to carparks, and rear properties for servicing.

A palette of improvements including resurfacing, lighting, signage, and tidying up rear service yards would be proposed.

These streets act as additional circulatory routes within Northampton providing access to the rear of properties for servicing and access into the carparks into the town. As a result design should respect the qualities and consistency of the adjacent historic environs.

**Design Principles:**

- Where these streets stem from priority streets they should be complementary in the design. The units should be of the same material in a smaller size to reflect the reduced extent of the street.
- When existing materials are still in a usable condition they should be re laid and re-dressed where possible.
- Ensure that the detailing for the kerbs and channels are constant throughout.
- Ensure that the paving and highway proportions are to a relevant scale.
- Value the alignment of the existing street arrangement set by the kerb line but consider widening the footway where possible, protecting the local character.
- Carriageway will be black asphalt depending on the context and existing treatment
Application

Footways:
Diamond sawn yorkstone slabs random length x range of course widths. OR black asphalt for Palette Zone 3.

Kerbs:
Flame texture mid grey Granite Blocks 300mm wide x 900 x 225 mm

Channels:
Flame textured pink granite channel 370mm width x 900 lengths x 100mm

Carriageway:
Black Asphalt

Drainage Grates:
Cast iron drainage grates located in line with the channel. To the same width as the carriageway channel.
Above: The above illustrates typical approaches to service and access streets in palette zones two and three.
Derngate provides an arterial link, through the Georgian Residential District, into the heart of the town from the junction of Victoria Promenade and Bedford Road.

Its treatment is distinct in that it relates closely with the predominantly Georgian style properties fronting the street.

The treatment of this route can establish a greater sense of arrival by creating strong and distinct avenue into the town centre. The aim will be to maximise the impact of this transport corridor in order to create a unifying image and attractive ‘front door’ into Northampton.

This route, which is characterised by the long vista will be visually linked by a regular pattern of ‘boulevard’ type trees.

Trees lining this improved route to the southeast of the town centre will continue across into Becketts Park, guiding locals and visitors into the town from the southern and eastern hinterland.

**Design Principles:**

Palette Zone Two will be applied to this street in order to retain the inherent character. Natural yorkstone is therefore recommended.

Widening the footway will provide opportunities for street trees. Street trees will help to reinforce a ‘greening’ of the area.

Care should be taken not to hide important building facades.

Retain a clear movement corridor width by clustering street furniture, and tree planting along ‘rows’ parallel to the flow of the street allowing clear sightlines along the street.

Incorporate parking bays into the design of the streetscape.

Enhance boundary treatments such as railings or low brick walls.

Opportunities should be put in place for protecting the character of the area by re-casting traditional georgian and victorian lighting fittings, signage or cast iron railing detailing.
Application:

**Footways:**
Diamond sawn yorkstone slabs
random length x range of course widths.

**Kerbs:**
Flame texture mid grey Granite Blocks
300mm wide x 900 x 225 mm

**Channels:**
Flame textured pink granite channel
370mm width x 900 lengths x 100mm

**Carriageway:**
Black Asphalt

**Drainage Grates:**
Cast iron drainage grates located in
line with the channel. To the same
width as the carriageway channel.

Above: Typical layout for the Georgian Boulevard.
Above: The images above demonstrate typical layouts for a Georgian Boulevard that incorporating street trees and natural stone paving.
These streets are defined by the residential properties found within the distinctly Georgian Character Area. Many are served from Derngate the main arterial spine.

The proposals aim to create a ‘pedestrian friendly’ environment along these residential streets and courtyards within the residential communities.

The proposals will also aim to enhance the series of well used, overlooked and safe garden courts that integrate parking, access and pedestrian use.

Design Principles

Palette Zone Two should be applied to retain the inherent character. Therefore natural yorkstone should be specified to the pavements.

Along traditional streets proposals should include narrowing carriageways to allow better public realm treatments along footways and maximise opportunity for tree planting.

Trees should only be planted where the scale and width of the street is appropriate.

Within garden court type arrangements, a ‘shared space’ type approach should be adopted.
Application:

**Footways:**
Diamond sawn yorkstone slabs
random length x range of course
widths.

**Kerbs:**
Flame texture mid grey Granite Blocks
300mm wide x 900 x 225 mm

**Channels:**
Flame textured granite setts laid three
across

**Carriageway:**
Black Asphalt

**Drainage Grates:**
Cast iron drainage grates located in
line with the channel. To the same
width as the setts in the carriageway
channel.

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Above: Typical layout for a Georgian Residential Street, incorporating on-street carparking
Above: The images above demonstrate typical layouts for a Georgian Residential Street that incorporate on-street carparking.

Overleaf: Illustrates the aesthetic and cultural value of protecting and encouraging the design of railings and ornamental ironwork.
Cast iron Railings, Edinburgh
Outside the town core area, to the west of Horse Market and Mayor Hold is a variety of housing types including terraced units, family semi-detached and tall apartment blocks. These areas that house some of the growing population of Northampton are in close proximity to the town (approx 10min walk) and have a large visual impact on the town centre.

There is a need to improve and enhance connections between the two areas to encourage residents to walk to use the town’s facilities. Using street improvements, overlaying recreational aspects and improving gateway crossings along these streets will help to reinforce the concept of 'Walkable neighbourhoods' as aspired to in the 'Manual for Streets'.

Living Streets will be the principal connecting streets within Spring Boroughs Residential District which branch out into neighbouring districts across key routes, creating gateway crossings and entrances and directional clarity.

The proposals aim to establish a greater sense of arrival into Spring Boroughs Residential Area by creating clear and directional approach routes.

The roads entering the area will be linked visually and physically by 'greened' avenues. Trees lining the improved routes will provide continuous pedestrian links through the area and across Horse Market and Mayor Hold, guiding locals and visitors into the town centre.

These improved approach routes will provide natural gateways and thresholds into the local residential community.

‘Nodal’ points and improved road frontages will be used not only to further improve the identity and appearance of localised areas but will also supply public open spaces along linear routes serving the pedestrian environment.

**Design Principles:**

The aim is to create legible, easily accessed streets with clear destinations in order to ‘open up’ and rebuild links with surrounding areas.

Specific consideration should be given to pedestrian crossing facilities that closely reflect desire lines. This will involve the re-organising of the street layout, such as removal of islands, and surplus lanes to create a much more compact junction that allows for greater distribution of pedestrian footfall.

Palette Zone Three should be applied to these street classifications.

Living Streets pass through different types of locality and therefore the design treatment will vary based on context and place.

The connecting thread will be the use of street trees to create ‘green’ vistas and avenues, and subtle markings in the footway.

Within the Spring Borough neighbourhoods the traditional streets will comprise of:

- St Mary’s Street
- St Katherines Sq.
- Upper Bath Street
- Lower Bath Street
- Greyfriars (to Drapery)
- Lower Harding St.
- Crispin Street
- Upper Cross Street

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**Living Streets:**

St Mary’s Street
St Katherines Sq.
Upper Bath Street
Lower Bath Street
Greyfriars (to Drapery)
Lower Harding St.
Crispin Street
Upper Cross Street
• Footways to be paved in black asphalt as determined by the implementation framework.

• Kerbs and detail banding to be mid grey granite.

• Channel blocks to be red granite

• Cast iron drainage grates located in line with the channel. To the same width as the carriageway channel.

• Carriageway in black asphalt (Stone Mastic Asphalt)

At key crossing points along Horse Market and Mayor Hold the material treatment of these streets will take precedence, using surface detailing to highlight the direction of the ‘Living Street’. The dominant material for the footway along these streets is manufactured stone aggregate products to match natural stone in colour tones.

When the ‘Living Street’ passes through the park or along the route of Greyfriars the treatment will respond to the immediate context. In these locations the footway will be a manufactured stone aggregate product that matches the natural stone treated streets.

Above: Illustrates 3 typical ‘Living Street’ layouts. Top image shows treatment along Spring Boroughs streets. Middle image shows an indicative crossing at Horse Market. Bottom image shows a typical treatment through the park.
Living Streets

Above: The images above illustrate typical street treatments along a ‘Living Street’.
These are contemporary streets that relate specifically to the neighbourhood they serve. These should be safe, shared use environments that residents have a sense of ownership with.

The aim is to create a more ‘neighbourly’ streetscene with a high environmental quality. The design of the residential streets will therefore be based on a ‘Home Zone’. The approach will comprise a form of traffic calming that in contrast to more conventional approaches such as segregation, will balance highway engineering with best practice public realm design within a ‘shared use’ environment as described in the ‘Manual for Streets’.

The design of the carriageways and carpark areas within these residential neighbourhoods will incorporate a shared surface, which through limited distinction between pedestrian and vehicular routes can create the perception that drivers are moving through a pedestrian space.

Design will still allow for vehicle permeability and penetration within these neighbourhoods. In this manner vehicle speed can be limited to walking pace, with cars secondary to the residents.

### Design Principles:

- Palette Zone Three will be applied to these streets.
- Where high quality existing materials are still in a usable condition and provide added benefit to the character of the street then they should be retained.
- Ensure that the detailing for the kerbs and channels are constant throughout re-laying where possible the traditional granite kerbs.
- Ensure that the paving and highway proportions are to a relevant scale.
- Incorporate vehicle overrun provisions into the design of courtyard arrangements or carriageway where necessary.

### Application:

- Footways will be black asphalt.
- Kerbs and detail banding will be mid grey granite.
- Channel blocks will be red granite
- Cast iron drainage grates will be located in line with channels, and will be the same width as the channel lines.
- Carriageways will be black asphalt.
- Treatment for courtyards will be more specific to location, with opportunities for including stone aggregate products such as a ‘tegula’.
- Opportunities for tree planting should be encouraged. Along streets they should be planted in rows to soften the character and ‘green’ the street. Trees should be planted as high quality semi-mature specimens, to ensure their survival.
- Within courtyards there is greater opportunity to integrate landscape design combining hard surfacing and carpark layouts with floral planting and street trees, combining the effects of private gardens and neighbourhood spaces.
Above: The images above show different residential layouts based on a courtyard approach and a typical layout for a residential street.
These routes are identified as important linking elements in the town.

The width of these routes will allow for lines of tree planting to evoke a strong sense of ‘greening the town’.

The concept will be to draw out the character of the tree lined boulevard along Victoria Promenade and take the ‘green theme’ through in the form of tree lined boulevards, low hedges and grass.

**Design Principles**

These important linking routes will become the subject of a comprehensive package of environmental enhancements comprising boulevard landscaping, enhanced signage, lighting and public art in line with the reduction of carriageways and dedicated pedestrian crossings.

A surface treatment that provides extended space to pedestrians will be implemented along these routes, providing for a safe and pleasant stroll under a canopy of trees.

The use of specimen street trees as part of these regenerated streets will enhance the general appearance of the route, softening it and ensuring a level of quality and maturity, as well as reinforcing strong visual axes.

The streetscape and surface materials will come from Palette Zone Three.

**Application:**

**Footways:** The material for the footways will be manufactured stone aggregate products to match the natural stone finishes, patterns and colour used along adjacent streets within the historic core areas.

**Kerbs:** Kerbs and detail banding to be mid grey granite.

**Channels:** Flame textured pink granite channel 370mm width x 900 lengths x 100mm

**Carriageway:** to be black asphalt.

**Drainage Grates:** Cast iron drainage grates will be located in line with the channel. To be the same width as the carriageway channel.

Internal Boulevards:

- Horse Shoe Street
- Horse Market
- Mayor Hold
- Broad Street
- St Andrews Street
- Lady’s Lane
- Victoria Gardens
- Cattle Market Road
The Boulevards will extend the notional promenade around the town through a wide, landscaped walkway that will connect the town centre to its close hinterland.

These routes are required to support the highest volume of traffic which encompasses Northampton centre and as such have been design at a large scale enabling scope for extensive tree planting lining many of the routes.

Many visitors approach Northampton from these routes and therefore the routes will have an important contribution to make in terms of creating a ‘first impression’ of Northampton.

Along these routes are key gateways providing important access points when approaching Northampton centre. The design of these nodal points will be essential in providing a link from the surrounding hinterland into the town centre. Some gateway locations into the town centre can be used for siting influential pieces of art.

Design Principles:

These Streets will be designed to reduce the impact of the vehicle on the public realm by softening the space with trees and planting where appropriate.

Grass will be used on verges to provide a soft buffer offering protection to the pedestrian and retaining open views.

Palette Zone Three will be applied to these street classifications.

Detailing for the kerbs and channels should be consistent throughout.

Paving detailing and highway proportions should be planned so that there is a balance and consistency in scale.

Street trees should be suitably sized to balance the scale of the street.

Application:

Footways: Manufactured Stone aggregate flags random length x range of course widths.

Kerbs: Flame texture mid grey Granite Blocks 300mm wide x 900 x 225 mm

Channels: Flame textured pink granite channel 370mm width x 900 lengths x 100mm

Drainage Grates: Cast iron drainage grates located in line with the channel. To the same width as the carriageway channel.

External Boulevards:

Victoria Promenade
St Peter’s Way
Towcester Road
St James’ Road
St Andrew’s Road
Grafton Street
Grafton Square
Campbell Street
Campbell Square
Upper Mounts
Lower Mounts
Above: Typical layout for an External Boulevard type treatment, using materials from Palette Zone Three.
Above: External Boulevards should feel like ‘green corridors’ serving the town, combining street trees, grass and floral planting. Victoria Promenade provides a good example of how this can be achieved and developed.
The Implementation Framework

Above: Aspirational Boulevard Image
Town Spaces

The compact urban townscape of Northampton results in a relatively low number of significant open spaces within the town centre.

With the exception of Market Square many of the open spaces are located to the periphery of the ‘ring road’. Parks such as The Racecourse, Beckett’s Park, Miller’s Meadow and Victoria Park are all located outside the historic town ‘walls’ or along the River Nene corridor, and have already been the subject of a study for ‘Northampton’s Green Space Strategy’.

Within the town core a second tier of hard and soft spaces, have been identified for improvement. These are of a smaller scale than the spaces described above and are listed below:

- Guildhall Square
- St Katherine Square and Remembrance Park
- Derngate Green
- Greyfriars Square
- Theatre Square

Within these spaces the material palette zone applies. It will be the innovative design approaches that will reinforce the distinct identity of these spaces from the connecting streets.

Guildhall Square (1)

Located in front of the Guildhall at the top of Guildhall Road, and at the western end of St Gile’s Terrace, there is an opportunity to turn an existing road junction into a shared space with a greater sense of place.

Design Approach:

The small scale space will be enhanced so that it relates more closely with the existing buildings and accommodates a variety of users. The shared space treatment will remove the need for a defined road lines and evoke a sense of it being a pedestrian plaza.

St Katherine Square and Remembrance Park (2)

The objective is to create a ‘green’ entrance corridor from the west into the heart of town. It will provide good visual connections to Spring Boroughs and strengthen links into the town. The aim will be to enhance the peaceful setting and encourage a greater footfall through the park with clear opportunities for direct routes into the centre. The regenerated park will encourage new activity and a closer relationship with the town.

Design Approach:

St Katherine Square and Remembrance Park are important transitional spaces. They should be designed to act as a ‘front door’ to the town centre and connect directly into neighbouring streets and lanes. The design approach to materials will be consistent with the materials palette, and take into consideration the routes of the ‘Living Streets’.
Derngate Green (3)

This is a smaller ‘pocket’ green space that is located within the Georgian Residential Quarter.

Design Approach:

This green space mainly serves as a cut-through. The design should reflect this existing use and provide enhanced footpaths and lighting. Improved seating provision should also be included to encourage people to sit and use this green space.

Greyfriars Square (4)

This is an existing space that is located close to the Drapery, situated along a primary pedestrian route from the multi-storey car park north of the town centre. It is currently used as a place to store bicycles, but suffers from the impact of adjacent buildings, poor public realm treatment and design layout.

Design Approach:

This space provides a ‘first impression’ in the sequential journey into town by foot. The journey that many visitors will make from this main, northern carpark into the town passes through this space. It is also located along an important pedestrian route from Spring Boroughs. The treatment of this space should be designed to accommodate cycle stands, seating and be in keeping with the high quality treatment of the abutting Sheep Street and Drapery. It should encourage people to use the space whilst working as a visual gateway into the town centre. Materials will reflect the primary palette zone identified with the area.

Theatre Square (5)

This will be a proposed square that is created as a result of the new theatre development, located off Guildhall Street.

Design Approach:

This will be a mainly hard surfaced space with a function directly related to the enhanced theatre development. Being located within Palette Zone One, the materials to be used within this space will be high quality natural stone, and ‘Northampton Brand’ street furniture. The design of the space should relate to the context and function of adjacent buildings and aim to create a distinct identity and sense of place.

GATEWAY PROJECTS

The distinctive image of the town for the visitor will be established at the above: Shows different examples of small spaces, designed to respond to activities, encourage people to linger and have a successful presence in the evenings.
key gateways to the town. The use of public realm projects, in some cases associated with other development and corridor improvements programmes will reinforce the sense of arrival into the town and lessen the impact of the ring road by re-establishing the hierarchy of direction and use. These public realm projects should draw on the energy of the gateway spaces, pointing to the dynamic and distinctive character of the town centre.

The town features a number of key gateways, yet most of these are poor – thus undermining general ‘first impressions’. Gateways of a particularly poor nature include the railway station approach at Black Lion Hill, Regent Square to the north, vehicular entrance between Upper and Lower Mounts and St Michaels Road, Gas Street roundabout on St Peter’s Way and Bridge Street. Existing junctions at Derngate, Eastgate and Abington Street are also important eastern gateways that will help to draw the town closer to its eastern residential hinterland.

Generally, all these junctions suffer from a poor distribution of public realm space, over-engineered road layouts, difficult crossing arrangements and visual intrusion from guard rails and other forms of street clutter. Future proposals will ensure that these gateway spaces are rationalised by improvements to the highway layout, to create a greater provision of pedestrian space in the form of wider footpaths and public spaces, seamless crossing arrangements and a platform for the introduction of public art. The key gateway spaces are listed below.

**PALETTE ZONE ONE**

A) Regent Square, located along the northern arm of the Cross.
B) Black Lion Hill, along the western arm of the Cross.
C) Abington Square, at the eastern end of the Retail Street.
H) Plough Junction, at the corner of Bridge Street and St John’s Street

**PALETTE ZONE THREE**

D) Gas Street Roundabout, located along St Peter’s Way at the foot of Horse Shoe Lane.
E) Campbell Square, located along the Mounts and near to the Church of the Holy Sepulchre
F) Junction of Upper and Lower Mounts, is a busy junction connecting the town with its north easterly hinterland.
G) Junction of Mayor Hold and Greyfriars, links Spring Boroughs to the west with the town centre.
I) Derngate Eastern Gateway, at the corner of Bedford Road and Cheyne Walk.
Above: Detailing in the paving to add interest and information to key gateway sites. Using water to highlight key sites.

Left: Various design approaches to gateway sites, using public art to add intrigue.

Above Left: Maximising public realm space at key junctions with the use of tree planting, landscape and interesting surface treatments.