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ii Foreword

This Central Area Action Plan sets out how the centre of Northampton will develop in the period to 2026 and beyond. It sets out the Council’s vision for the future of Northampton. The key objective is to embrace and manage change and growth, whilst retaining and enhancing the town’s heritage assets.

The policies provide detailed guidance for developers on the types of developments, which will be acceptable within the Central Area. It is essential that all allocated and windfall developments contribute positively to the social, economic and environmental wellbeing of Northampton. This Central Area Action Plan will therefore contain policies, which will become a material consideration for the determination of planning applications.

Included in the Plan are site-specific policies for the redevelopment of the Grosvenor Centre, which will see an expansion of retail and leisure provisions of the highest quality. This will be the first time that the Grosvenor Centre will be improved since it was first built in the mid 70s. Also included are policies on Waterside, which will seek to capitalise on the River Nene and increasing leisure provision for residents and visitors alike.

The policies were prepared in consultation with key stakeholders and members of the public from a very early stage. Statutory organisations, community groups and local residents were just some of the groups who were involved in the consultation process and helped shaped the contents of the Plan.

iii The Consultation Arrangement

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Chapter 1: Introduction

1.0.1 The Planning and Compulsory Purchase Act (2004) and Planning Policy Statement 12: Local Spatial Planning identifies the need for the preparation of an Area Action Plan for areas of significant change and conservation. Area Action Plans are intended to integrate proposals for development, transport and regeneration, with clear mechanisms for delivery.

1.0.2 In 2002 the Government selected Northampton as an area, which offered great opportunity for further growth. Since then significant changes in national planning policy are emerging. The area's role as a growth area was further amplified within the East Midlands Regional Plan\textsuperscript{1}, March 2009. However, in the Localism Act 2012, the Government has signalled its intention to revoke this Plan. Changes to housing delivery and economic growth rates as a result of the recession mean it is likely that the planned growth of Northampton will not be as large in the period to 2026, as was previously assumed in the now revoked set out in the East Midlands Regional Plan. However, Northampton and its surrounding areas will still grow substantially to meet the housing, employment and service needs of the existing population and its surrounding areas. Northampton’s Central Area must change so that it functions effectively within this context of growth. The Central Area Action Plan (CAAP) will provide the basis for coping with the impact of growth in a planned and sustainable manner.

The Local Development Framework

1.0.3 The Local Development Framework (refer to ‘Glossary’) was introduced under the Planning and Compulsory Purchase Act (2004). It is a portfolio of documents designed to guide planning and development for a particular area. Its aim is to streamline the planning process, with a Core Strategy providing the anchor for other plans within the portfolio – these include other Development Plan Documents and Supplementary Planning Documents (refer to ‘Glossary’). These would replace the current ‘saved policies’ within the Adopted Northampton Local Plan\textsuperscript{2}.

Purpose of the Central Area Action Plan

1.0.4 The CAAP provides an exciting opportunity to deliver a new and bold vision for a centre that meets the needs of communities in the Northampton area and beyond. Northampton has a clear role as the principal urban area in Northamptonshire, but also a regional centre for economic growth, commerce, retail and leisure. The Action Plan will safeguard existing retail and employment in and around the town centre. Northampton’s town centre lies at the heart of this vision. In particular, the redevelopment of major sites presents an opportunity for developing and improving the provision for employment, retail and other town centre uses.

\textsuperscript{1} Government Office for the East Midlands, East Midlands Regional Plan (March, 2009)
\textsuperscript{2} Northampton Borough Council, Northampton Local Plan (1997)
1.0.5 The overall aim of the Action Plan is to provide a consistent strategic framework for the improvement and extension of the town centre whilst seeking to protect and enhance its intrinsic historic built character and green spaces.

1.0.6 This CAAP forms one element of the Local Development Framework. It has the status of a Development Plan Document (DPD) and is being produced in accordance with the Statement of Community Involvement (2006)\(^3\) and the relevant Local Development Framework Regulations. As well as having regard to national policy, it takes into account other plans and strategies that are still current and/or up-to-date including the Northampton Sustainable Community Strategy 2008-2011\(^4\) and the Pre-Submission Draft West Northamptonshire Emergent Joint Core Strategy\(^5\). The CAAP sets out the policies and proposals for action to enhance and preserve Northampton’s Central Area.

**Relationship to Other Plans**

1.0.7 The CAAP is being prepared within the broad context of the vision for Northampton and its centre as set out in the Northampton Sustainable Community Strategy 2008-2011. The West Northamptonshire Joint Core Strategy is scheduled to reach the Publication Submission stage in late January 2012.

1.0.8 It also takes account of, and where necessary provides, a locally specific spatial interpretation of national planning policy. The CAAP does not seek to reproduce the policies that are within other Development Plan Documents that cover the Central Area. For example, strategic policy within the West Northamptonshire Joint Core Strategy will cover such issues as; sustainability, infrastructure and Developer Contributions. The CAAP provides more locally specific interpretation of those policies. The CAAP should be read and interpreted with this context and in association with those other national and locally relevant policies.

1.0.9 Figure 1.1 ‘Relationship of the Central Area Action Plan to Other Plans and Strategies’ shows the linkages between the CAAP and other plans.

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5 West Northamptonshire Joint Planning Unit, Pre-Submission West Northamptonshire Joint Core Strategy (February, 2011)
Monitoring

1.0.10 All the policies contained within the CAAP will be monitored and reported annually, through the Annual Monitoring Report (AMR) (refer to ‘Glossary’).

1.0.11 The CAAP is a detailed development plan for Northampton’s Central Area. It sets out the vision, strategic objectives, policies and site-specific allocations and should ensure that the combined effect of new development
assists in delivering the objectives established by Council and stakeholders. When adopted, the West Northamptonshire Joint Core Strategy and the Central Area Action Plan will largely replace the policies and proposals within the Northampton Local Plan 1997. The relevant saved policies to be replaced are identified in Appendix: I. ‘List of Northampton Local Plan (1997) Policies that are replaced by the Policies within the Central Area Action Plan’.

The Area Action Plan Boundary

1.0.12 The Central Area boundary is shown in Figure 1.2 ‘Central Area Action Plan Boundary’. It has been drawn to include those parts referred to in the National Planning Policy Framework such as the primary shopping area and areas occupied by main town centre uses within or adjacent to the primary shopping area, as the Planning Policy Statement 4 – Sustainable Economic Growth defined ‘town centre’ – the retail, leisure and commercial hub of the town. It also includes those adjacent areas where regeneration of housing, mixed use and open spaces are planned to contribute to achieving the vision for Northampton’s Central Area. To the west is the predominantly residential area of Spring Boroughs, Castle Station and associated sidings, and the out-of-centre St James and Nene Valley retail parks. To the south the boundary follows the line of the old Northampton to Bedford railway line, together with the areas of Ransome Road, the River Nene and its Brampton Arm tributary, and the Grand Union Canal. Midsummer Meadow and Barnes Meadow Local Nature Reserve are situated in the south east corner. To the east is Northampton General Hospital along with some large scale commercial premises and Becket’s Park. The north boundary is mainly defined by the areas to the adjacent inner ring road.
The preparation of the Northampton Central Area Action Plan has been informed by continuous consultation. The policies and proposals contained in within this Pre Submission Draft Action Plan have been developed following extensive consultation and discussion with key partners, including the West Northamptonshire Development Corporation, Northamptonshire County Council and Northamptonshire Enterprise Limited Partnership and Northampton Borough Councillors.

It has been widely publicised and extensively discussed with the local community and stakeholders consistent with Regulation 25 of the Town and Country Planning (Local Development) (England) (Amendment) Regulations 2008. Since consultation on the Emerging Central Area Action Plan in August 2009, the Council continued to carry out smaller more focused consultation, for example a 6-week consultation on the definition of the Primary Shopping Area and retail frontages in March 2010. The Plan was issued twice in association with Regulation 27 of the Regulations for additional representation to be made on its contents in November 2010 and November 2011.
The Plan Preparation Process

1.0.15 The Council undertook four main stages of the plan preparation process outlined in Figure 1.3 ‘Key Stages in the Plan Preparation Process’. The first stage, involving consultation on Issues and Options⁶, was undertaken in September 2007, with subsequent consultation on an Emerging Strategy⁷ in August 2009. A Pre-Submission Draft⁸ was issued for representations in November 2010, with subsequent Focused Changes⁹ issued for representations in November 2011. The Council has now reached the next key milestone, known as the Pre-Submission stage. This document contains policies and proposals, which the Council intends to submit to the Secretary of State. Before doing so, the Council is required to publish this document for consultation. The outcome of these consultation exercises has helped shape the contents of this Submission CAAP.

Evidence Base

1.0.16 In order to demonstrate the soundness of the Plan, the policies and proposals within the Plan need to be founded on a robust evidence base. The Council and its partners have commissioned technical studies carried out by independent consultants. These have been supplemented by local knowledge and available data on the main issues affecting the Central Area and information gathered during the consultation stages as part of the plan preparation process.

1.0.17 In order to assist those reading this Plan, the Council has decided to prepared technical papers that summarise the background information used to inform the Plan’s policies and proposals. These should be read in conjunction with this document.
Sustainability Appraisal

1.0.18 All Development Plan Documents produced by local planning authorities must be accompanied by a Sustainability Appraisal (SA). The Sustainability Appraisal (incorporating a Strategic Environmental Assessment) has been fully integrated into the CAAP preparation process. The first stage of this appraisal, the Scoping Report and the Sustainability Appraisal of the Options was prepared at the time of initial consultation in September 2007. This initial and subsequent SA has informed and influenced the draft plan. As part of this consultation process, This Submission document is accompanied by the latest final SA reports.

Conformity

1.0.19 There is a requirement for the Area Action Plan to be consistent with national policy guidelines and be in conformity with the Core Strategy. It should accord with the Council’s and other partners’ corporate priorities. The Vision and Objectives set out in Chapter 3 ‘Policy Context, Northampton Central Area Vision and Objectives’ of this document reflect the aspiration and broad objectives of the Sustainable Community Strategy and the West Northamptonshire Emergent Joint Core Strategy.

How the CAAP will be used

1.0.20 Once adopted, the CAAP together with other development plan documents for Northampton, and relevant national policy will provide the basis for decision making in determining planning applications within the Central Area. At the time of adoption of the CAAP, this will be:

- West Northamptonshire Joint Core Strategy
- Northampton Central Area Action Plan

Structure of the Plan

- Chapter 1: Introduction
- Chapter 2: Northampton Central Area: Spatial Portrait —provides a brief portrait of the Central Area—
- Chapter 3: Policy Context, Northampton Central Area Vision and Strategic Objectives
- Chapter 4: Sustainable Spatial Strategy
- Chapter 5: Accessibility and Movement
- Chapter 6: Spatial Development Strategy —deals with the strategy and policies for particular uses within the Central Area and development policies and action to be taken on individual development sites—
- Chapter 7: Infrastructure, Implementation and Monitoring —deals with infrastructure requirements and outlines the monitoring programme—
- Chapter 8: Glossary,— an Appendices, Appendices and Proposals Map Bibliography
What Next?

1.0.21 This document is published for a 6-week period to enable persons to make formal representations on its contents. The Council will consider the representations received, and decide whether it should make any changes. The finalised Plan will then be submitted to the Secretary of State, who will arrange for it to be examined by an independent Planning Inspector. The examination hearings will be held in public, following which the Planning Inspector will issue a report. The Council will then amend the Plan to reflect any changes made by the Inspector and subsequently adopt it.
Chapter 2: Northampton Central Area - Spatial Portrait

2.1 Population

2.1.1 Northampton is the County Town of Northamptonshire and is the area’s main employment, retail and cultural centre. Historically recognised for its shoe and leather industry, its population has grown substantially since it became a New Town in 1968, from 133,673 in 1971, to 210,500 people in 2009. It is anticipated that the population of the town will continue to grow to approximately 240,000 by 2026.

2.1.2 Northampton developed as a market town on the valley slopes to the north of the River Nene. As the town grew the Market Square became the focus of trade and commerce. Much of the historic centre remains within the ring road, which roughly follows the old town walls.

2.2 Character and Appearance

2.2.1 The Central Area retains a considerable amount of its historical character, including much of its medieval street pattern and important listed buildings. The four five designated Conservation Areas (St Giles, Holy Sepulchre, All Saints, and Derngate and Boot & Shoe Quarter) enable the Council to protect and enhance the architectural heritage and character of the area. There are 210 Grade I, II* and II listed buildings and 3 Scheduled Ancient Monuments. The Boot and Shoe industry has shaped large parts of the town and Central Area. This legacy will result in the designation of a new Conservation Area that will include a small part of the Central Area. Some other buildings have been identified as providing historic value and are classified as Locally Listed Buildings. In addition, there is a consecrated burial ground at of the Sisters of Notre Dame off Abington Street.

2.2.2 Some of the rich historic features were damaged in the 1960s and 1970s through redevelopment and highway widening schemes. In some areas, this has resulted in the creation of a disjointed environment in which the car dominates to the detriment of pedestrians and cyclists. A prominent example of this is the area occupied by the Grosvenor Centre, Greyfriars Bus Station and adjacent land.

2.2.3 Some areas, particularly along Black Lion Hill and Gold Street and around the Market Square, have recently benefited from substantial investment in the public realm (surfacing materials, lighting, street furniture, trees, planting, signage, public art and water features). However, the Town Centre Health Check\textsuperscript{10} identified that the appearance of much of the public realm is tired and has not had sustained investment over a substantial period. The opportunity exists to address some of these poorer areas, particularly the main shopping street - Abington Street - through redevelopment, together with related improvements and investments in transport and general

\textsuperscript{10} Roger Tym & Partners, Northampton Town Centre Healthcheck (2009)
improvements, through the policies and regeneration sites identified within the Plan.

2.3 Transport and Movement

2.3.1 The Central Area is served by two key public transport facilities in the form of bus and rail. Greyfriars Bus Station, owned and managed by Northampton Borough Council (NBC), is situated between Greyfriars (street) and Lady’s Lane. It is served by a number of commercial operators, including Stagecoach, First Bus and National Express. Although its functionality as a facility is valued by its users, the bus station has significant maintenance problems that do not make it a viable proposition in the long term. Bus services within the Borough are centred on Northampton town itself. Within the compact urban area there is a good network of bus services especially in the peak period, however, services outside of this are limited, particularly at off-peak times.

2.3.2 Northampton’s Castle Station is located on the periphery of the Central Area to the west. It is on a loop from the West Coast Main Line and provides direct and relatively fast links to London and Birmingham. The station lacks platform capacity. As a gateway it offers a poor initial impression of the town by people travelling by rail.

2.3.3 Much of the historic centre is enclosed within an inner ring road of varying lane size. Whilst providing access to the town centre, this also acts as a route for through traffic, which, together with its design, is a significant barrier to movement across it, particularly by cyclists and pedestrians. There are a number of one-way systems in operation around the Central Area which help to reduce through traffic within the historic core; this creates a relatively good pedestrian environment. Congestion occurs at peak times for short periods on the highway network. However, in comparison with other settlements, it can be regarded as a minor inconvenience rather than a substantial problem. As with many places, there is a challenge in balancing the need to cater for increasing and competing movement within the context of an historic setting, which was not originally designed around modern day transport requirements.

2.4 Retail

2.4.1 In terms of shopping offer (size of centre and mix of outlets) Northampton town centre is ranked 43 of all town centres in the United Kingdom. However, over the last 25 years it has not seen the level of retail investment that would be expected for a centre of this size. Although there has been some small-scale retail investment, this has not addressed the needs of modern town centre retailers. The primary retail centre, the Grosvenor Centre, is dated both in terms of floor plates and external appearance. Whilst Northampton’s catchment population has a high level of spending per person, the Central Area is currently regarded by retail operators as catering for lower income groups.
2.4.2 Over the last 20 years, there has been significant investment in ‘out-of-centre’ retail and leisure development within the Northampton. Available evidence suggests that about 54% of comparison goods (non-food) retail spending by Northampton’s residents take place outside the Central Area. Available evidence suggests that about 23% of comparison goods (non-food) retail spending by West Northamptonshire residents takes place in the town centre. The Town Centre Health Check identified that this is a lower level than would be anticipated in similar sized settlements. Competition from neighbouring towns such as Milton Keynes and Wellingborough attracts 11% and 5.5% of comparison goods retail expenditure respectively. Elsewhere in the Borough the biggest attractors of comparison goods expenditure outside of Northampton town centre are Weston Favell Shopping Centre (11.4%) and Riverside Retail Park (5.8%). Competition from neighbouring towns such as Milton Keynes attracts 12% of comparison goods retail expenditure. Elsewhere in the Borough, the biggest attractors of comparison goods expenditure are Riverside Retail Park (9%) and St James Retail Park (8%)\(^\text{11}\).

2.4.3 The current under provision of convenience shopping within the town centre is partly responsible for the unsustainable level of leaked expenditure. At present the convenience retail offer within the Central Area is limited. The only stores that have large-scale, dedicated convenience floor space are Sainsbury’s supermarket within the Grosvenor Centre and Morrison’s south of Victoria Promenade.

2.4.4 Similar to all successful town and city centres, retail is one of the primary functions of the Central Area and is a cornerstone of the local economy by providing employment opportunities and attracting inward investment into the town. Therefore in the future, it is vital that Northampton’s Central Area is strengthened to turn around the comparative imbalance of investment and in particular retail spend that exists in favour of other centres and out-of-centre competition whilst meeting the requirements of a growing population.

2.5 Economy and Employment

2.5.1 The decline of the boot and shoe trade meant that Northampton went through a difficult period of industrial restructuring before and after the second world war. However, its central location within England, accessibility to major road networks and good supply of employment land meant that the town as a whole was able to develop a diverse economy. However, more recently the creation of large, out-of-town employment areas has left the town centre with fewer employment opportunities, especially offices.

2.5.2 Whilst Northampton is attracting significant employment generating activities and is considered to be a top rated office location nationally, the Central Area has very limited modern office stock. Although office vacancy level remains at about 11% in Northampton, there is a shortage of high quality office accommodation in the Central Area. The majority of existing stock tends to be older buildings in poor condition. There has been substantial

\(^{11}\) CACI, Retail Strategy for Northampton Town Centre (2008)
investment in new employment / office development since the 1990s with comparatively low rents in locations outside the Central Area such as Swan Valley, Pineham and Bedford Road. This level of investment has not been replicated within the Central Area, although a recent notable exception in 2009 was Avon, which has located its European headquarters within the Central Area adjacent to the River Nene.

2.5.3 A significant proportion of the available Central Area office stock is unsuitable for the requirements of modern day occupants. There remains a shortage of good quality floor space of all sizes, and in particular that of between 500 -1,000 square metres to cater for small to medium sized businesses. The lack of new office development has been compounded by the systematic loss of older stocks of offices through conversion to residential use. This has had a significant adverse impact on the town centre in terms of its vitality and its vibrancy; there is a noticeable absence of office workers within the town centre during the day and in particular at lunchtimes and in the mornings and evenings. With the lack of office workers comes a lack of spending which would otherwise support a wider complementary range of town centre uses.

2.5.4 The Central Area has large sites that have the potential to be used for a substantial amount of office space. There are some extensive areas adjacent to the town centre, either used for major employment, uses not considered appropriate within the Central Area or gas utilities that have or will become redundant soon. These will need regeneration and offer the opportunity for a variety of uses to complement and enhance the offer of the Central Area. These sites also offer the opportunity to maximise the use of existing infrastructure including public transport and increase the accessibility to other main town centre uses such as retail and leisure. Bringing offices back into the Central Area will maximise its potential for economic growth.

2.5.5 In addition, Northampton was granted an Enterprise Zone status in August 2011. Much of the Northampton Waterside Enterprise Zone is included within the boundary of the CAAP. The Waterside Enterprise Zone designation commenced on the 1st April 2012. The Zone is a significant national designation that should assist in the delivery of the vision, strategic objectives and site-specific policies within the CAAP. The Enterprise Zone status will strengthen the relevant policies in this plan, as the bid was made fundamentally on the basis of the site-specific policy contents of the pre-submission draft CAAP.

2.6 Open Environment

2.6.1 The River Nene, its Brampton Arm and the Grand Union Canal run through the south and west of the Central Area. The town has not capitalised fully on this resource, and at numerous points, the waterside is not accessible to the public. Historically towns have turned their backs on the rivers locating heavy industrial uses there and locating the backs of buildings facing the river. However in recent times this has started to change with residential development fronting the riverside, and the river is now perceived to be one of
Northampton’s strongest and most distinctive assets. There are two key projects, which will maximise the opportunities offered by the river and canal. The first is the development of an 80-berth marina at Becket’s Park, which was completed in spring 2011. This will be followed by other leisure and recreation development capitalising on the river and its immediate environment.

2.6.2 The Central Area also encompasses a significant area of green space primarily based along or adjacent to the river. This includes Becket’s Park, Midsummer Meadow and the Barnes Meadow Local Nature Reserve. This, together with other open spaces in the Central Area, offers an opportunity to create an effective green infrastructure network to benefit residents and visitors to the centre.

2.6.3 Although the river is an attractive feature, it also brings with it a potential threat in the form of flooding to substantial areas. There is a challenge in taking forward the Central Area in seeking to address the need for development to enhance the environment and offer of the town centre, whilst not creating additional unacceptable risks of flooding.

2.7 Leisure and the Evening Economy

2.7.1 The Central Area has experienced a rise in the number of pubs and restaurant operators, particularly along Bridge Street, in the last 20 years. Apart from the bars of Bridge Street, most of the eating places are concentrated along the Wellingborough Road to the north-east of the Central Area. There is a relatively limited choice for consumers within the central core.

2.7.2 Northampton Central Area also has the following key attractions:

- Northampton Museum and Art Gallery
- Royal and Derngate Theatre
- Several health clubs and nightclubs
- 3 casinos
- Leisure centre and swimming pool
- Multi-screen cinema
- 78 Derngate
- Market Square events space

2.7.3 There has been substantial investment in the Derngate Theatre complex. The improvements to the leisure and cultural offer have been particularly successful at bringing people into the town in the evenings and at the weekends. However, there is the opportunity to add to this to draw a more diverse mixture of people into the centre and in particular make them remain for a longer period to consolidate the success of this area. There is the need to create one or more restaurant/ café/ bar clusters near the theatre complex and within the Market Square.
2.7.4 There are two large hotels in the town centre, Park Inn (fronting Horsemarket) and Ibis (fronting Marefair) - both are 3 star hotels. The Park Inn has 140 bedrooms with leisure and conference facilities. The Ibis Hotel has 150 bedrooms. There are two smaller hotels in the centre, the 60 room Grand Hotel Travelodge on Gold Street and the 38 room Plough Hotel on Bridge Street. As part of regeneration proposals there is potential to accommodate additional demand for a variety of type and size of hotels within the Central Area.

2.8 Housing

2.8.1 The Central Area is home to around 9% of Northampton’s housing stock. The majority of homes are in the form of high-density apartments. Spring Boroughs is currently the largest single residential community in the Central Area. It has a very high proportion of socially rented properties and is an area, which is in the top 5% of the index of deprivation in England. Most of the housing stock within the Central Area is pre-war (1939). There has however been a substantial amount of housing development over the last decade within the Central Area with over 1000 homes being built. Although this has been very beneficial, particularly in terms of regenerating areas and notable buildings, it has been dominated by the provision of apartments, predominantly for private rent. This has brought its own issues associated with transient and unbalanced communities.

2.8.2 There is a need to work very closely with the existing community to address the long standing deprivation issues in Spring Boroughs and make more of its locational advantages. Residential development will be integral to the viable regeneration of substantial areas of the Central Area and in increasing its attractiveness. A range of housing types will be provided; apartments to attract smaller professional households and older people in the very centre, together with a greater emphasis on more mixed communities and larger family housing on the edge of the Central Area.

2.9 Education

2.9.1 The Central Area accommodates Northampton College, with approximately 13,000 students; it is one of the larger Further Education establishments in the region. There are also two primary schools (Spring Lane and Castle). These schools are performing well but are at capacity and will suffer from further pressure for places due to a more recent influx of families into the area. One notable educational facility that does not have a town centre presence is the University of Northampton. Its expansion plans include meeting the need for student accommodation and providing the opportunity to add another important civic function of a major educational facility within the Central Area.
2.10 Summary of Key Issues

2.10.1 There are a number of key issues to address within the Central Area Action Plan which have been identified within this portrait, as well as others identified through discussion with stakeholders. These are included below.

Key Issues to Address

- Consolidating the role of Northampton Central Area as the principal centre for Northamptonshire and in its wider regional role
- Improving the shopping experience for Northampton, including the retail offer for both comparison and convenience with a view to significantly increasing both their quantity and quality
- The strengthening and diversification of the economic base through the provision of high quality employment space to increase the quantity and quality of job opportunities
- Opportunities for development that enhances the diversity of cultural, leisure and recreation needs
- Increasing the presence of the University of Northampton and other improvements to increase educational provision within the Central Area
- Regenerating large parts of the Central Area including redundant former employment and deprived residential areas
- Reducing the severance effect of the ring road on pedestrian access to different parts of the Central Area
- Promoting sustainable modes of movement as an alternative to the private car, including cycle routes. Encouraging the provision of improved transport facilities, in particular the railway and bus stations, whilst consolidating the parking provision within the town
- Managing existing and providing new infrastructure and strategic services to meet the needs of the future of Northampton
- The provision of high quality green infrastructure including parks, green spaces and connections between them
- The enhancement of existing, and delivery of new public realm, resulting in high quality street scenes and related public spaces
- The protection and enhancement of the natural and built environment, including existing historical, architectural and archaeological heritage
- Promotion of sustainable development that encourages prudent use of resources, energy efficiency, mitigating the effect of climate change and avoiding the risk of increasing flooding
- Maximise the opportunities of the Waterside
Chapter 3: Policy Context, Northampton Central Area Vision and Objectives

3.0.1 Northampton’s Central Area needs to respond to the challenges of additional growth in Northamptonshire in the period to 2026. In order to do this the Council has developed a vision to meet these requirements in a sustainable manner. The vision is underpinned by a series of strategic objectives, which are set out in this section. The individual policies, contained within subsequent chapters, set out how the vision and objectives will be translated into clear framework direction for implementing development proposals.

3.1 The Policy Context

3.1.1 Northampton’s Central Area needs to respond to the challenges of additional growth in Northamptonshire in the period to 2026. In order to do this the Council has developed a vision to meet these requirements in a sustainable manner. The vision is underpinned by a series of strategic objectives, which are set out in this section. The individual policies, contained within subsequent chapters, set out how the vision and strategic objectives will be translated into a clear framework direction for implementing development proposals.

3.2 National Policy

3.2.1 The key national planning policy relevant to the CAAP is contained in Planning Policy Statement 4: Planning for Sustainable Economic Growth (PPS4). This reinforces the importance of economic development and the need to promote ‘town centres’ as the preferred location for retail development, employment opportunities and a wide range of uses including leisure, entertainment facilities, tourism, recreation, arts, culture and hotels.

3.2.2 The National Planning Policy Framework \(^{12}\) (NPFF) was published in March 2012, and aims to strengthen local decision-making and reinforce the importance of up-to-date plans. The drafting of this document was prepared prior to the publication of the NPPF. The Planning Advisory Service (PAS) Compatibility Self Assessment has been used as a checklist to ensure that the contents of this Plan have been properly assessed in respect of the requirements and policy direction provided by the NPPF. National policy, which has been replaced by the NPPF, is referenced in this Plan, where its emphasis and direction is considered to remain consistent with the NPPF. These references will be removed/updated prior to the adoption of the Plan.

3.2.2 The NPPF makes clear the presumption in favour of sustainable development; these principles are carried forward at the local level through this Area Action Plan. The policies contained in this Plan follow the approach of the presumption in favour of sustainable development

\(^{12}\) Department for Communities and Local Government, National Planning Policy Framework (2012)
3.2.3 The publication of the Town and Country Planning (Local Planning) (England) Regulations 2012 and the Localism Act 2011, have introduced changes to the planning system which propose the revocation of Regional Spatial Strategies, the introduction of Neighbourhood Plans and changes to the Local Development Framework, which emphasises the role of Local Plans, which now applies to the Central Area Action Plan, which will provide detailed development management policies together with allocated sites for development.

3.2.4 The East Midlands Regional Plan (March 2009) continues to provide a framework for development and investment up to 2026, the Central Area Action Plan has been prepared to provide conformity with the policy direction and requirements outlined in the Regional Plan, in particular recognising the need for urban concentration with a focus on regeneration for existing urban areas. As indicated above, whilst it is the Government’s intention to revoke this Plan at the present time it remains extant, and general conformity is required.

3.2.2 The overarching objective is the promotion of sustainable economic growth and it is explicit from the policy Statement (PPS4) that the vitality and viability of town and other centres is a key driver for achieving this important objective. PPS4 (Policy EC3) encourages local planning authorities to use tools such as Area Action Plans to address issues associated with the growth and management of their town centres. Sustainable principles underpin the increasing emphasis on the need to prioritise the Central Area as a place for growth. The vision for Northampton’s Central Area and the policies within the CAAP are consistent with national policy and seek to raise the pre-eminence of the Central Area as the economic, cultural and civic heart of Northampton and the wider area.

3.3 West Northamptonshire Joint Core Strategy

3.3.1 The pre-submission draft to the West Northamptonshire Joint Core Strategy is at the same stage of plan preparation as the Central Area Action Plan was published in February 2011. It will set out the critical role that Northampton centre will have in being an integral part of ensuring that Northampton and West Northamptonshire are regarded as a place that people want to be to live, work and for leisure. The West Northamptonshire Emergent Joint Core Strategy’s Vision states: "...Northampton City is repositioned as the key economic driver at the cultural heart of the Sub-Region fulfilling its role as the leading retail, entertainment, employment, health and learning centre based upon a thriving mixed economy including the services it offers relative to neighbours and proud of its theatres, museums and professional sports teams. All communities have access to many opportunities......" “Northampton as the principal urban area will be a beacon of high quality urban design with outstanding public realm. It will successfully blend its distinctive historic character with innovative new development both of which will enhance its riverside setting. It will enhance its role as the leading retail, entertainment, employment, health and learning centre, based upon a
theatres, museums and professional sports teams”.

3.3.2 It also identifies that “with Government and Regional Policy focusing on Northampton’s role within the Growth Area, there is a compelling need for a major step-change in the delivery of an attractive, lively and commercially successful town centre” (paragraph 6.7.1.2). It states the “Northampton Central Area will lie at the heart of a new city and will serve as the economic and cultural hub for the county” (paragraph 6.7.1.3). Castle Ward which is within the Central Area is identified as a priority community in need of regeneration (paragraph 6.10.1.2 and paragraph 6.10.1.3). “Employment growth will be promoted in urban centres through an urban concentration policy to help realise objectives for regenerating and revitalising urban centres......The centre of Northampton is the largest central area for employment growth” (paragraph 6.5.11). It also states that “….Northampton Town Centre has suffered from the decentralisation of retailing activities. The strength of the town’s outer retail parks and Weston Favell District Centre provide strong competition for spending on comparison goods displacing spending from the town centre. Similarly for convenience spending research identifies that four large out-of-town centre superstores dominate this area of retailing with convenience retailing within the town centre under-represented. Northampton needs to deliver a step change in its retailing performance and attractiveness as a higher order comparison shopping destination.” (para 12.17)

3.3.3 It identifies that: “Northampton’s centre, in particular, has been damaged over the years by the unhealthy range of out-of-centre retail areas that have diverted investment away from the centre and contributed nothing towards its regeneration. There is a strategic well evidenced necessity to reverse this damage and improve Northampton so that it fulfils its regional, county and West Northamptonshire role to its full potential” (paragraph 6.8.5). The Policy Approach is that “The Joint Core Strategy will address these strategic issues through policies to resist any further retail development outside the central shopping area (as defined by the Central Area Action Plan) or the other defined centres” (paragraph 6.8.6). Northampton town centre has suffered greatly from a decentralisation of retail, leisure and employment uses and there is a need to redress the imbalance as a critical strategic issue for the Joint Core Strategy to ensure that the vision for Northampton is not jeopardised. Policy S2 seeks to focus new town centre development firmly back to Northampton town centre and the Central Area and Policy S9 seeks to focus retail development of the town centre (para 5.17).

3.3.4 Northampton’s centre is identified as a “City Centre: serves as a hub of business and cultural activity in the Sub-Region and County. It is the most intensive form of development for housing, employment and public transport. The City Centre will continue to serve as the finance and commerce, government, retail, tourism, arts and entertainment centre for the sub-region and county” (paragraph 6.8.12). The West Northamptonshire Joint Core Strategy will also “Promote the development of additional cultural and tourist facilities close to popular destinations for example: Northampton arts and
3.4 Northamptonshire Community Strategy 2008

3.4.1 Government policy is clear that the Action Plan should also be reflective of the Community Strategy. The Action Plan will be a key part in meeting the aims of Northamptonshire Sustainable Community Strategy:

- Being successful through sustainable growth and regeneration
- Developing a growing economy
- To have safe and strong communities
- To have healthy people with a good quality of life

3.5 Vision for the Centre of Northampton

3.5.1 “By 2026, Northampton City Town Centre will be firmly established as the economic and cultural centre for Northamptonshire. It will be the destination of choice for people within the County and beyond to live, work and relax. The City Town Centre will be using its strengths, in particular its architectural heritage, its riverside, a distinctive retail offer and its cultural offer as a key to its success.

3.5.2 The City Town Centre will have developed:

- A distinctive retail offer that combines the best in major high street names in an extended Grosvenor Centre with niche and specialist retail and leisure in Northampton’s traditional streets and Market Square
- A new inter-city railway rail facility at Castle Station with a key employment area providing a high quality gateway to the City town, supporting the regeneration of neighbouring sites including Spring Boroughs
- A lively St John’s Quarter providing a centre for arts and culture alongside a base for public services and employment
- A new focus on the Waterside enhancing a long neglected asset as a new destination for employment, living and leisure with a new marina at its heart
- Facilities equal to or better than the best European cities of a similar size"
Policy 1: 3.6 Strategic Objectives

To meet the Vision for Northampton City Town Centre the Council will seek to ensure that development proposals are consistent with ensuring that the following Strategic Objectives are delivered:

- **SO1 - Regeneration:** Expanding retail, town centre facilities and the scale of employment opportunities in the centre to match Northampton’s future role as a City Principal Urban Area at the heart of its sub-region, maximising the use of previously developed land
- **SO2 - A well designed City Town Centre:** Ensuring development of the highest standard that reflects the rich architectural heritage assets, while contributing to the rich architectural heritage and adding to the sense of place
- **SO3 - A destination of choice:** Revitalising the Market Square at the heart of the new City Town Centre and create and develop cultural initiatives based around St John’s and the Derngate Theatre area
- **SO4 - A walkable city centre:** Making the Central Area pedestrian friendly and ‘walkable’, with an improved public realm and linkages between key destinations
- **SO5 - Public transport and cycling:** Ensuring good public transport and cycle accessibility
- **SO6 - A Safer Environment:** Providing an appealing and safe environment within the urban framework and along the Waterside
- **SO7 - Repopulate the Central Area:** Substantially increasing the resident population through the redevelopment of redundant industrial areas and the regeneration of Spring Boroughs
- **SO8 - Sustainability:** Ensuring the Central Area develops in a sustainable manner and helps create a positive framework for action on climate change

3.5.3 3.6.1 Translating the vision and the strategic objectives into action through the CAAP will reposition Northampton as the cultural heart and key economic driver of Northamptonshire. Its role as the leading retail, employment, entertainment, health and learning centre based upon a thriving mixed economy including services will be enhanced. It would ensure that all communities have equal opportunities and access to the town centre.

3.5.4 The next chapters of this Plan outline how this will be achieved. A spatial plan that provides a broad overview of the key areas of change and policy outputs is shown in Figure 3.1 ‘Central Area Spatial Plan’.

Figure 3.1 Central Area Spatial Plan
Chapter 4. Sustainable Spatial Strategy

4.0.1 The concept of sustainable development is about meeting the needs of the present without compromising the ability of future generations to meet their own needs. It relates to a balance between environmental, economic and social issues. Sustainability for Northampton is seen in its widest sense and the CAAP in conjunction with the forthcoming West Northamptonshire Joint Core Strategy has sought to resolve potentially competing outcomes including: air quality and noise; archaeology and cultural heritage; biodiversity, fauna and flora; crime and community safety; energy and climatic factors; health and well being; labour market and economy; landscape and townscape; material assets; population; social equality; soil, geology and land use; waste; water; education and training.

4.0.2 As highlighted in the introduction, the CAAP is part of a suite of Development Plan Documents that sit together to make the Local Development Framework. More strategic policies are contained within the West Northamptonshire Joint Core Strategy and cover a wide range of sustainable development objectives, including that development reduces the potential and impact for climate change. These policies apply equally in the Central Area, as they do in the rest of Northampton. The CAAP does not seek to duplicate these strategic policies but, where appropriate, it will add more relevant Central Area specific policies. In seeking to meet Policy 1: its Strategic Objectives: Objective 8: Sustainability this Action Plan has sought to weave sustainable development principles throughout all of the Central Area policies that it contains. This has been assisted by the on-going process of the accompanying Strategic Environmental Assessment / Sustainability Appraisal work and the 23 sustainable development appraisal objectives contained within it. A fuller analysis of the extent to which the CAAP does address the issue of sustainable development can be found in the accompanying Sustainability Appraisal.

4.0.3 This section of the Plan identifies a range of Central Area specific issues that require addressing in order to build on the policies contained within the West Northamptonshire Joint Core Strategy and to deliver the vision for the Central Area.

4.1 Promoting Design Excellence

4.1.1 Developments with high quality design will help to realise the vision and positively address Northampton Central Area’s sense of identity. Northampton possesses a rich architectural heritage and numerous heritage assets, key elements of which have been set out in the preceding Chapter 2. ‘Northampton Central Area: Spatial Portrait’.

4.1.2 In line with national planning policy, Planning Policy Statement 5: Planning for the Historic Environment, the local planning authority has a duty to preserve and enhance the appearance and setting of the Central Area’s heritage assets. The built heritage of the Central Area is a positive attribute
that requires enhancement and conservation, and will help to preserve Northampton’s distinguishing characteristics that contribute towards its sense of place.

4.1.3 Ensuring that new development is of a high standard of design is vital to creating more sustainable development. Improving the design of new buildings will help to ensure that they are more likely to last for longer periods and require less resource to run day to day. This will save resources in the longer term, contributing to a sense of place and making Northampton’s Central Area a vibrant and prosperous centre.

4.1.4 The Character Assessment and Tall Buildings Strategy for Northampton’s Central Area\(^\text{13}\) gives a more detailed description of the character of the Central Area. It identified ten distinct character areas Appendix A ‘The 10 Central Area Character Areas’. It also identified some overarching design objectives that development should seek to address, which takes account of the character areas. These objectives aim to improve the quality of future developments in relation to how they look, function, sit within and relate to their surroundings. The objectives are contained within Policy 1 ‘Promoting Design Excellence’ and they will apply to all future development within the Central Area.

4.1.5 To achieve good design it is vital to consider the context in which development will sit. The design of new development should take into account the character, appearance and architectural merit of existing buildings and spaces. The Central Area should be home to contemporary architecture that will provide the listed buildings of future generations. Old and new development should successfully sit side-by-side exhibiting a harmonious relationship to collectively reinforce the identity of the area. A brief description of the ten Character Areas, including their existing character and future design aspirations are set out in Appendix: A.. The assessment of future development against the content of the Character Assessment and Tall Buildings Strategy will provide a more robust framework to ensure that development can be designed to complement and enhance the character and setting of the existing built and natural environment.

4.1.6 A number of ‘Gateways’ are identified in Figure 8.1 Central Area Proposals Map. Figures 6.1 – 6.16 ‘Development Principles.’ The Gateways are important arrival points into the Central Area. Their anticipated role is set out more fully in Appendix: B. ‘Gateways: The Role and Function and Appropriate Design Solutions’. It is intended that there will be visual cues in these areas of their gateway function. This will relate to the need for buildings to suitably address the function of these areas in terms of design and also in the character and appearance of the public realm.

\(^{13}\) Space Group, The Character Assessment and Tall Buildings Strategy for Northampton’s Central Area (2010)
Policy 2

Promoting Design Excellence

All new development within the Central Area must demonstrate a high design standard and successfully address the following design objectives:

Positively contribute to the character of an area consistent with the 10 defined character areas shown in Figure 4.1 ‘The 10 Central Area Character Areas’ and listed in Appendix A ‘Character Areas Related to Policy 2: Promoting Design Excellence’, and the Gateways as shown on the Proposals Map and listed in Appendix B with regard to the existing urban grain and the scale, massing, materials and architectural style of surrounding buildings.

Positively contribute to the character of an area with regard to the existing urban grain, scale, massing, materials and architectural style of surrounding buildings, and be consistent with Central Area Character Areas (Appendix A) and Gateways (Appendix B).

Ensure that there is clarity in terms of the relationship between buildings and public spaces in order to create successful development which creates a continuity of frontage and provides definition and enclosure to the public realm.

Ensure new development contributes to the provision of logical and coherent links to and from destinations in order to improve accessibility and permeability in and around Northampton’s Central Area.

Create uncluttered streets lined by active building frontage or public open space, in order to provide a vibrant and safe street scene for everyone in society, including vulnerable groups.

Design for energy and resource efficiency in new development proposals and where appropriate recognise the inherent sustainability in the reuse and refurbishment of existing buildings.

Make efficient use of land by promoting an appropriate mix of land uses in order to increase the vitality and vibrancy of an area and a wider range of choice for users.

Preserve and enhance the character, appearance and setting of the Central Area’s heritage assets, and in the conservation areas pay suitable regard to the adopted Conservation Area Appraisals and Management Plans.

Promote high quality inclusive design in the layout of new developments and individual buildings in terms of function and...
4.1.7 If designed and positioned well, tall buildings have the ability to use land in a very efficient manner, add positively to the skyline and provide key landmarks that enhance local and wider views. Within Northampton’s Central Area, a tall building is defined as:

“Any building or structure that breaks the skyline and/or which is significantly taller than its surrounding built fabric”

4.1.8 The Plan does not seek to promote a particular emphasis on tall buildings as a development solution within the Central Area. However, such opportunities are likely to exist and suitable guidance and a policy framework to address future tall buildings development proposals is provided.

4.1.9 An understanding of local context is vital in order to develop successful tall buildings as there are many considerations to take into account such as the impacts on: views, topography, heritage assets, public realm, transport network and the environment. The Character Assessment and Tall Buildings Strategy for Northampton’s Central Area provides a more detailed understanding of this context and in particular the criteria that will be used to assess any proposed tall building developments in the Central Area.

4.1.10 The Major Development Sites policies in Chapter 6 set out a broad indication on some sites of the scale, height and massing of buildings which are expected. Notwithstanding this, if it can be demonstrated, within the parameters of this policy, that taller buildings are acceptable on these sites, then each scheme will be considered on its merits.
Tall Buildings

Development proposals for a tall building, defined as any building or structure that break the skyline and/or which is significantly taller than its surrounding built fabric, will:

Provide a rationale for and evidence of exceptional design standards employed throughout

Demonstrate and explain how the proposed building responds to and positively addresses the built and natural environment in a local and wider context

Demonstrate the visual impact on views within the Central Area and wider skyline of Northampton

Provide an impact assessment on the local micro climate in relation to issues such as wind diversion and the over-shadowing of neighbouring development

4.2 Improving the Public Realm

4.2.1 In addition to buildings and the activities within them, people’s perception of a place is likely to be affected by their experience of the public spaces in between the buildings. This can include the street environment or other areas, such as squares, or open space. High quality, well maintained public realm can add positively to the sense of place through complementing the built heritage, emphasising important places, assisting with way finding and improve the feeling of safety.

4.2.2 The aim is to create a townscape that will harmonise Northampton’s Central Area, linking it both internally and to the wider area. The expectation is to create more space for pedestrians and provide a network of attractive public spaces in which people feel safe and wish to occupy. In order to achieve this it is important to improve the appearance and functional quality of the existing public realm to the high standards expected within new developments. It should also be of a high quality, to complement Northampton’s local distinctiveness and add a new layer of history. This means making new spaces and enhancing existing ones. Areas where new public spaces will be required as part of development proposals are contained in Policy 3 ‘Public Realm’.

4.2.3 In recognition of the importance of the public realm within the Central Area, Northampton Borough Council, Northamptonshire County Council and West Northamptonshire Development Corporation have worked together to
produce a Public Realm Implementation Framework. This covers part of the Central Area and provides a clear and consistent approach to dealing with the public realm which relates to the function of an area with regards to:

- surfacing materials
- lighting
- signs
- street furniture
- trees and planting
- public art

4.2.4 It has a two layer approach to public realm, based on: characterisation typology, for example, primary retail street, or green corridor; and also a palette of appropriate materials, with the highest quality being in the most important streets. A summary of the public realm typologies and the palette is set out in Appendix: C. ‘Street / Movement Corridor Typologies within the Public Realm Implementation Framework (2007)’\(^\text{14}\).

4.2.5 The Council is planning to review and update the Public Realm Implementation Framework and adopt it as a Supplementary Planning Document. The review will take into account its effectiveness so far, the need to extend its area of coverage to be contiguous (adjoining) with the Central Area as defined in this plan and its potential to assist with the greening of the Central Area. It will particularly look at the need to address surface water management given the known lack of capacity within the combined sewer network. Until the review has been completed the approach to the public realm should be consistent with that in the existing Public Realm Implementation Framework.

Policy 4.3

Public Realm

Within the Central Area changes to the public realm should be consistent with the Public Realm Implementation Framework. The following areas will be prioritised as areas requiring major improvements to the existing public realm:

Abington Street
The Drapery
Market Square (As per Policy 32 ‘Market Square’)
Grosvenor Centre Development Site (As per Policy 18 ‘Grosvenor Centre Redevelopment’)

The provision of new public spaces will be required as part of the following major development sites:

Grosvenor Centre (As per Policy 18 ‘Grosvenor Centre Redevelopment’)
Angel Street (As per Policy 22 ‘Angel Street’)
St John’s (As per Policy 21 ‘St John’s’)
Waterside Brampton Branch St Peters Way (As per Policy 27 ‘The Waterside: Brampton Branch St Peter’s Way’)
Waterside Avon / Nunn Mills / Ransome Road (As per Policy 29 ‘The Waterside: Avon/ Nunn Mills/ Ransome Road’)

4.3 Provision of Green Infrastructure

Introduction

4.3.1 Green infrastructure covers all types of green spaces and the linkages between them, as well as the various activities they support and the functions they provide. Green infrastructure assets within the Central Area can be generally categorised under the following headings:

- Green Corridors (rivers, canals, cycle routes, public rights of way and pathways)
- Open Spaces (parks, playing pitches, allotments, local areas of play, neighbourhood areas of play, informal open spaces, nature reserves, and churchyards)
- Urban Green Space (street trees, verges, gardens and green roofs)

4.3.2 The open and green spaces within the Central Area are identified on the ‘Proposals Map’ and also in Appendix: D ‘Open Spaces within the Central Area: Type and Function’.
4.3.3 Green infrastructure is particularly important in an urban area. The Central Area Action Plan will seek to create and enhance a multi-functional network of connected open spaces, which will:

- Help mitigate and adapt to climate change
- Enhance and enrich biodiversity habitats
- Integrate sustainable urban drainage
- Provide recreation opportunities and a movement network for pedestrians, cyclists and wildlife
- Create a sense of place
- Improve air quality
- Enhance river and canal corridor management

**Green Corridors**

4.3.4 The Northampton Landscape Sensitivity and Green Infrastructure Study\(^{15}\) identifies key sub-regional green infrastructure corridors. Within the Central Area this is primarily associated with the River Nene, its Brampton Arm and the Grand Union Canal. The river and canal has the potential to reconnect the Central Area with the wider countryside as part of this green corridor. It has various important functions containing a large proportion of the Central Area’s parks and semi-natural space. The river and canal are generally of low environmental quality, significantly under utilised and much of the adjoining development does not provide clear and defined frontages.

4.3.5 The opportunity for the development of high quality buildings and green space that enhances the recreational, movement and biodiversity opportunities is addressed in Policies 25-30 which relate to The Waterside. In addition, the Avon/ Nunn Mills/ Ransome Road development offers the opportunity for a substantial green corridor to link Becket’s Park and the River Nene to Delapre Park.

**Open Spaces**

4.3.6 There are some publicly accessible green open spaces in Northampton Central Area that offer important opportunities for recreation, sport and play; as well as delivering benefits for biodiversity. These contribute to the attractiveness of the area as well as enriching the quality of lives of residents and visitors. Currently there is a deficit in the provision of open space for children and young people within the Central Area. The Open Space Audit\(^{16}\) assessed how accessible open space is to residents. It identified that all Central Area residents had acceptable access to open space; however the quality of that space might not be high. There were also significant areas with deficient access to allotments and children’s play.

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\(^{15}\) Living Landscapes Consultancy Limited, Northampton Landscape Sensitivity and Green Infrastructure (2009)

\(^{16}\) PMP, Open Space, Sport and Recreation Needs and Assessment Audit (2009)
4.3.7 Given the dense urban characteristic of the Central Area, the opportunity to create new open spaces will be limited. The public realm policy deals with existing and new public spaces. In terms of open space, with the exception of the Waterside, it is likely that the provision of only small areas of amenity green spaces and semi-natural open spaces can be created primarily in association with development. Due to the contaminated land and viability issues, many of the development sites identified in the Action Plan will not be able to provide ‘on-site’ open spaces. In recognition of this it will be expected that these developments will make contributions to enhance existing open spaces identified on the ‘Proposals Map’.

**Urban Green Space**

4.3.8 Opportunities to provide urban green space will primarily be delivered through the requirements of the Public Realm Implementation Framework, the provision of private open space and the use of sustainable urban drainage. This has the potential for a significant ‘greening’ of the Central Area, allowing the green corridors to permeate to a wider area outside the primary focus on the associated Waterside green corridor.
Policy 5.4
Green Infrastructure

Development within the Central Area must deliver and/or contribute to the provision of green infrastructure by:

- Enhancing the setting and function of the green infrastructure identified on the ‘Proposals Map’ and in Appendix: D. ‘Open Spaces within the Central Area: Type and Function’

- Incorporating opportunities to enhance and extend the green corridor within and outside the Waterside and linkages between green infrastructure elsewhere

- Introducing features such as green roofs, green walls, trees, soft landscaping, planting, water attenuation measures and other features to mitigate the effects of climate change and enhance biodiversity

- Providing or enhancing green infrastructure off-site, but within the Central Area when the appropriate standard of on site open space provision cannot be made

4.4 Flood Risk and Water Management

Introduction

4.4.1 Parts of the Central Area are within the historic flood plain. As a consequence of extensive flooding in Easter 1998, most developed areas now benefit from flood defences that protect to one of the highest standards in the country - a 1:200 year level (0.5% annual probability of flooding). Therefore the risk of river flooding behind the defences is small, but nevertheless there is a residual risk.

4.4.2 In line with national policy Planning Policy Statement 25: Development and Flood Risk (PPS25) the Council has sought to ensure that wherever possible new development is not located within flood risk areas. Nevertheless, there are exception sites within the defended flood plain that the Council has decided are necessary. These sites are previously developed sites where there are substantial regeneration benefits, which are critical to meeting the Central Area Vision. Within these sites the risk associated with a breach of the flood defences has been modelled. This has helped inform the desirability of developing particular uses behind defences and will ensure that developments provide solutions that do not unduly put people or property at risk.
4.4.3 In addition to river flooding, there is a potential risk from surface water flooding. This might occur in periods of heavy rainfall if there are: no drains, drains are blocked, or drains cannot cope with the amount of water being produced. The Northampton Strategic Flood Risk Assessment Level 2\textsuperscript{17} identified seven Critical Drainage Areas. The Environment Agency has additional information on areas where there are other drainage problems.

4.4.4 The West Northamptonshire Joint Core Strategy sets out strategic policy on development not increasing the risk of flooding; this builds on PPS25 and will apply to all sites within the Central Area. It is considered that there are no specific circumstances within the Central Area that will justify an additional policy within this Action Plan. Major development site policies for exception sites contain reference to the need to address the risk of flooding.

**Water Cycle Study**

4.4.5 The Water Cycle Study\textsuperscript{18} identified that the provision of water to properties within the Central Area is unlikely to be a problem. However, there are deficiencies in existing infrastructure to deal with surface water run-off and sewage that will cause problems if not addressed. Most of the Central Area has combined sewers, which in heavy periods of rainfall can overflow into the river. This currently has some adverse environmental impact on water quality. Transporting and treating relatively clean surface water is not sustainable; it is an energy intensive process and will require earlier expansion of the water treatment works. The current infrastructure deficit if not addressed could result in potential backing up of the sewerage system and increased pollution of watercourses.

**Drainage Plan**

4.4.6 A drainage plan, which investigates solutions for the Central Area, has been commissioned to address this issue. It is likely that there will be a number of solutions to this issue:

- Reducing demand for water from new premises through water efficiency measures
- Including low-flow appliances over and above current building regulations
- The use of grey water recycling and for surface water the use of limiters of peak runoff, for example, green roofs and other forms of on-site sustainable urban drainage systems
- Other off-site sustainable urban drainage systems and investment in pipes through splitting the combined sewers into foul and surface water.

4.4.6 In order to support the evidence base for the Central Area Action Plan, Northampton Borough Council working closely with the Environment Agency

\textsuperscript{17} Scott Wilson, Northampton Strategic Flood Risk Assessment Level 2 (2010)

\textsuperscript{18} Halcrow, Water Cycle Study (2010)
and Anglian Water commissioned a drainage plan to look at more sustainable solutions for managing surface water in the Central Area to maximise capacity of the current drainage network. The study indicates that a number of solutions will be required which reflect the National Sustainable Drainage Standards, or the "train" for managing water. This includes:

- managing the demand for water in new development;
- managing surface water on site, through techniques such as green roofs;
- managing surface water as close to the site as possible; and
- off-site sustainable drainage measures

4.4.7 Under new National Standards, the criteria above will need to be satisfied before connections can be made to the Surface Water or Combined sewers. Furthermore, under the Floods and Water Management Act (2008), new development may also need to seek approval from the Sustainable Drainage Approval Body (SAB). Additional information on this requirement can be obtained from Northamptonshire County Council, who are the lead Local Flood Authority for the area."

4.4.7 8 There may also be opportunities to increase biodiversity and improve the environment through opening up watercourses within culverts.
Policy 6.5

Flood Risk and Drainage

The following Central Area sites in areas of flood risk pass the PPS25 Exception Test and are considered appropriate for development as set out in the major development site policies:

- Castle Station (As per Policy 20.19 ‘Castle Station’)
- Bridge Street (As per Policy 23.22 ‘Bridge Street’)
- The Waterside: Brampton Branch St Peters Way (As per Policy 27.26 ‘The Waterside: Brampton Branch St Peter’s Way’)
- The Waterside: Southbridge West (As per Policy 28.27 ‘The Waterside: Southbridge West’)
- The Waterside: Avon/ Nunn Mills/ Ransome Road (As per Policy 29.27 ‘The Waterside: Avon/ Nunn Mills/ Ransome Road’)

Within the Central Area development will not increase the flow of surface water or foul sewage to the combined sewer network through the use of:

- Source control techniques, such as green roofs or other forms of sustainable urban drainage systems
- Water demand management measures

Subject to satisfactory resolution of flood risk, watercourses that exist in a culvert on development sites should be returned to a more natural form.
Chapter 5. Accessibility and Movement

Introduction

5.0.1 National and local transport policies promote the need to reduce travel and to use sustainable modes of transport where travelling is necessary. For some people and in relation to some trips, the car will remain an important mode of transport. Consistent with the Action Plan’s strategic objectives the Council wants to promote the Central Area as accessible to ensure its attractiveness to employers, commuters, shoppers, visitors and residents.

5.0.2 At its heart the Central Area will be a walkable place through its high quality pedestrian environment. Good air quality is vital to supporting this ambition; road transport is a principal contributor to pollution within three air quality management areas located within the Central Area. Managing traffic capacity and flow will be important if air quality is to improve over time. In addition, the existing historical features within the Central Area, which people value as part of its distinctive character and sense of place, are in themselves significant constraints on providing for substantial increases in highway capacity.

5.0.3 The challenge for the Council and its partners is to efficiently manage the capacity of the current transport network against a backdrop of growth, both within the Central Area and wider Northampton, and address the future demand to use the network in the Central Area. This challenge can be met through:

- Reducing the overall need to travel
- Improving the management of existing transport infrastructure
- Investing in key transport infrastructure

5.0.4 This Chapter sets out specific policies to improve accessibility within the Central Area particularly for pedestrians, cyclists and public transport, whilst continuing to recognise the important role of the private car.

5.1 Inner Ring Road

5.1.1 At present the inner ring road around the town centre, whilst being effective at moving traffic around, is a significant barrier to pedestrian movement in and out of the Central Area. The severance of pedestrian routes between the Upper Mounts, the Waterside and Spring Boroughs from the town centre is a major problem. In addition, some parts of the road network currently have a harsh character. In parts it is heavily engineered with a design consistent with major distributor roads. This is poor in terms of environmental quality and encourages vehicle speeds that are not appropriate in a built up location.

5.1.2 Travel by car will have to be planned for, particularly in opening up some of the development opportunities that have been identified in the Action Plan.
New junctions will be required at London Road/ Ransome Road, Bedford Road/ Nunn Mills Road and in association with St Johns/ Angel Street/ Bridge Street and the Grosvenor Centre development. These junctions will positively accommodate the plan’s aim to prioritise walking, cycling and public transport.

5.1.3 In dealing with the issues identified above, the Council’s intention is to change the character of the inner ring road through major landscape and environmental improvement schemes. These will lessen the impact of vehicular traffic with the focus on reducing speed, maintaining a smooth traffic flow and making the roads more pedestrian/ cyclist friendly, whilst supporting improved public transport provision. A Supplementary Planning Document (refer to ‘Glossary’) produced by Northampton Borough Council, in association with Northamptonshire County Council will provide more detailed schemes for delivery. Many of the design principles for the Supplementary Planning Document are currently set out in the Public Realm Implementation Framework.

Subways

5.1.4 Subways can be found linking Spring Boroughs to the Town Centre and within the Grosvenor Centre development site at Greyfriars, Lady’s Lane and Wellington Street. They have poor natural surveillance and therefore feel unsafe, lengthen journeys and provide an unattractive environment for pedestrians. Their removal will result in an improved streetscape and an environment where connectivity and pedestrian/ cycle accessibility is radically improved.
Policy 7.6

Inner Ring Road

The character of the following sections of the Inner Ring Road will change:

- St Peters Way
- Victoria Promenade
- Horse Market
- Upper and Lower Mounts
- Plough Gyratory (Victoria Street Gardens/Bridge Street)

A Supplementary Planning Document will provide detailed designs for these changes for implementation.

The subways in the following locations will be removed and replaced with at grade crossings:

- Horsemarket
- Greyfriars, Lady’s Lane, Wellington Street (consistent with Policy 18.7 ‘Grosvenor Centre Redevelopment’)

5.2 Public Transport

5.2.1 Facilitating the delivery of high quality, reliable and high frequency bus services together with improving associated facilities will provide the opportunity to increase public transport patronage. Attractive alternatives to the private car are essential to reduce pressure on the highway network within the Central Area.

5.2.2 Recent transport modelling indicates that the growth agenda will result in an increase of patronage to 40% by 2026. The Council will work in partnership with Northamptonshire County Council, employers and the bus operators to improve local bus services and associated infrastructure in line with the Bus Development Plan.

5.3 Bus Interchange

5.3.1 Greyfriars Bus Station is a focus for 13.7 million passenger trips annually. The bus station will be demolished as part of the Grosvenor Centre Redevelopment, in Policy 18 ‘Grosvenor Centre Redevelopment’. The need for a new facility has been identified by the Bus Interchange Study. This presents an opportunity to improve the public transport experience; the existing bus station will be replaced by a new Bus Interchange, which will facilitate improved integration between bus services and also other forms of transportation.
5.3.1 Greyfriars Bus Station is scheduled for demolition as part of the wider Grosvenor Centre redevelopment. It is the responsibility of the Council and its partners to provide a new bus interchange facility in the Central Area, notwithstanding support from Legal and General. The bus interchange will be expected to provide the ancillary facilities referred to in Policy 8, including public toilets and a cafeteria.

5.3.2 In June 2011, MGWSP undertook an appraisal of 5 potential bus interchange locations, The Bus Interchange Site Selection Study. The outcome of this appraisal evidenced that the Fishmarket site (junction of Sheep Street and Bradshaw Street) would provide the most appropriate location for a new bus interchange. The findings of the study were subsequently approved by Northampton Borough Council, West Northamptonshire Development Corporation and Northamptonshire County Council.

19 MGWSP, Bus Interchange Site Selection Study (June 2011)
Policy 8.7
Bus Interchange: Fishmarket

The existing Greyfriars Bus Station will be replaced with a new high quality Bus Interchange which as a destination improves the experience of visitors, shoppers and workers coming into the Central Area. The Bus Interchange will have:

- Sufficient capacity to cater for bus demand up to 2026
- A flexible future-proofed design to allow for any future expansion of the Bus Interchange
- Strong connections with the rest of the town that promotes movement to the Grosvenor Centre (Policy 17), Drapery (Policy 32) and the Market Square (Policy 31)
- Building frontages which positively address the character, setting and scale of adjoining buildings, Sheep Street and the wider townscape
- A public transport information and ticketing centre
- An undercover waiting area, together with toilets, cafeteria and retailing, in a pleasant and safe environment and floorspace for ancillary retail uses
- Real Time Information System for bus services and CCTV
- A taxi rank plus pick up/drop off point for private vehicles
- Prominent entrances and exits facing key streets and pedestrian spaces
- High-quality pedestrian connections to the rest of the town centre
- Clear signage to and from key destinations
- CCTV coverage

It will be in a location and have access arrangements that:
- Do not create unnecessary bus movements on the highway network
- Is ideally no more than 5 minutes walk from the Market Square

5.4 Castle Station

5.4.1 In order to meet projected demand for rail services there is a need to improve the Castle Station in terms of on site facilities and its accessibility and linkages to the town centre. The policy framework for this improvement is set out in Policy 20 ‘Castle Station’ of this Action Plan.

5.5 Safeguarded Public Transport Route

5.5.1 Within the Central Area a rail corridor exists between Castle Station and Brackmills. A large part of this corridor, from Cotton End through to Brackmills has not been used for many years. The Council believes that there is no reasonable prospect of trains ever using the part of the rail corridor. The
current operational status has substantial negative implications for regeneration of the Central Area, particularly at the Avon/ Nunn Mills/ Ransome Road site. However, the Council does recognise that the line could, in the longer term, provide an opportunity for an alternative public transport/ cycling/ walking route between the Central Area and Brackmills and will seek to ensure that it is safeguarded for these purposes. The Council will therefore work with partners to endeavour to seek the removal of the operational status of the disused line.

**Policy 9.8**

*Safeguarded Public Transport Route*

Within the existing railway corridor identified on the Figure 8.1 ‘Proposals Map’ sufficient land will be safeguarded to provide for its use as a continuous public transport/ cycle/ walking route between Brackmills and Castle Station.

**5.6 Taxis**

5.6.1 Taxis are an important means of public transport. As well as providing a service for people who wish to travel privately they offer an alternative sustainable choice. They serve an important role in the development of a vibrant and diverse evening economy. There are two ranks supporting 122 Hackney Cabs. A new rank will be provided at the proposed bus interchange (Policy 8 ‘Bus Interchange’). Investigation of appropriate additional locations will be undertaken should need for additional ranks be evident.

**5.7 Pedestrian and Cycle Movement**

5.7.1 National policy recognises the potential for many car trips of less than 2 km to be walked, and cycled if less than 5 km, cycled. Existing facilities, particularly for cyclists, are inadequate and there are limited opportunities to cross the River Nene to the residential and employment areas beyond are limited.

5.7.2 The Council will seek the provision of an attractive, legible, safe and continuous pedestrian and cycle network within the Central Area in line with the ‘Pedestrian and Cycling Movement Framework’. (Figure 5.1) The Framework has been produced following a detailed assessment of townscape features such as green infrastructure corridors and open spaces, and by analysing existing pedestrian and cycle routes between major destinations in the Central Area.
Policy 10 9

Pedestrian and Cycling Movement Framework

Planning applications for Residential or commercial developments exceeding 15 dwellings or more and commercial developments exceeding 1000 square metres required to undertake a Transport Assessment and/or Statement within the Central Area boundary will undertake a full audit of walking & cycling in the vicinity of the proposed site.

The audit will consider general non-motorised movement, missing links and links to other major attractors.

Appropriate facilities for secure cycle parking contributions will be sought on site and developments will make a contribution from new development to secure the provision of new routes identified by the audit or improvements to off site routes within the vicinity of the site, as identified in the audit shown in Figure 5.1.

Figure xx Pedestrian Movement Framework

Figure xx Cycle Movement Framework
Figure 5.1 Pedestrian and Cycle Movement Framework
5.8 Car Parking

5.8.1 The provision of car parking is critical to the vitality and viability of the Central Area for employers, commuters, shoppers and visitors to the town. The Central Area does suffer a competitive disadvantage against out-of-centre areas and developments that do not have comparable parking constraints. However, there is a need to balance the requirements for car parking against protecting the Central Area’s overall environment, encouraging modal shift and the avoidance of congestion. This means providing the right type of parking in appropriate locations at the right time and balancing the availability of short and long term parking options at an appropriate cost.

5.8.2 The Northampton Parking Strategy\(^2\) has established that whilst there might be pressure points within the town centre when sometimes car parks might reach overall capacity, generally there is an over supply of parking within the town centre. This means that there is no need to increase the overall number of spaces within the town centre. However, there might be opportunities to increase public parking provision in some areas and reduce it in others. Spaces could be used more efficiently through improving signage to guide people to spaces; reviewing parking charges and payment methods; developing a programme of improvements to parking stock to improve the experience of users, for example CCTV, lighting levels, security measures; and considering the opening hours of some car parks to support the weekend and evening users, reviewing opening hours for certain car parks to support weekend and evening users, and using the guidelines set out in the Park Mark scheme, developing a programme of improvements to parking stock to deter criminal activity and create a safer cleaner environment.

5.8.3 Given the existing parking excess, there is little justification in allowing any further provision of private business parking within the town centre boundary other than in exceptional circumstances. For clarity’s sake, private business parking is considered to be parking that is not open to any member of the general public to use without paying a fee, the level of which has been agreed with the planning authority and / or the highway authority. In the medium to long-term, following the delivery of a much improved public transport system and subsequent modal shift. There will be merit in seeking to reorganise and reduce the amount of car parking throughout the Central Area.

5.8.4 Where car parking is provided in association with business developments within the Central Area - particularly within the town centre and edge-of-town centre boundaries - multiple use will be encouraged, for example, office parking by day, leisure, recreation and residential parking by night. This will reduce land take and make developments more cost effective. There is also merit in seeking to ensure that parking within commercial developments is managed through controls on its availability and pricing to

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\(^2\) MGWSP, Northampton Parking Strategy (2010)
allow more sustainable patterns of transport to be delivered in the long term, for example, park and ride.

**Policy 14.10**

**Parking**

Within the Central Area unless it can be shown that there are exceptional reasons that justify additional private off-street car parking the following will apply:

Within the Town Centre Boundary as defined on the ‘Proposals Map’, no additional private car parking for non-residential development will be permitted.

Within the Edge of Town Centre Boundary as defined on the ‘Proposals Map’, private parking provision will be at a maximum of 50% of the standards set out in Appendix: E: ‘Parking Standards: Central Area Zones’

Elsewhere within the Central Area maximum standards set out in Appendix: E. ‘Parking Standards: Central Area Zones’

Signage will be improved to direct:

Traffic from the principal approach roads to car parks
Pedestrians to and from car parks to key destinations

Parking demand management measures within the Central Area will be phased in over the Plan period. In the interim, private non-residential development providing parking spaces within the town centre and edge of town centre boundary sites (as shown on the ‘Proposals Map’) will enter into contractual arrangements that will ensure future management measures are not compromised.
Chapter 6: Spatial Development Strategy

Creating a Prosperous Central Area

Main Town Centre Uses

6.0.1 To evolve from a market town to a prosperous City Town Centre, Northampton needs to offer a much wider range of key town centre uses including retail, offices, leisure and public administrative services. These will not only increase their provision in terms of floor space, but also job opportunities across the various employment sectors as required by PPS4: Planning for Sustainable Economic Growth.

6.0.2 Northampton’s Central Area also needs to be strengthened to address the comparative imbalance of investment, in particular retail spend that exists in favour of out-of-centre competition, whilst meeting the requirements of a growing population. It faces competition from out-of-town provision in district centres, retail parks and strategic employment areas. These are some of the reasons why Northampton’s Central Area under performs. Reversing this trend is key to achieving the vision and regenerating large areas of the Central Area.

Definition of the ‘Town Centre’

6.0.3 To be consistent with PPS4: Planning for Sustainable Economic Growth, the ‘Proposals Map’ identifies the extent of the town centre and Primary Shopping Area. In sequential planning terms (refer to ‘Glossary’), the Primary Shopping Area is the preferred location for retail development, with the town centre being the preferred location for other ‘main town centre uses’. This is the preferred location for main town centre uses. Given the current imbalance and harm that is being caused by competition from out-of-centre developments, and other large district centres, the Plan seeks to ensure that an impact assessment a sequential approach is undertaken to developments proposing 1,000 square meters gross or more of main town centre uses. This will assist in controlling the extent to which additional developments outside the Central Area will continue to grow and compete with the town centre with regard to the variety of main town centre uses.
Policy 42 11

Town Centre Boundary

The ‘town centre’ boundary as defined on the ‘Proposals Map’ will, for the purposes of sequential testing, be the preferred location for main town centre uses, with the exception of retailing where the Primary Shopping Area will prevail, followed by edge of town centre sites.

Developments of main town centres uses of more than 1,000 square metres gross proposed outside the town centre boundary will be subject to an the sequential test impact assessment.

Delivering a Vibrant Retail Centre

6.0.4 Defining and strengthening Northampton’s Primary Shopping Area (as shown on the ‘Proposals Map’) is vital if the Central Area is to fulfil its role as a city town centre (as defined by PPS4: Planning for Sustainable Economic Growth) and the principal shopping centre for Northamptonshire. To show the distinction between the types of use classes within Northampton Central Area, the Primary Shopping Area has been broken down into Primary and Secondary Frontages (as shown on the Proposals Map’ and listed in Appendix F. ‘The Character of Shopping Frontages’).

- Primary Frontages are the focus for retail uses
- Secondary Frontages will have a retail focus but provide opportunities for a greater diversity of uses away from retailing, such as financial services, restaurants and drinking establishments

6.0.5 The Council aims to develop a compact and quality retail centre by classifying the frontages and defining a Primary Shopping Area. The Council will also develop a robust retail circuit, which will create a more legible retail centre and strengthen the role of key retailing streets of Abington Street, Fish Street and St Giles Street. The retail circuit will seek to increase the vitality and viability of the town by promoting a range of quality retailing experiences for visitors. This range will include large-scale national stores that will locate in the Grosvenor Centre and its extension, through to smaller-scale individual specialist retailers in St Giles Street. Providing active building frontage on to streets throughout the Central Area and improving the design of shop frontages will be central to developing an effective retail circuit and increasing vitality, together with the increased perception of quality.

6.0.6 A substantial increase in high quality floor space will be required that meets the needs of modern town centre retailers will be needed required to meet the Central Area’s role as a city town centre. Therefore, the Council has identified future extensions to the Primary Shopping Area. These extensions include the planned extension to the Grosvenor Centre (Policy 48 17)
‘Grosvenor Centre Redevelopment’) and the redevelopment of the former Fish Market (Policy 18-19 ‘Former Fish Market and Adjoining Buildings’).
Policy 13

Definition of the Primary Shopping Area

Northampton Primary Shopping Area will become the main focus for shopping activity within the Borough. Retail development will take place in the Primary Shopping Area as defined on the ‘Proposals Map’.

The Primary Shopping Area will be extended as shown on the ‘Proposals Map’ by the proposed Grosvenor Centre Redevelopment (as defined in Policy 18 ‘Grosvenor Centre Redevelopment’), the redevelopment of the former Fish Market and adjacent area (as defined in Policy 19 ‘Former Fish Market and Adjoining Buildings’) and the Drapery (as defined in Policy 33 ‘Drapery’).

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Policy 14

Improving the Retail Offer

Within the Primary Frontages (as shown on the ‘Proposals Map’ and listed in Appendix F: ‘The Character of Shopping Frontages’), the change of use from retail (Class A1) will be allowed where it will not result in:

- A significant decline in the total length of the identified retail frontage below 80%, or, where this is already below 80% reduce further retail frontage, and
- Two or more adjoining premises being used other than for retail

Within the Secondary Frontages (as shown on the ‘Proposals Map’ and listed in Appendix: F. ‘The Character of Shopping Frontages’), the change of use from retail (Class A1) will be allowed where it will not result in a significant decline in the total length of identified retail frontage below 60%, or, where this is already below 60% reduce further retail frontage.

In addition, development at ground floor level within the Central Area will be expected to:

- Positively contribute to the character and function of a frontage (for primary and secondary frontages a brief assessment of the current and desired future character and function are set out in Appendix F: ‘The Character of Shopping Frontages’) and be compatible with adjoining uses
- Provide high quality shop fronts which will be consistent with the
Shop Front Design Guide

- In the case of non-retail uses, to provide an active frontage with views into the unit or, if this cannot be achieved a high quality window display

Meeting Retail Capacity

6.0.7 The Council is confident that a substantial extension to the Grosvenor Centre will be delivered, following the signing of a Development Agreement with Legal and General. As a logical extension to the Primary Shopping Area and the town’s premier shopping destination, the Grosvenor Centre redevelopment proposal is the key to increasing and enhancing both the supply and quality of retail development for Northampton. It is anticipated that it will fulfil a substantial part of the identified retail capacity in the period to 2021.

6.0.8 It is anticipated that the Grosvenor Centre redevelopment will accommodate between 32,000–37,000 square metres (gross) of comparison floorspace (refer to ‘Glossary’). The Town Centre Health Check identifies the potential for a further 19,000–23,000 square metres (gross) of comparison goods floorspace to be accommodated within the town centre by 2026. The West Northamptonshire Retail Study\(^2\)\(^1\) indicates a potential for Northampton town centre to accommodate 4,500 square metres (net) of convenience floor space by 2021. The actual retail capacity within the Grosvenor Centre development will be determined through the detailed design of the scheme.

6.0.9 The Council has identified two further sites for retail development that have good prospects for delivery. These will help to meet identified retail capacity in the period to 2026. The sites are:

- The Fish Market and adjacent buildings Abington Street East
- Drapery and land on College Street

\(^2\) Roger Tym and Partners, West Northamptonshire Employment Land Study (2010)
Policy 15

Meeting Retail Capacity

The Council will plan to accommodate 61,000 square metres (gross) / 45,000 square metres (net) of comparison retail floor space and 4,500 square metres (gross) / 3,000 square metres (net) of convenience floorspace in the Town Centre in the period to 2026. The majority of this will be delivered at:

2016-2021
- Grosvenor Centre Redevelopment Site - up to 37,000 square metres gross / 24,000 square metres net (as per Policy 18 ‘Grosvenor Centre Redevelopment’)

2021-2026
- Former Fish Market and adjacent buildings Abington Street East – 9,000 sq.m gross / 6,000 square metres net (as per Policy 19 ‘Former Fish Market Abington Street East and Adjoining Buildings’)
- Buildings and land on Drapery and College Street -17,000 square metres gross / 11,000 square metres net (as per Policy 33 ‘Drapery’)

Office and Business Uses

6.0.10 The provision of office stock within the Central Area is as identified in the Spatial Portrait as is weak. This long-standing trend needs to be reversed, with the Central Area being the office location of choice, in order to meet the Vision. PPS4 requires the identification of a rolling 5-year land supply of sequentially preferable sites for offices in town centres. The Council has sought to allocate sufficient sites to achieve this within this Action Plan; taking into account the West Northamptonshire Employment Land Study. These office developments will be primarily focused in the western and southern areas of the Central Area and within the town centre boundary as defined on the ‘Proposals Map’. Jobs growth will be promoted through these office developments. More specific development sites are set out later in the plan through Policy 20 19 ‘Castle Station’, Policy 24 20 ‘St John’s’, Policy 22 21 ‘Angel Street’, Policy 23 22 ‘Bridge Street’, Policy 25 24 ‘Spring Boroughs’, Policy 26 25 ‘The Waterside’ and Policy 29 28 ‘The Waterside: Avon/ Nunn Mills/ Ransome Road’.

6.0.11 With regard to other business uses, given the availability of sites within the rest of Northampton, (as evidenced by the West Northamptonshire
Employment Land Study\textsuperscript{22}, the Central Area should not provide for general industrial and warehousing uses. However, some existing employment sites which accommodate mainly operational and general industrial uses have been retained as business allocations. Sites that have been identified for safeguarding alternative uses will only be considered if the amount of existing office floorspace can be re-accommodated as part of a mixed use development, or if the loss of business premises would be outweighed by the proposal meeting the other strategic objectives as set out Policy 1 ‘Strategic Objectives’. This will ensure that there is an adequate supply of office floor space over the Plan period. A sequential approach to site selection has been undertaken to identify new sites for offices. Although some sites are within the town centre boundary, the majority are edge-of-centre, or other locations within the Central Area. Office development in these locations will however do more to improve the vitality and viability of the town centre than other locations within Northampton outside the Central Area.

\textsuperscript{22} Roger Tyms and Partners, West Northamptonshire Employment Land Study (2010)
Policy 16 15

Office and Business Uses

The Council will promote the Central Area as an office and business centre, by increasing the provision of quality and range of office space and business accommodation and safeguarding existing stock. Sites identified in the Central Area Action Plan will provide up to 132,500 square metres gross of new office development and the creation of around 7,500 jobs.

Development proposals within key priority areas

Development proposals that include B1 office space, in a range of unit sizes, will be acceptable in key priority areas for regeneration. The following key office locations and their potential quantum of developable floor space are promoted within these specified time frames:

Up to 2016

- St John’s and Angel Street (up to 37,000 square metres)
- Avon/ Nunn Mills/ Ransome Road (minimum 16,000 square metres)
- Freeschool Street (minimum 2,500 square metres)
- The Waterside: St Peters Way (up to 43,000 square metres) (start on site – unlikely to be completed)

2016 – 2026

- Castle Station (up to 26,000 square metres)
- Bridge Street (up to 8,000 square metres)
- Spring Boroughs (amount to be determined through future master planning process)
- The Waterside: St Peters Way (balance of remaining 43,000 square metres)

Safeguarding existing premises/ sites

Existing employment sites will be retained for employment use (within the B Uses of the Use Classes Order). Their redevelopment for office use, and/ or intensification of existing office stock will be supported. Applications for change of use or redevelopment for uses outside the B Use Class will only be permitted where it can be demonstrated that the loss of employment floor space will be outweighed by meeting the Strategic Objectives set out in Policy 1 ‘Strategic Objectives’ or that any office floorspace is replaced as part of a mixed use proposal.
Leisure and Tourism

6.0.13 As with other main town centre uses, the Town Centre Health Check identified that the Central Area currently faces out-of-centre competition in attracting inward investment in leisure and entertainment uses. Higher quality outlets are at present under represented in the Central Area. Consequently, it is failing to fulfil its potential to attract visitors as well as those with high spending power within the catchment area. Opportunities for the Central Area to develop a stronger complementary day / evening offer which appeals to all have been identified in the Plan. For other leisure or cultural uses there is no evidence of any short-term need for large facilities, such as multi-screen cinemas or bowling alleys. However, the central Museum houses the nationally recognised boot and shoe collection and it requires additional space, to create an acceptable showcase facility for this collection. In addition, subject to funding being available, there is capacity for an ‘art house’ cinema. In terms of meeting leisure and cultural needs the following areas have been identified:

- Market Square (Policy 32 ‘Market Square’), supporting the creation of a family restaurant/ bar cluster within the Market Square, to make it more akin to notable European squares higher quality outlets are at present under represented in the Central Area
- St John’s (Policy 24 ‘St John’s’) and Angel Street (Policy 21 ‘Angel Street’) to complement the cultural offer, by potentially accommodating an extension to the theatre activities to spill-over into the proposed public square – to include an art house cinema, extension to the museum and complementary leisure through restaurants and bars
- The Waterside (Policy 26 ‘The Waterside’) a range of sites to provide commercial leisure uses appropriate to a waterside edge to complement the range of the offer of the town centre

6.0.14 Hotels are a main town centre use. Research shows that there is expression of interest from hotel operators in locating in Northampton; however the type of hotelier interest appears to vary with the economic cycle. A number of sites that can accommodate hotels have been identified in 6.1 ‘Major Development Sites Policies’. Although regarded as appropriate for hotels in terms of delivery on these sites, the sequential approach (‘Glossary’) will still apply in terms of prioritising delivery:

- Town centre (identified development sites include St John’s and Angel Street)
- Edge of centre (Waterside (St Peter’s), Castle Station)
- Out of centre (Avon/ Nunn Mills/ Ransome Road)

Central Area Living

6.0.15 Providing appropriate residential accommodation within the Central Area is important to create a sustainable place. Encouraging a greater
residential population will add to the vitality and viability of the Central Area through increased use of restaurants, shops, leisure and other facilities. Provision of new dwellings will, for the most part, be achieved by the redevelopment of redundant industrial sites and the regeneration of the existing, predominantly residential area of Spring Boroughs. It is anticipated that there will be up to 3,400 additional dwellings by 2026. (More detail is contained in Appendix: H. ‘Potential Housing Sites (West Northamptonshire Strategic Housing Land Availability Assessment) Outside Major Development Sites’ and Appendix: I. ‘Indicative Outputs by Land Use and Phases 2011-2026’).

6.0.16 Evidence in the Strategic Housing Market Assessment (SHMA)\(^ {23}\) and People and Places Strategy\(^ {24}\) indicates that there is a need to provide 1 and 2 bedroom properties to meet existing need, but also to attract younger professionals to Northampton who are more interested in living in a city town centre environment. However, there is a need to create a more balanced mix of communities within the Central Area. The opportunities for provision of family housing are likely to be limited inside or adjacent to the town centre boundary (as defined on the ‘Proposals Map’). This is due to the density of development and the existing environment. However, within the rest of the Central Area opportunities for family housing are greater. Levels of affordable housing will be consistent with amounts and tenure mix set out in the West Northamptonshire Joint Core Strategy. Design quality in terms of standards such as Lifetime Homes, Code for Sustainable Homes and Building for Life for homes in the Central Area will be consistent with those set out in the West Northamptonshire Joint Core Strategy.

Student Accommodation

6.0.17 The University of Northampton is seeking development of purpose built student accommodation. The inclusion of this within the Central Area would be beneficial in assisting to meet the Central Area vision and also for the students. The potential development is 100-150 beds for immediate need, and 300-700 in 5 years time which are more likely to be located within the Central Area.

\(^{23}\) Open Research Service, West Northamptonshire Strategic Housing Market Assessment (SHMA) (2010)
\(^{24}\) CACI & Scott Wilson, People and Places Strategy (2008)
Policy 17 16

Central Area living

The Central Area will in the period up to 2026 accommodate up to 3,400 homes. The following development sites will contribute to the majority of these new homes:

- Waterside (St Peters Way)
- Waterside (Avon / Nunn Mills / Ransome Road)
- Bridge Street
- Castle Station
- Upper Mounts / Great Russell Street
- Spring Boroughs

Residential development proposals within the Central Area will comprise a mix of dwelling types and sizes. However within and adjacent to the Town Centre Boundary (as shown on the ‘Proposals Map’) developments which predominantly comprise one or two bedroom apartments or student accommodation will be acceptable.

Community Facilities

6.0.18 The provision of community facilities and services is important for the development of a viable and prosperous Central Area. These facilities are likely to be reflective of its role as a city town centre for the wider population not just related to the communities within the Central Area. Where community facilities exist it might be necessary to protect them from displacement by more financially attractive development. In addition development proposals within the Central Area will, where necessary, make appropriate provision for community services either on-site or through an appropriate financial contribution to off-site facilities. Within this Action Plan the issue of an appropriate level of contributions towards infrastructure is set out in Chapter 7. ‘Infrastructure, Delivery and Monitoring’. The Site Development Policies in this chapter deal with acknowledged large-scale facilities that will need to be provided on site.

Northampton General Hospital

6.0.19 Northampton General Hospital performs as the major acute healthcare hospital for the population of 370,000 including Northampton, Daventry and South Northamptonshire. Specialist services are also provided to the whole of Northamptonshire and patients from North Buckinghamshire and North Bedfordshire. This includes being the designated cancer centre for Northamptonshire, the provider of more specialised cardiology services and also dialysis.
6.0.20 The hospital has developed incrementally over the years and does not make best use of its existing site which has impacts on efficiency of service. It contains a number of single storey buildings and all its car parking is surface level. The uncertainties associated with healthcare around funding and preferred service models make it difficult to plan with any certainty over the longer period. Nevertheless, in the drive to improve hospital services it is likely that some of the older hospital accommodation will either have to be redeveloped, or in the case of the listed buildings could become available for non-hospital use. In addition there is a need to address more fully the hospital's transportation planning. The rationalisation of existing car parking space could provide additional land on which to build additional hospital facilities. There is an opportunity for the hospital to work with other large employers and the County Council in pursuing an integrated transportation strategy that will reduce demand for access to and from the site by car.

6.0.21 Northampton General Hospital started the process of planning for the future use of its site, through developing a Strategic Masterplan. The Council is keen to work with the General Hospital to take forward the masterplanning work that has been done and agree some parameters for future development to ensure that a planned approach to change is undertaken.

6.1 Major Development Sites Policies

Introduction

6.1.1 There are a number of major development sites which will contribute significantly towards achieving the vision and objectives of the CAAP. The scale of change is considerable with over 25% of the Central Area identified as development sites, or subject to associated changes, for example, junction improvements. Some substantial sites are owned by Northampton Borough Council, West Northamptonshire Development Corporation, the Homes and Communities Agency and Northamptonshire County Council. These will be brought forward in association with private developers. There is still likely to be a prominent role for the public sector in an enabling role, for example, through the provision of associated necessary infrastructure or compulsory purchase processes on many of the sites owned and to be developed by the private sector.

6.1.2 This section provides more detail on the development sites and the site specific planning policies that will apply, in addition to the policies within the rest of this Development Plan Document.

6.2 Grosvenor Centre Redevelopment

6.2.1 The Grosvenor Centre constitutes a significant part of the retail frontage within the Central Area. The site includes a purpose built shopping centre, the
Greyfriars bus station with offices above, the vacant land to the west and east, the Mayorhold multi-storey car park together with associated land including subways and the Upper Mounts surface level car park on Victoria Street. It is one of the biggest and most important development sites within and adjacent to the Primary Shopping Area of the Central Area.

6.2.2 The present development, which took place in the 1970s and 80s, whilst still functional and to a certain extent commercially successful, overall does not constitute an attractive environment. It also has a poor relationship with the rest of the historic environment that surrounds it. The buildings are bulky, monolithic and devoid of architectural interest and visual stimulation. Overall it does not form an attractive pedestrian environment as it is heavily trafficked and there is extremely limited pedestrian movement between the north and south in the daytime. The situation becomes worse in the evenings as it is very isolated when the buildings are closed.

6.2.3 Despite some recent investment it is now beginning to show its age. Its design and layout cannot be easily adapted to accommodate the needs of modern retailers and the demand for new retail premises in the town centre.

6.2.4 The bus station is an important building in terms of its function as a bus interchange and hub for bus services within Northampton as set out in Chapter 5. ‘Accessibility and Movement’. The building itself is of its time and whilst warm and dry, is dark and can at times, particularly in the evenings, feel like an intimidating environment. It has a substantial amount (approx 14,000 square metres) of obsolete vacant office floor space and car parking above.

6.2.5 The Grosvenor Centre site redevelopment provides an opportunity for a logical extension and remodelling of the principal purpose built shopping centre within Northampton’s centre. This will reinforce the existing primary shopping frontages and cater for longer-term retailer demand. This redevelopment is critical to sustaining Northampton centre’s competitiveness as a retail destination and in delivering the Central Area vision. It should also provide the opportunity to replace the existing bus station with something more suited to enhancing the public transport offer and use, accommodate a range of other town centre uses to reinforce the role of the Central Area and provide potential for significant improvements to the townscape.
Policy 48 17

Grosvenor Centre Redevelopment

The Grosvenor Centre Redevelopment will be in a manner consistent with the development principles set out in Figure 6.1 ‘Policy 48-17: Grosvenor Centre Redevelopment Development Principles’. It will:

- Provide up to an additional 37,000 square metres gross internal retail floor space plus ancillary uses including restaurant / leisure floor space as an extension to the existing Primary Shopping Area
- Provide a suitable long term, and if necessary interim, replacement for the bus station consistent with the criteria set out in Bus Interchange
- Make the most effective use of the site reflective of its central location to accommodate a mixture of other main town centre uses, such as offices, leisure and entertainment, hotel and also residential development
- Provide a new pedestrian route, which should be open and feel safe 24-hours a day, between the Market Square and Lady’s Lane through to Newlands; and also a pedestrian route between Abington Street and Lady’s Lane through to Victoria Street
- Retain the existing amount of convenience floor space within the Grosvenor Centre and explore all possibilities of accommodating additional convenience floor space to meet identified available capacity
- Provide sympathetic design of an appropriate scale taking into account the historic character of Sheep Street together with improved pedestrian and cycle connectivity north/ south and reinstate a building line in the missing gap to the north of Lady’s Lane and to the south of Greyfriars
- Be outward looking maximising external active frontages particularly at ground floor level
- Ensure that new development is well related and sympathetic to the characterisation of the surrounding areas and in particular improves the appearance of all the facade on the Market Square and the setting of Welsh House
- Provide appropriate public realm that is consistent with the ambitions of the Public Realm Implementation Framework and changes in the character of the highway particularly along Lady’s Lane, Sheep Street, Greyfriars, Mayorhold, Victoria Street, Wellington Street, Abington Street and Market Square
- In recognition of its identified designation as a proposed extension to the Primary Shopping Area (Policy 43 12 ‘Definition of the Primary Shopping Area’) ensure that the development positively addresses the other sites proposed as extensions to the Primary Shopping Area (Policy 19 18 ‘Former Fish Market and Adjoining Buildings’ Abington Street East) and also Drapery
(Policy 33 32) to enhance their prospects of delivery

- Include provision of secure cycle storage facilities: long stay cycle parking for employees and for short stay shoppers, in accordance with the Standards set out in Appendix: E. ‘Parking Standards: Central Area Zones’
- Have appropriate parking management measures consistent with Policy 44.10 ‘Parking’
- Remove the Greyfriars, Lady’s Lane and Wellington Street subways whilst ensuring that pedestrian connectivity is not comprised

6.3 Former Fish Market and Adjoining Buildings Abington Street East

6.3.1 The former Fish Market and adjoining buildings site is bounded by Silver Street to the east, Bradshaw Street to the South, Greyfriars to the north and Sheep Street to the west. It is currently occupied by a range of uses including some lower order retailing and leisure uses fronting Sheep Street, and also the former fish market hall on Bradshaw Street occupied by the Fishmarket Gallery and café. The proximity of the Greyfriars Bus Station and Mayorhold car-park provides high levels of pedestrian activity. The Abington Street East site is split into two parcels by the Ridings, a narrow access/service road, with the northern parcel facing Abington Street and the southern parcel fronting St Giles Street.

6.3.2 The site provides the opportunity for an extension to the Primary Shopping Area to meet identified long-term shopping floor space needs. It can provide in the order of 6,000 square metres of retail floor space. In its redevelopment it is important that the site relates positively to, and has good connections with, the other identified extensions to the Primary Shopping Area to create strong pedestrian flows between them. On the Sheep Street frontage the building design needs to accommodate urban form that is reflective of the rhythm and scale of the adjoining older buildings on this street. The northern parcel contains the existing Grade II Central Library and the buildings at 78—82 Abington Street. It is located within the Primary Shopping Area, and on the pedestrianised part of Abington Street and part of the primary shopping frontages.

6.3.3 The former Fish Market is an art gallery. There is an opportunity to relocate it within the St John’s/ Angel Street development sites (Policy 21 ‘St John’s’ or Policy 22 ‘Angel Street’), where there will be an emphasis on consolidating the cultural offer in that area. The southern parcel contains a family planning clinic, buildings at 71 St Giles Street and an area of surface car parking. Part of the existing properties fronting St Giles Street is located within the defined secondary shopping frontage.
Policy 19

Former Fish Market and Adjoining Buildings

The Former Fish Market and adjoining buildings will be redeveloped in a manner consistent with the development principles contained within Figure 6.2 ‘Policy 19: Former Fish Market and Adjoining Buildings Development Principles’. It will:

- Provide an extension to the Primary Shopping Area
- Provide up to 6,000 square metres of retail floor space, together with associated eating/leisure establishments
- Positively address and enhance Sheep Street through providing a frontage that is reflective of the rhythm and scale of adjacent historic buildings
- Have strong connections that promote movement to and from the Drapery (Policy 33 ‘Drapery’) and the Grosvenor Centre Redevelopment Site (Policy 18 ‘Grosvenor Centre Redevelopment’) in their role as extensions to the Primary Shopping Area

New Policy 18: Abington Street East

The Northampton Central Library and adjoining properties fronting Abington Street and St Giles Street will be regenerated to:

- Retain, preserve and enhance the character of the Northampton Central Library building, and respect the setting of the Derngate and St Giles Conservation Areas
- Provide up to 6,000 sq.m net of comparison retail floorspace on land between Abington Street and St Giles Street
- Provide the opportunity for the continued provision of the library and clinic services either within the regeneration site or elsewhere within the Central Area
- Contribute to the improvement of the shopping frontages along Abington Street Primary Shopping Frontage and St Giles Street Secondary Shopping Frontage through incorporating the principles of the Shopfront Design Guide Supplementary Planning Document
6.4 Castle Station

6.4.1 The Castle Station site and car parks, and to the east, land and buildings associated with the railway social club is predominantly owned by Network Rail. The station building which was developed in the 1960s has not been substantially updated since then. It provides a basic transport facility, which does not enhance the travelling experience of visitors. As a gateway to the town centre the station does not present a good initial impression to those entering the Principal Urban Area within Northamptonshire. These inadequacies are heightened by its relative isolation from other areas of activity within the Central Area. Platform capacity is adequate for current needs but will not be by from 2012. There is a low intensity of use on the site that is not reflective of the opportunities that it brings in its role as a major transport facility.

6.4.2 There is a need to address the deficiencies of the current station to provide a future station which is fit for purpose and reflective of Northampton’s ambition whilst contributing to the economic and social regeneration of the town. An initial Masterplan The Regeneration of Castle Station Stage 1 Final Report26 identified the potential to take the site forward for redevelopment; this has been updated further with more detailed work.

6.4.3 It is anticipated that a new station building and concourse will be delivered, together with ancillary retail and eating facilities and consolidation of the existing predominantly surface level car park into a multi-storey car park. This will provide sufficient area to develop a significant amount of office floorspace, together with associated ancillary uses and residential properties to take advantage of the excellent access to the train station.

6.4.4 The station site was created in Victorian times on large areas of what was previously Northampton castle. Much of the castle was destroyed, nevertheless, regeneration of the station provides an opportunity to gain further knowledge from archaeological assessment and subsequent improvements to interpretation of this historical important feature. Given the likely archaeology on the site, the Council will also require an appropriate archaeological assessment to be undertaken prior to development.

Policy 20 19

Castle Station

The Castle Station will be developed in a manner consistent with the development principles set out in Figure 6.3 ‘Policy 20 19: Castle Station Development Principles’. It will accommodate:

- A new station building and concourse reflective of its role as a principal gateway to Northampton serving a population of over 200,000 and the Central Area
- Facilities to cater for the identified patronage up to at least 2026
- A multi storey car park for rail users
- Improved interchange facilities to encourage substantially increased use of buses, taxis and cycles to and from the site, including the provision of secure cycle storage facilities for long and short stay travellers and pick-up/ drop off cyclists
- Up to 26,000 square metres of office floor space
- Up to 270 dwellings
- Ancillary retailing, cafés, restaurants and bars
- A development that positively addresses the historic importance of the site as a castle and in particular the archaeological remains on site, Scheduled Ancient Monument and Listed Postern Gate
- Buildings that front and give a sense of enclosure to Black Lion Hill
- A pedestrian route across St Andrew’s Road to Spring Boroughs as part of a wider link through to the Central Area
- Environmental enhancements to the River Nene Brampton Branch

6.5 St John's/ Angel Street/ Bridge Street

6.5.1 The St John’s, Angel Street and Bridge Street sites together form a large area for development within the Central Area. St John’s is owned in its entirety, by the Borough Council and is currently predominantly used as surface level car parking. Angel Street is primarily owned by the County Council, incorporating their main town centre offices and a large vacant site used primarily for parking purposes. The Borough Council also owns a number of buildings on the Fetter Street frontage. Other buildings towards the south of the Angel Street area are in private ownership.

6.5.2 In the southern part of the Angel Street area is a gyratory road system, a product of 1970s highways interventions. This has created a fragmented and unattractive townscape, with limited benefits for the transportation network. It also impacts on the setting of a number of listed buildings in this location. The gyratory also impacts on the Bridge Street site, which has a mixture of
primarily low intensity, low-grade industrial uses and restaurants, with a greater range of owners.

6.5.3 The development potential of the three sites was explored through a piece of work commissioned by Northampton Borough Council, Northamptonshire County Council and West Northamptonshire Development Corporation - the St John’s Masterplan. This recognised that it was necessary to capitalise on the proximity to the theatre and museums in order to strengthen the cultural offer of the town, whilst using the existing historic fine grain of townscape to create an environment that is well suited to niche retailers, business and cultural uses. The area also provides an opportunity for the County Council to consolidate much of its currently dispersed office based functions on to one central site. The three development sites are shown in the Development Principles Figures 6.4 to 6.6.

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27 Taylor Young with Lambert Smith Hampton, St John’s Masterplan (2008)
Policy 21 20

St John’s

St John’s will be developed in a manner consistent with the development principles set out in Figure 6.4 ‘Policy 21 20: St John’s Development Principles’ and in particular will:

- Comprise office development (up to 10,000 square metres) a hotel, small scale retail (up to 250 square metre units), restaurants, cafés and living accommodation including student accommodation
- Deliver a public square to the north of the Albion Street car park adjacent to the Royal and Derngate Theatre entrance, fronted by restaurants, cafés and bars, public houses or drinking establishments at ground floor level
- The Albion Place frontage to be set back to the current building line of numbers 3 to 7 and of a complementary scale and use
- Contain no vehicular parking or any servicing area in front of new development built on the Albion Street frontage
- Provide uses that give an actively overlooked frontage throughout the day and evening along the Swan Street and St John’s passage way elevations
- Enhance pedestrian routes adjacent to the development areas, including an improved pedestrian crossing facilities between St John’s and Becket’s Park across Victoria Promenade, that improve the links between The Waterside to the south and the Central Area to the north
- Will generally be a maximum of 5 storeys in height and be sympathetic in its form to the topography of the site

Policy 22 21

Angel Street

Angel Street will be developed in a manner consistent with the development principles set out in Figure 6.5 ‘Policy 22 21: Angel Street Development Principles’ and expected to play a major role in the provision of new offices. On completion of the remodelling of Plough Hotel gyratory it will:

- Provide up to 27,000 square metres of office development
- Create a publicly accessible square with active uses at ground floor level as an integral part of an office development on the site
bounded by Angel Street, St John’s Street and Fetter Street

- Provide a mixture of office, hotel, residential, and small scale retailing, financial services, restaurants, cafés and bars, public houses/ drinking establishments within the existing County Council offices
- Introduce active frontages for the day-time and early evening along Guildhall Road
- Provide a direct public pedestrian route between Angel Street and George Row
- On the site bounded by Guildhall Road, Fetter Street and Angel Street provide office accommodation. In 34-38 Guildhall Road premises to accommodate some small-scale creative businesses, or as a replacement facility for the Fish Market gallery.
- Generally be a maximum of 5 storeys in height and be sympathetic to the change in topography of the site in its form, in particular not to adversely impact on the strategic views of All Saints from the south or from the north. Be sympathetic to the change in topography of the site and its setting in terms of its form and height and in particular not impact on the strategic views of All Saints from the south and north
- Provide a mixture of office and residential development on the site bounded by Bridge Street, Victoria Promenade and Victoria Gardens with small scale retailing, financial services, restaurants, cafés and bars at ground floor level along the street frontages
Policy 23 22

Bridge Street

- Bridge Street will be developed in a manner consistent with the development principles set out in Figure 6.6 ‘Policy 23: Bridge Street Development Principles’, and in particular on completion of the remodelling of the Plough Hotel gyratory will:
- Redevelop north and south of Navigation Row in a comprehensive manner
- Deliver up to 8,000 square metres of office development in addition to residential with small scale retail, financial services and restaurant uses at ground floor
- Introduce active frontages for the day time and early evening along Bridge Street
- Generally be 3-4 storeys in height, with the exception of Develop landmark buildings which must be provided at the northern and southern ends of the development site. Development proposals will need to be compatible with the existing brewery operation to the west, in terms of amenity, design, scale and land use

6.6 Upper Mounts/ Great Russell Street

6.6.1 The premises of Northampton Chronicle and Echo have been based on the Upper Mounts since 1978. The site was purpose built to provide headquarters, printing press and distribution facilities. In September 2008, the printing side of operations ceased and the premises behind the office frontage have remained vacant.

6.6.2 Great Russell Street lies to the north of this site and a Masterplan was produced for the Borough Council in 2005. The site is approximately 1 hectare. There are advantages to combining this site with the Chronicle and Echo site in order to achieve a comprehensive redevelopment of the corridor between The Mounts and Clare Street, which forms the northern boundary. The area is part of that currently being evaluated for inclusion into a Boot and Shoe Conservation Area.

6.6.3 The area comprises a mixture of low-grade employment and retail uses together with several vacant / derelict leisure uses, which make for a low quality environment. The surrounding uses are Victorian residential with the Grade II Listed Building of Clare Street Drill Hall / Territorial Army Centre providing a high quality background on the north edge. This is reinforced by a recent conversion from factory to residential.
6.6.4 The Mounts frontage provides an opportunity to provide a building reflective in scale and character of other public buildings along the northern edge of this street.

Policy 24 23

Upper Mounts / Great Russell Street

Upper Mounts / Great Russell Street will be developed in a manner consistent with the development principles set out in Figure 6.7 ‘Policy 24 23: Upper Mounts/ Great Russell Street Development Principles’ and in particular will:

- Be developed planned in a comprehensive manner to deliver a mixed use scheme to include some or all of the following uses: but predominantly residential development with ancillary optional uses for residential, office / small scale employment, community (including religious facilities), leisure, educational, and office use and small scale retailing
- Enhance the character on the northern Clare Street frontage and be compatible with the adjoining Hawkins Grade II listed building
- Provide a building on the Mounts frontage reflective in scale and character of other public buildings along the northern edge of this street
- With the exception of the Mounts frontage generally be a maximum 3 storeys in height
- Provide public realm improvements including public art on The Mounts frontage and enhancing pedestrian connections to the town centre

6.7 Spring Boroughs

6.7.1 Spring Boroughs is currently the largest single residential area within the Central Area. The area contains a mixture of employment uses, a primary school, municipal car parks, a small amount of community facilities and local retailing. It also has one listed building and the Castle Mound, a remnant of the original Northampton Castle with associated archaeological remains.

6.7.2 The Council is the main land / property owner in the area, owning the majority of the housing. Little of the stock in this area has been bought through the ‘right to buy’ (only 16% of the properties are owned). There has been some recent significant investment in the housing stock of Spring Boroughs; the ‘New Life’ apartment blocks have been refurbished to provide
housing of a high standard. However, much of the housing stock is still of poor quality and provides inadequate standards of amenity for local residents, including outdoor space. Of the 647 Council owned properties, it is estimated 455 do not meet the nationally recognised Decent Homes Standard. Without intervention a further 81 will become non-decent by 2015, and all of them will become non-decent after 2026.

6.7.3 Spring Boroughs is recognised by Central Government as being one of the most deprived areas in the country. The area is in the top 5% nationally in terms of the Indices of Multiple Deprivation\(^{28}\). Key issues are income deprivation, poor standards of education, lack of skills and training, crime, health problems and unemployment. Spring Boroughs contains a higher percentage of 20-44 year olds, and elderly people than the Northampton average. There are also a high proportion of single households in this area; 60% compared with 30% in Northampton as a whole and 70% of people live in blocks of flats.

6.7.4 The area has an ethnically diverse population, with ethnic minorities forming a high proportion of the population. The area also has a strong network of community groups. It has been subject to a number of projects to address a variety of social issues over the years. The last such project was the CASPAR+NR project for which funding ended in March 2010.

6.7.5 Connections from Spring Boroughs to the rest of the Central Area are severed by the major roads of Horsemarket / Broad Street, St Andrew’s Road and Grafton Street and the fact that there are no through routes.

6.7.6 The need to address the poor quality of the Council's housing stock, together with proposals for the rest of the Central Area provide an opportunity for the Council and its partners to work together with the community to fundamentally reassess the future of Spring Boroughs. It is important to find radical solutions that seek to break the cycle of multiple deprivation that occurs in the area.

6.7.7 There has been a substantial shortfall in the ability to fund improvements to housing stock for a substantial number of years which is evident from the Council’s Housing Asset Management Strategy\(^{29}\). It is clear that the types of solutions needed to improve the Council’s housing stock in the area cannot be delivered if methods previously used are used as a template for the future.

6.7.8 Within Spring Boroughs the Council has transferred some of its stock to a registered social landlord to regenerate and shows that alternative solutions are available. The Council as planning authority and landlord needs to take a realistic assessment of what is deliverable in the context of the current economic cycle.

\(^{28}\) Department for Communities and Local Government, The English Indices of deprivation (2007)

\(^{29}\) Northampton Borough Council, Housing Asset Management Strategy (2010)
6.7.9 To ensure that the regeneration of the area brings benefits to the population there has to be a significant level of community engagement and development of ownership to shaping its future. It is clear from representations received from the County Council and others that there are both real and perceived issues with the capacity of the existing social infrastructure in the area, for example, the primary school. This issue needs to be considered further, particularly if more family housing is to be provided in the area.

6.7.10 Using new powers within the Localism Act, the community of Spring Boroughs intend to produce a Neighbourhood Plan for the area. A successful bid was made to Government in November 2011. It is envisaged that these new powers will provide a greater degree of community engagement in the regeneration process for the area, in addition to providing greater clarity as to how future regeneration projects could be delivered in accordance with the policy.
Policy 25 24

Spring Boroughs

Spring Boroughs will be regenerated in a manner consistent with the development principles set out in Figure 6.8 ‘Policy 25 24: Spring Boroughs Development Principles’ and the following priorities:

- Encouraging a more balanced community in terms of: age, wealth, household size and reducing the turnover of residents, through to appropriate provision of housing management, housing types and tenures and access to necessary social and physical infrastructure
- The potential to incorporate a wider range of uses within the area, particularly increased employment opportunities, taking into account its location as an edge-of-town centre site and Castle Station
- Increase and improve the connectivity to the wider Central Area, particularly by direct pedestrian routes, for example, from Castle Station towards the Market Square
- Make provision for an urban school site to cater for a 2 form entry primary school
- Positively address the boundaries of the site with the adjoining major roads including the proposed change of Horsemarket to a boulevard
- Enhance the setting of the Castle Mound and Grade II Listed Castle Hill United Reform Church

6.8 The Waterside

6.8.1 The Waterside as its name would suggest, is based on the River Nene and its tributaries together with the Grand Union Canal and adjacent land. It includes land running from an area adjacent to the Brampton Arm tributary of the River Nene (to the south of Castle Station), south and eastwards (to include Avon Nunn Mills and Becket's Park, Midsummer Meadow and Barnes Meadow).

6.8.2 As a whole, over the last 100 years or so, it is an area of Northampton that has not been addressed in the most positive manner. Northampton has somewhat turned its back on the river and canal. There has recently been some change through the redevelopment of former industrial buildings and the opportunities this brings.
6.8.3 The Waterside could be a real environmental asset providing sustainable opportunities for leisure, recreation, tourism development and enhanced ecology. It can also bring elements of the surrounding countryside into the heart of Northampton adding another component in creating a real sense of place.

6.8.4 The natural features that exist alongside the River Nene will be enhanced for wildlife, while areas of derelict and underused land will be redeveloped with new buildings that overlook the river and create vitality. Additional areas of significant activity based around office, leisure and residential uses will be created and linked with enhanced open spaces through new and extended riverside paths providing continuous public routes along its length. Strong physical connections will be provided between The Waterside and the town centre, making the riverside more accessible.

6.8.5 The opportunities presented by the Waterside have been assessed in the most recent Waterside Masterplan\(^{30}\) commissioned by West Northamptonshire Development Corporation.

6.8.6 The Action Plan seeks to set out the broad principles that will apply to the Waterside as a whole. In particular it outlines the strategic walking and cycling links along a green corridor. It focuses on the opportunities that will arise through the development of specific sites identified over the period of the Plan, such sites include: the Brampton Branch St Peter’s Way, Southbridge, Becket’s Park and Avon / Nunn Mills/ Ransome Road and the Meadows.

6.8.7 Taking into account the location of Waterside, the eastern section being 900 metres from the Upper Nene Valley Gravel Pits Special Protection Area, the Council will take into consideration the requirements set out in the Clifford Hill Management Plan.

6.8.8 The area to the south and east of the Waterside is listed as a Designated Heritage Asset and identified as a registered battlefield site by English Heritage. The battle of Northampton took place in 1460 and represented a continuing struggle for power as part of the “Wars of the Roses.”

\(^{30}\) David Lock Associates, Waterside Masterplan (2009)
Policy 26 25

The Waterside

The Waterside will be transformed into a positive asset for Northampton, truly integrated into and forming a destination within the Central Area as a place in which to live, work and play. Development within and adjacent to the Waterside, together with other actions will deliver:

- A mixture of areas that will have a higher intensity of use and activity, particularly close to the town centre; and those further towards the edges of the Central Area where it might be appropriate to have little or no activity
- Safe, continuous, high quality, public footpath/cycle network along and across the water’s edge
- An effective environmental and recreational link across and between the Central Area and the wider West Northamptonshire strategic green corridors
- Wherever possible create a more natural water’s edge and enhance biodiversity
- Opportunities for greater access to use the river and canal for a wide range of recreational purposes
- Opportunities to extend water courses into adjacent areas
- Buildings and spaces that overlook and positively address the water’s edge and surrounding frontages
- Development that does not compromise the performance of flood defences
- An environment with easier access to the water’s edge and low impact boating activities

6.9 The Waterside: Brampton Branch St Peter’s Way

6.9.1 The northern part of The Waterside running south of Castle Station contains a mixture of vacant cleared sites, small scale commercial, residential properties on Tanner Street, two substantial gas holders with associated plant and storage areas and part of a B&Q retail warehouse car park. West Northamptonshire Development Corporation owns much of the freehold interests in this area, apart from the gasholder site, which is owned by National Grid, and a site owned by Capital and Provincial.

6.9.2 The area between Castle Station and B&Q has substantial constraints that currently limit the range of development possibilities. The current, most significant, constraints are the two operational gasholders, which have extensive development exclusion zones. These sites and adjacent areas will be opened up to development opportunities early in the plan period through
the decommissioning of the gasholders. There will be the need to deal with contamination, access to the highway network and the risk of flooding.

6.9.3 The site will be primarily developed for office uses, with an element of residential uses together with some ancillary retail and leisure. This is consistent with the need to attract more office employment to the Central Area. It is recognised that the removal of the gasholders and remediation of the contaminated land will be expensive. Therefore the mix of uses could be revisited if an approach becomes unviable after exhausting all of the routes for potential public subsidy (see Chapter 7. ‘Infrastructure, Delivery and Monitoring’).

6.9.4 Various points along the river could benefit from improvements to reverse their legacy of heavily engineered banks, particularly the area adjacent to Towcester Road. If it can be shown to not compromise the overall effectiveness of flood defences, it is desirable that this area should be softened to provide a more natural environment and easier access to the water’s edge.
Policy 27 26

The Waterside: Brampton Branch St Peter's Way

Subject to more detailed site Flood Risk Assessments a comprehensive redevelopment at The Waterside: Brampton Branch St Peter’s Way will be consistent with the development principles set out in Figure 6.9 ‘Policy 27 26: The Waterside: Brampton Branch St Peter's Way Development Principles’, and in particular will provide:

- A development primarily focused on commercial office floor space (up to 43,000 square metres)
- Up to 270 dwellings
- A publicly accessible square adjacent to the river as a focal point for ancillary retailing, cafés, restaurants and bars
- The retention and sensitive integration of the existing Victorian brick built former gas company building into the development
- Improved pedestrian crossings over the inner ring road towards the town centre and Castle Station
- Enhancements to the existing footbridge river crossings within Foot Meadow
- Positively addressing the crossing of Towcester Road for river path users
- Development that assists in improving the character of the inner ring road in terms of townscape and as a pedestrian route
- A landmark building on the gasholder site at the Gas Street roundabout reflecting the historic use of the site
- Four storey development along the St Peter’s Way frontage
- Up to six storey development on the landmark buildings located at both the Gateways at the northern and southern extremes of the site
- The provision of a public space consistent with Public Realm
- Reprovision of the existing green space on St Peter's Way elsewhere within the development
- Softening the heavily engineered banks of the river adjacent to Towcester Road to allow a more natural environment and provide easier access to the water's edge
6.10 The Waterside: Southbridge West

6.10.1 The Southbridge West site comprises vacant land, bus depot, Carlsberg social club with small former dock area, two public houses and small-scale commercial operations. The Waterside Masterplan identified its potential as a gateway site. There is currently no public access along the water's edge - an omission in what would otherwise be a continuous public footpath from Avon/ Nunn Mills to the Grand Union Canal to the west.

6.10.2 Other sites are more likely to be priority for the public sector in the short to medium term of this Plan period. Therefore, it is considered that the Plan should set out the broad principles for the site's development. These would apply whether the site was developed comprehensively or incrementally over time.

Policy 28 27
The Waterside: Southbridge West

Subject to a more detailed Flood Risk Assessment to adequately address the potential risk of developing behind existing flood defences; South Bridge will be developed in a manner consistent with the development principles set out in Figure 6.10 ‘Policy 28 27: The Waterside: Southbridge West Development Principles’ and will:

- Be developed for leisure, residential or office use of up to three storeys in height
- Ensure the continuation of the public footpath on the river's edge through the site from the Southbridge to the Grand Union Canal lock
- Enhance the character of the existing historic building frontage along Bridge Street
- Retain and positively address the dock environment, provide easier access to the water's edge and moorings for visiting boats

6.11 The Waterside: Avon/ Nunn Mills/ Ransome Road

6.11.1 The Avon/ Nunn Mills/ Ransome Road site is an extensive area of vacant, derelict, under-used, previously developed land of approximately 41 hectares. Given its size and location, the area provides the opportunity to create a development that positively addresses the vision for the Central Area and the Waterside. It will provide a substantial new residential community. However, on the Avon / Nunn Mills site in particular, there is potential to accommodate substantial amounts of high quality office floor space, to mirror that of the new Avon European headquarters.
6.11.2 The site has been subject to a number of planning applications and more detailed master planning, both by the owners/developers and West Northamptonshire Development Corporation in association with Northampton Borough Council and Northamptonshire County Council. The Avon/ Nunn Mills Strategic Development Framework\(^{31}\) and subsequent master planning through the Avon/ Nunn Mills Development Design Guidance\(^{32}\) have informed the policies in this Plan. The Council will adopt a Supplementary Plan Document that takes forward the work undertaken for these documents.

6.11.3 The disused railway line that bi-sects this site brings a high degree of uncertainty surrounding the future of the site. The Council’s position on this line is clearly set out in the policy justification for Safeguarded Public Transport Route. If it remains as operational railway land there will be major implications for development due to the need to bridge over the rail line. This will have an adverse impact, not only on development costs, but also the functioning and integration of the development as a single community. The Avon/ Nunn Mills Development Design Guidance takes this into account by retaining flexibility in the layout until a decision on the rail line is made (see Policy 9 8 ‘Safeguarded Public Transport Route’. The future use of the line as a public transport corridor will allow at grade crossing, thus integrating of the planned community.

6.11.4 The Avon/ Nunn Mills site will be redeveloped with offices/retail/restaurants/hotel and about 1,250 dwellings. The Council regards the offices as necessary in bringing people back to work within the Central Area, together with the associated benefits for the centre’s vitality and viability. The site has good access to the strategic road network, a prestigious location overlooking the river and new marina and extensive parkland. It would allow the provision of large plate or headquarters style offices similar to Avon as the site does not have the constraints of the more historic parts of the town centre.

6.11.5 The commercial use will act as a gateway on either side of the entrance to the site on the river frontage, and provide about 16,000 square metres of office accommodation (excluding the existing Avon Headquarters). The site will also accommodate a primary school and retail/services to serve the new community in a local centre. Up to 800 dwellings will be provided on the Ransome Road site with leisure uses located at the edge of Delapre Lake.

6.11.6 Due to its location within the Central Area it is anticipated that the site will be an average of 55 dwellings per hectare across Avon/ Nunn Mills/Ransome Road. Higher densities will be expected on the northern river’s edge of Avon/ Nunn Mills and along the main movement route through the site from Bedford Road to London Road. Lower density development will be towards the edge of Delapre Park. Across both sites there will be a range of housing types to create a sustainable community. The proximity of the site to the town centre provides an opportunity for apartments and therefore a


substantial number of dwellings. However it is anticipated that the development of this area will be predominantly family housing.

6.11.7 The area contains, and is adjacent to, buildings that vary in height between two and four storeys. It is envisaged that development will be of similar scale, although the position within the river valley would appear to be able to lend itself to some taller buildings, particularly along the river’s edge.

6.11.8 The site Avon / Nunn Mills and Ransome Road sites sits within the context of a substantial amount of adjacent river valley open space and historic parkland. The Council will flexibly interpret its normal standards for the provision of on-site public open space, having regards to the location of the site and its ground conditions. However, it should include a substantial green space corridor that will run through the development from Becket’s Park and the riverside through to Delapre Park in the south. The sites will be expected to link more fully into the surrounding open space and in lieu of on site provision of open space will be expected to make contributions towards delivering the visions in the Becket’s Park Masterplan and the emerging Nene Meadows Masterplan, consistent with Policy 30 ‘The Waterside: Becket’s Park’ and Policy 31 ‘The Waterside: Nene Meadows’.

6.11.9 It will be necessary to create a new access corridor from Bedford Road to London Road to allow development of the sites to be completed. However this will not be designed to encourage through traffic seeking to by-pass the inner ring road. The nature and character of this route will be appropriate to a predominantly residential area.

6.11.10 Extensive works to increase flood attenuation capacity upstream, west of Upton Valley Way has been undertaken to allow the Avon / Nunn Mills/ Ransome Road developments to proceed. Nevertheless, substantial parts of the site still sit within the historic floodplain. This has to be satisfactorily addressed in the uses proposed, their location and the layout through site-specific flood risk assessments.

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33 Halcrow, Becket’s Park Masterplan (2008)
34 Nortoft, Nene Meadows Masterplan (2010)
The Waterside: Avon/ Nunn Mills/ Ransome Road

Avon/ Nunn Mills/ Ransome Road will be developed in a comprehensive and complementary manner to function as a single new community, consistent with the development principles shown in Figure 6.11 ‘Policy 29 28: Avon/ Nunn Mills/ Ransome Road Development Principles’. Further guidance will be provided in a Supplementary Planning Document for the site. Subject to site specific flood risk assessments, development will:

- Comprise up to 2,000 dwellings of a mix of sizes, types and tenures, although it is anticipated that the majority of the site area will be family orientated housing
- Provide an overall average of 55 dwellings per hectare, but allow for a range in density related to appropriate character areas across the site
- Provide a minimum of approximately 16,000 square metres of additional office floorspace to meet identified strategic employment requirements and as a gateway to the site along the river front
- Generally be two to four storeys in height, with the taller buildings facing along principal movement routes, the gateway and the river’s edge, although it is considered that without prejudice to the requirements of Tall Buildings, the opportunity for some taller landmark buildings exist appropriate to the location of the site
- The provision of a public space consistent with Public Realm
- S sensitively restore and provide a long term viable use for the Grade 2 listed former train workshop within an appropriate setting
- Include neighbourhood retail and commercial leisure facilities consistent with providing an attractive living and working environment
- Make provision for a two form entry urban primary school, a Community Centre community facility that can accommodate faith groups and a site for a pre-school nursery
- Deliver a strategic green space corridor with associated footpaths and river crossings to effectively link, through the site, Becket’s Park and Delapre Park
- Deliver a continuous riverside path that will link in with the existing footpath and cycleway networks and incorporate new pedestrian and cycleway river crossings to Midsummer and Barnes Meadows as defined in Figure 6.13 ‘Policy 31: The Waterside Nene Meadows Development Principles’
- Deliver improvements to Becket’s Park and Nene Meadows consistent with Policy 30 29 ‘The Waterside: Becket’s Park’ and Policy 31 30 ‘The Waterside: Nene Meadows’ and also to Delapre Abbey and Park
6.12 The Waterside: Becket's Park

6.12.1 Becket's Park is a traditional park adjacent to the River Nene that was initially designed for promenading in 1783. It is bounded and crossed by formal tree lined avenues and contains some formal children's play facilities, tennis courts and a small pavilion. As with many municipal parks it has suffered from a comparative lack of investment over the last 30 years or so. It is a park that many people pass through on their way to work in the morning or evening but otherwise it is currently underused.

6.12.2 More recently the park has been the beneficiary of some substantial investment to create a new marina within a former boating lake, which will open in 2011. Taking account of its condition, its role as the town centre’s
main formal park and the need for it to be a positive asset that would add to the town centre offer, the Council commissioned a Masterplan for the park in 2008.

6.12.3 The Masterplan outlined a strategy of investment to improve its quality, both in terms of the existing activities and infrastructure to improve its offer in the future. It recognised the strategic link the park has between the rejuvenated St John’s area with its links to the town centre and also the Avon/ Nunn Mills/ Ransome Road development with its links to Delapre Park and the rest of the Waterside. The Masterplan also recognised the need to generate more activity throughout the day and to make better use of the water, to make it feel more vibrant and safer. A key component of this is a restaurant/ café /leisure facility, with the ability to incorporate community / office space. In addition the park would incorporate more up-to-date facilities.

6.12.4 Enabling development of either housing or office would be placed along the western edge of the park. This would also assist in overlooking the link along this edge of the park between Avon/ Nunn Mills, the Marina and St John's.

Policy 30 29
The Waterside: Becket’s Park

Becket’s Park will be developed in a manner consistent with the development principles contained within Figure 6.12 ‘Policy 30 29: The Waterside: Becket’s Park Development Principles’ to enable it to perform its role as the pre-eminent formal town centre park. It will accommodate:

- A building (up to 500 square metres) containing uses appropriate to the role of the park and its marina, such as a café/ restaurant/ retail/ bike hire/ leisure opportunities, together with potential park warden accommodation and office/ interpretation space
- Enhanced pedestrian cycling routes throughout the Park, but in particular along the eastern edge to provide the strategic link between Avon/ Nunn Mills, the Marina and St John’s
- Additional facilities for activities that encourage greater use of the park and the river including visitor moorings, access for canoes and other vessels
- Enabling development of three to four storey housing or two to three storey office along its western edge with a frontage that positively overlooks the Park, replacing the former St John’s railway line embankment
6.13 The Waterside: Nene Meadows

6.13.1 There are two Meadows located in the south west corner of the Central Area known as Midsummer and Barnes Meadows. Midsummer Meadow is a mixture of parking, partly mowed grass and natural / semi natural space. Occasionally large-scale leisure events take place on this space such as circuses and fairs. Barnes Meadow is a nationally designated Local Nature Reserve; it is separated from Midsummer Meadow by the River Nene and the dead arm of the Nene.

6.13.2 The Nature Reserve straddles the river; part of the site has been transformed into a complex of permanent pools and seasonal wet scrapes, which are particularly attractive to wading birds and invertebrates including dragonflies. The rest provides important habitat for a variety of birds and other wildlife and is used for grazing local cattle. Despite this attractive environment and prominent location the Meadows are currently underused.

6.13.3 In recognition of the increased population within the Central Area and the opportunities for funding from developments along the rest of the Waterside; the Borough Council and Northamptonshire Sports Facilities Management Group developed the Nene Meadows Masterplan. This Masterplan identifies the potential to create a strategic leisure and recreational facility, incorporating a wider area outside the Central Area boundary. It includes the Delapre Lake and adjoining area to the south and Nene White Water Centre; Northampton Rowing Club and the Northampton Casuals Rugby Club to the east.

6.13.4 The Masterplan recognises the importance of movement and accessibility. New footpaths, cycle ways and bridges are planned to improve connections between the sites and along the Waterside and linkages are made through Becket's Park and up to the Town Centre and other routes lead towards Brackmills. Midsummer Meadow, as a Gateway into the Central Area, will provide a hub of activities including play areas for a range of ages from the very young to the more mature. Event spaces are planned, a visitor centre, cycle hire and appropriate parking facilities. Barnes Meadow will be conserved and enhanced by habitat improvements. The more sensitive areas will be protected but boardwalks and bird hides will enable visitors to share and enjoy this natural environment. Based on policies and proposals in the West Northamptonshire Joint Core Strategy on the River Nene Strategic Corridor the Council will adopt a Supplementary Planning Document that amplifies this policy. In the meantime the proposals for Barnes Meadow and Midsummer Meadow are as set out below in Chapter 6.13 ‘The Waterside: Nene Meadows’.
Policy 34 30

The Waterside: Nene Meadows

The Nene Meadows will become a strategic leisure and recreation destination and developed in a manner consistent with the development principles contained within Figure 6.13 ‘Policy 34 30: The Waterside Nene Meadows Development Principles’. It will:

- Within Midsummer Meadow a central activity hub with provision for a visitor centre, café and licensed bar facilities, changing facilities, hire facilities e.g. cycle, retail (up to 250 square metres) and an indoor activity area to accommodate play/ parties/ meeting rooms will be provided together with recreation and leisure facilities appropriate to the scale and location of the site
- Incorporate a comprehensive movement network of footpaths and cycleways to improve pedestrian and cycle accessibility around the site and to areas beyond
- Incorporate a river crossing, close to the A45 flyover, to join the separate sites of Barnes Meadow Local Nature Reserve and strengthen links through to Delapre Lake, and incorporate pedestrian and cycle crossing
- At Barnes Meadow Local Nature Reserve ensure appropriate management techniques are applied to maintain and improve the Reserve’s status and improve public access and interpretation of the site, there appropriate, using boardwalks and bird hides
- Remoulding of the earth bund that runs along the edge of Bedford Road east of Cliftonville Road
- Provide a range of smaller scale interventions that increase the opportunities for leisure and recreation
- Ensure the appropriate management and interpretation of the Battle of Northampton

6.14 Market Square

6.14.1 The Market Square is a destination in its own right through its function as a market and event space. It is a major historical landmark and area of public space. It provides a unique opportunity for Northampton to differentiate its retail and leisure experience from competing out-of-town retail parks and other retail centres. Recent investment in the public realm and a programme of events at the Market Square should be used as a starting point for future improvement and investment. In terms of role and function, the Borough Council intends to maximise the potential offered by this asset, by encouraging more restaurants and cafés to invest in the properties fronting the Square.
Policy 32 31

Market Square

The Council will seek to establish leisure uses within the Market Square and enhance its function and appearance by:

- Allowing more restaurants (A3) within the Market Square’s Secondary Frontages
- Not allowing the loss of restaurants (A3), unless it can be clearly demonstrated that the proposal will meet the Council’s strategic objective for the Market Square
- Ensuring that proposals will complement and improve the quality of the public realm in line with Policy 4 3 ‘Public Realm’
- Ensure proposals respect or enhance the building design and character of the Market Square in line with Policy 2 1 ‘Promoting Design Excellence’
- Working with property owners and occupiers to improve the fabric and appearance of buildings
- Seeking to sustain and enhance the Market Square as a venue for the market and as an event space

6.15 Drapery

6.15.1 This site is bounded by Bradshaw Street and King Street on the north, St. Katherine’s gardens on the west, Drapery on the east and Jeyes Jetty on the south. It is bisected by College Street. It currently accommodates the Debenhams department store, associated car parking/ service area and other smaller retail, service, public house and eating and drinking establishments.

6.15.2 There is a strong likelihood that some of the current occupiers of this area, Debenhams in particular, will relocate into the redeveloped Grosvenor Centre. This will provide an opportunity for the area to be the redeveloped for additional comparison retailing floorspace of approximately 17,000 square metres after the opening of the Grosvenor Centre extension. This floorspace will be more suited to retailers’ requirements, provide an extension to the primary shopping area and enhance the role of the Drapery as a primary shopping frontage. It can also create a better connection to and setting for the St. Katherine’s Gardens and the listed College Street Church.
Policy 33 32

Drapery

The Drapery will be redeveloped regenerated in a manner consistent with the development principles contained within Figure 6.14 ‘Policy 33 32: Drapery Development Principles’. It will:

- Provide an extension to the Primary Shopping Area
- Provide up to 17,000 square metres of comparison retail floorspace, together with associated eating establishments
- Positively address and enhance the setting and use of St Katherine’s Gardens through appropriate uses and active frontages on the west of the development site
- Reuse and restore historic buildings wherever possible and enhance the setting and make a feature of the listed College Street Church and also 41 Drapery
- Have strong connections that promote movement to and from the Former Fish Market and Adjoining Buildings site in their role as extensions to the Primary Shopping Area
- Incorporate Enhance Swan Yard and Jeyes Jetty through respecting their historic character whilst seeking to provide so that they are attractive and safe links between Drapery and College Street

6.16 Freeschool Street

6.16.1 The Freeschool Street development site is situated between Castle Station and the town centre boundary. The northern part fronting Marefair is predominately Victorian in character whereas the southern part comprises a mixture of car repair workshops, car sales, business space, derelict land and highway. This piecemeal development of low-grade light industrial uses provides a poor quality environment. The land is also fragmented under several different landowners part of which is owned by the Borough Council and is currently used as surface level parking.

6.16.2 The surrounding environs of the site is characterised by a mix of uses. To the north Sol Central dominates the Victorian three storey terraces and to the west residential development forms a partial barrier to pedestrian movement between the site and St Peter’s Green. The inner ring road to the south and east also presents a significant obstacle to pedestrian access to the town centre and wider area.

6.16.3 The two operational gasholder’s adjacent to the ring road have extensive development exclusion zones and present a significant constraint
for the southern part of the site. However, it is anticipated that the gasholders will be decommissioned early in the Plan period, which will open up the Freeschool site for development. The majority of the site is designated as a Scheduled Ancient Monument with only a small area without formal designation. Any development will have to protect and enhance the Scheduled Ancient Monument together with potential contamination issues and access to the highway network.

6.16.4 Northampton Borough Council commissioned a Freeschool Street Masterplan\textsuperscript{35} to assess the potential of the site. The site offers a significant opportunity to regenerate an unattractive and under performing part of town. The proximity to the town centre and station provides an opportunity to deliver a high quality mixed-use development that focuses on increasing employment opportunities, improving pedestrian links and the overall quality of the environment.

\textsuperscript{35} Lathams: Urban Design, Freeschool Street Masterplan (2005)
Policy 34 33

Freeschool Street

Freeschool Street will be redeveloped regenerated in a manner consistent with the development principles contained within Figure 6.15 ‘Policy 34 33: Freeschool Street Development Principles’ and in particular will:

- Be developed in a comprehensive manner to provide a mixed use predominately office development (minimum 2,500 square metres) with ancillary optional uses for small scale retail (maximum 250 square metres), restaurants and cafés at ground floor level along Marefair and residential development
- Ensure that development takes account of and positively addresses the Scheduled Monument Monuments appropriate and satisfactory provision has been made to positively address the Scheduled Ancient Monument
- Provide development that improves the character of the inner ring road in terms of townscape and creates a positive frontage along Marefair and St Peter’s Way and Horseshoe Street consistent with their future roles as boulevards
- Generally be a maximum of four storeys in height and be sympathetic in its form to the topography of the site
- Create a landmark building on the corner of St Peter’s Way and Horseshoe Street
- Rationalise the area dedicated to highway within the site
- Not have parking in front of new development along St Peter’s Way and Horsemarket
- Improve St Peter’s Green and pedestrian connections to the Waterside and the town centre

6.17 Former Royal Sorting Office, Barrack Road

6.17.1 The site is located on the northern edge of the Central Area boundary along the Barrack Road. The surrounding area is a mixture of uses including a school, residential, small industrial units and low-grade retail. The site has been unused and largely vacant since it was damaged by fire in 2003.

6.17.2 The building dominates the area due to its bulk and design being inconsistent with the urban form in the adjacent Barrack Road Conservation Area. Nevertheless, its heavily reinforced construction means demolition may
be unviable. On this basis, it is considered that it would probably best lend itself to either conversion for residential or business use.

6.17.3 The Barrack Road acts as a barrier to pedestrian movement and will need to be addressed to improve access to the site from the wider area. Enhancements to the Barrack Road frontage and the inclusion of soft landscaping will help improve the external appearance of the building. The large flat roof presents an opportunity to promote biodiversity and improve air quality as a green roof, as would living walls. The Barrack Road Air Quality Management Area and existing vehicle access arrangements will need to be addressed if a greater intensity of use is promoted. However, associated changes to the highway should be consistent with enhancing the Barrack Road Conservation Area.

Policy 35 34

Former Royal Mail Sorting Office

The Former Royal Mail Sorting Office will be:

- Redeveloped or converted for business (B1) or residential use. Applications for other uses will be considered in accordance with other policies within the Development Plan
- Conform to the design principles outlined in Promoting Design Excellence and Green Infrastructure
- Provide improvements to pedestrian crossing along Barrack Road and enhance links to the town centre and Racecourse
- Create a positive frontage along Barrack Road and incorporate opportunities to enhance the exterior of the building
- Incorporate appropriate vehicular access arrangements that are sympathetic in their design to the adjacent Barrack Road Conservation Area

6.18 Telephone Exchange, Spring Gardens

6.18.1 The site is located in the eastern part of the town centre and is currently occupied by a telephone exchange, offices and the former Citizens Advice Bureau. The surrounding area is predominately Victorian in character with a mixture of commercial and residential occupiers. The site is within the St Giles Conservation Area and is adjacent to a number of Grade II and locally listed buildings along St. Giles Street, Spring Gardens and Derngate.

6.18.2 The telephone exchange building dominates the area and is regarded as having a negative impact on the skyline of Northampton due to its height and monolithic appearance. Development of a more appropriate scale and
form would be advantageous to the area together with improvements along the Spring Gardens frontage. This one-way street linking St Giles Street and Derngate would be the primary access to the site.

6.18.3 The northern edge of the site is adjacent to secondary retail frontage on St Giles Street. This provides an opportunity to redevelop the former Citizens Advice Bureau building and create an active frontage. Development will also need to be sympathetic to the conservation area and complement the adjacent listed buildings.

Policy 36 35
Telephone Exchange, Spring Gardens

The Telephone Exchange will be redeveloped and in particular will:

- Deliver a mixed use development, comprising offices and other uses including residential
- Conform to the design principles outlined in Promoting Design Excellence, Tall Buildings and Green Infrastructure of this Action Plan
- Accommodate offices/retail at ground floor level on St Giles Street
- Provide vehicle access from Spring Gardens
- Improve the open space at St Giles Church
Chapter 7: Infrastructure, Delivery and Monitoring

7.0.1 The chapter seeks to:

- Demonstrate the deliverability of the key regeneration projects included in this Area Action Plan by outlining the committed projects, the infrastructure which have been identified and the key partners involved in delivery
- Provide an account of how each policy will be effectively monitored and the contingency plans

7.0.2 The Vision and Strategic Objectives for the Central Area evolved through consultation, national policies and the technical evidence base. Through this plan making process, policies have been formulated to fulfil the Vision for the Central Area by 2026. Table 7.2 ‘Schedule 1: Strategic Objectives and Central Area Action Plan Policy – Conformity Matrix’ demonstrates how each policy meets the relevant strategic objectives outlined in para 3.6 Policy 1 ‘Strategic Objectives’ of the Plan.

7.0.3 Key to the success of these policies is their delivery. To ensure that the Council’s Vision for the Central Area is met, the Council will continue to work in partnership with a range of key stakeholder’s from the public, private, community and voluntary sectors to secure regeneration and to ensure that development management policies are complied with. These partnership arrangements will include (and / or their successor bodies where relevant) the:

- West Northamptonshire Development Corporation
- Northamptonshire County Council
- Highways Agency
- West Northamptonshire Joint Planning Unit
- University of Northampton
- Town Centre Partnership
- Business Improvement District
- Health care commissioning bodies

7.0.4 A monitoring system is required in order to assess the effective delivery of each policy. This chapter contains the following:

A summary of how each of the policies conform to the relevant Strategic Objectives (Para 3.6 Policy 1 ‘Strategic Objectives’) and Policies (Table 7.2 ‘Schedule 1: Strategic Objectives and Central Area Action Plan Policy – Conformity Matrix’)

A summary of the key projects where there are commitments from delivery partners, and; where funding mechanisms are either in place or in the process of being sought (Table 7.3 ‘Schedule 2: Delivery of Key Development Projects (September 2010 May 2012)’)

A summary of how the Council intends to monitor the effectiveness of the Central Area Action Plan policies (Table 7.4 ‘Schedule 3: Monitoring Central Area Action Plan Policies’)

7.1 Delivery Models and Funding Streams

7.1.1 The successful delivery of the Central Area Action Plan’s key regeneration initiatives is reliant upon effective, co-ordinated and committed delivery from all key partners; as well as the ability to secure private commercial interest and investment. Within the Central Area a cautious but realistic approach to delivery of the Policy 1 ‘Strategic Objectives’ and the delivery of policies major development sites Chapter 6.1 ‘Major Development Sites Policies’ has been taken. However, this should not preclude the delivery of development in advance of the timescales set out in Appendix: 9 ‘Indicative Outputs by Land Use and Phases 2011-2026’, provided that it does not prejudice the proper delivery of the plan and the Vision and Strategic Objectives.

7.1.2 There are various delivery models, which will be used to deliver these projects. The Background Technical Paper: Infrastructure and Delivery and Table 7.3 ‘Schedule 2: Delivery of Key Development Projects (September 2010 May 2012)’ demonstrates the extent to which these models are being used and the status of key projects. The key models affecting the delivery of the Central Area Action Plan are outlined below.

7.2 Delivery Vehicles and Specialist Funding Streams

7.2.1 For West Northamptonshire (covering Northampton Borough, Daventry and Towcester), the key delivery vehicle is the West Northamptonshire Development Corporation. In their role as enabler and deliverer, together with local authority partners, utility companies, community organisations and other key partners, they have worked towards the preparation of an Infrastructure Delivery Plan for Northampton, Towcester and Daventry. The Central Area’s infrastructure requirements will be incorporated into the West Northamptonshire Infrastructure Delivery Plan, which will be part of the West Northamptonshire Joint Core Strategy (Pre Submission January 2011).

7.2.2 Growth Area Funds channelled through the West Northamptonshire Development Corporation have already been used to deliver some key projects in the Central Area, including improvements to the public realm along Black Lion Hill and Gold Street and to enable site assembly within the Waterside area.

7.2.3 The West Northamptonshire Development Corporation has the powers and the funds to undertake compulsory purchase orders, for example, at the Avon / Nunn Mills development site to enable delivery of suitable access to the site. As a delivery vehicle, West Northamptonshire Development Corporation has also engaged continuously with Network Rail as part of the need to redevelop Castle Station together with a mixed-use commercial scheme.
7.3 Private / Public Sector Partnership and Private Investment

7.3.1 This delivery model requires involvement or funding from one or more agency, sharing joint objectives and co-operating together to ensure that these common objectives are met. In the broadest sense, this model covers all types of collaboration across the interface between the public and private sectors. It can be used to deliver policies, services and infrastructure through development agreements or similar joint venture arrangements.

7.3.2 Such agreements detail the matters that are required to enable the development work to start and have been used to progress:

- The redevelopment of the Grosvenor Centre – in November December 2009, a Development Agreement was signed between the Borough Council and Legal & General. This partnership will see the demolition of the Greyfriars bus station, the development of a replacement bus interchange at Fish Market and the expansion of retail and leisure provision for the Grosvenor Centre.
- The regeneration of St John’s development area – in December 2009, a Collaborative Agreement was signed between the Borough Council and a private developer. This partnership will secure the implementation of mixed use development including cultural and leisure provisions. A planning application for the development of student accommodation, ancillary communal facilities, gymnasium, educational training spaces and public realm works was submitted in February 2012, which demonstrates the commitment towards the regeneration of the St John’s strategic site.

7.3.3 The Background Technical Paper: Infrastructure Delivery details the delivery of both of these sites.

7.4 Public Sector Agencies and Mainstream Public Funds

7.4.1 Mainstream public funds have been the largest contributor to regeneration projects in the country and they involve, amongst others, funds from:

- Homes and Communities Agency for the delivery of housing schemes and the regeneration of brownfield sites, including enabling works. This funding stream has been used in the Central Area at Ransome Road.
- Northamptonshire Enterprise Limited Partnership for the delivery of economic regeneration initiatives and marketing tools, including improvements. This funding stream has been used in the Central Area in the Market Square.
- Local Transport Plan for the delivery of key transport programmes such as junction improvements. This delivery mechanism has been used to change the character of the inner ring road along Horsemarket to improve pedestrian and cycle movement within the Central Area.
7.4.2 The Borough Council will continue to seek funding from these and other emerging agencies including the proposed Local Economic Partnerships.

7.5 Developer Obligations

7.5.1 It is essential that development contributes appropriately, either financially and/or in kind towards the infrastructure that is required to make it acceptable and that it is brought forward at the right time. This will ensure that the growth and regeneration objectives for the Central Area are achieved.

7.5.2 Currently, there are two mechanisms in legislation for attaining contributions from development:

- The Community Infrastructure Levy (a standard infrastructure charge that local authorities can set through an approved charging schedule for different types of development) (refer to ‘Glossary’)
- Planning obligations (generally on site, or off-site non-strategic infrastructure) through Section 106 of the Planning Act

7.5.3 The West Northamptonshire Joint Core Strategy, in association with a Developer Contributions Supplementary Planning Document, will set out the strategic approach to infrastructure provision that will be sought in association with new developments across Northampton, Daventry and South Northamptonshire through the Infrastructure Delivery Plan. This will identify infrastructure, which will require funding through pooled contributions from more than one development, as well as that which will be provided through Section 106 Agreements or from the public purse, or from a combination of sources. The Central Area Action Plan has sought to identify where site-specific contributions towards identified pieces of infrastructure will be required. The financial cost of these contributions can be offset against any general requirements set out in the West Northamptonshire Joint Core Strategy and to be funded through the Community Infrastructure Levy (refer to ‘Glossary’).

7.5.4 The information in the Background Technical Paper provides details of some of the larger scale Central Area specific items included in the Infrastructure Delivery Plan. The West Northamptonshire Infrastructure Delivery Plan is currently under review. In respect of developer contributions, a Supplementary Planning Document (SPD) on Developer Contributions will be prepared in due course. This document will address the delivery of strategic infrastructure requirements by means of the Community Infrastructure Levy or Planning Obligations, as outlined above.

7.5.5 Within the Central Area funding developer contributions will be sought for off-site contributions as appropriate for the following:

- Public realm improvements
- Public Transport
- Highways improvements and site access
- Pedestrian and Cycleway Improvements
- New or improved educational facilities/resources
- New and improved health facilities/resources
- Community safety initiatives
- New or improved infrastructure provision, for example, water, sewerage, electricity and flood mitigation
- New or improved recreational facilities
- Wildlife/Habitat protection and enhancement
- Green infrastructure
- Affordable housing

7.5.6 The development site policies in this Plan (6.1 ‘Major Development Sites Policies’) set out relevant site specific contributions to infrastructure. New developments should meet their own infrastructure needs, whether for transport, utilities or other infrastructure. Residential schemes will be expected to make provision for affordable housing in accordance with the approved policy. Where development viability will be affected by the cost of planning obligations to such an extent that it is unlikely that the development will proceed, developers will be asked to submit a financial appraisal to support their case.
Policy 37 36

Infrastructure Delivery

The Borough Council will require, by securing the direct provision of infrastructure and / or developer contributions, that all new developments provide the appropriate on and off-site infrastructure to mitigate the impact of development on the existing community and to provide the facilities needed, to support the new development.

The required provision of infrastructure and / or developer contributions will be sought by a requirement, as appropriate, for a Planning Agreement with the developer in accordance with Circular 05/2005 paragraphs 203 – 206 of the National Planning Policy Framework and / or developer contributions to strategic infrastructure being sought in accordance with the policies and approach required within the West Northamptonshire Joint Core Strategy.

The Borough Council will require developers to demonstrate that full consideration has been given to infrastructure requirements, in conjunction with the appropriate service providers and to establish that, within the timescales required:

- Adequate capacity exists to provide for the development
- New provision will be proposed either directly and / or by financial contribution and / or by proposals for the more efficient use of existing services or the promotion of behavioural change, sufficient to be equivalent to new service provision

In the event that the developer considers that the required level of infrastructure provision is unduly onerous and will prejudice the delivery of the development proposals, the Borough Council will require the developer to undertake a viability assessment as part of the further consideration of an agreement linked to the determination of the development application.

The provision of infrastructure will be linked to the phasing of development in the Infrastructure Delivery Plan for West Northamptonshire, which programmes the coordinated delivery of supporting funding and the assembly of developer contributions. The infrastructure provision will be coordinated and delivered in partnership with local authorities and agencies in West Northamptonshire and appropriate service providers, to ensure that the development proposals are delivered in a coordinated manner ensuring that proposals form part of the sustainable growth of Northampton Central Area and Borough.
7.6 Potential Development Output

7.6.1 This section demonstrates the capacity and capability of delivery of proposed development and the amount and the time frame for doing so. This is summarised in Table 7.1 ‘Summary of Indicative Outputs by Phases 2011-2026’). Potential outputs from the Action Plan are detailed in Development Sites: Indicative Outputs in the Plan Period where the land use components and indicative phasing for the major development sites are listed.

7.6.1 Phasing of Development

7.6.1.1 Delivery of the infrastructure will be dependant upon maximising the contribution from the development process. However, a significant contribution from the public purse will also be necessary. Central Government has a key role in providing the necessary investment to achieve sustainable growth within West Northamptonshire. As well as capital investment it will need to provide appropriate revenue support to those agencies required to manage or serve such development.

7.6.1.2 It is important that the infrastructure required by local communities is delivered when the need arises. Whilst better management of projects has a key role to play, the timing of infrastructure delivery will need to take account of all the funding streams available to local communities. The process of infrastructure provision involves a wide range of organisations providing services. Full and effective partnership working will be essential for successful delivery through agreed investment and delivery plans.

7.6.1.3 Development outputs for the major development sites will be set out in detailed masterplans and in the development site policies (Chapter 6.1 ‘Major Development Sites Policies’) contained within the Action Plan. Appendix: H ‘Potential Housing Sites (West Northamptonshire Strategic Housing Land Availability Assessment) Outside Major Development Sites’ lists sites considered to be suitable for housing from the Strategic Housing Land Availability Assessment. There is considerable potential for these smaller sites to contribute to housing growth within the Central Area. This contribution could be made in the early phases of the Action Plan (Phase 1: 2011-2016) at a time when, due to lead in times, the larger sites are likely to have a relatively limited output.

7.6.1.4 On the basis of available information, indicative outputs by site are identified and detailed in Appendix G. ‘Development Sites: Indicative Outputs in the Plan Period’. A summary of these outputs is given in Table 7.1 ‘Summary of Indicative Outputs by Phases 2011-2026’. The distribution of
major development sites and phased completions of them is shown in Table 7.3 ‘Schedule 2: Delivery of Key Development Projects (September 2010 May 2012)’. and the three phases can be seen in Figure 7.1 ‘Major Development Sites Phase 1, Figure 7.2 ‘Major Development Sites Phase 2, Figure 7.3 ‘Major Development Sites Phase 3. The actual phasing of development within the Plan Period will be reviewed according economic performance and on market conditions.

Table 7.1 Summary of Indicative Outputs by Phases 2011-2026

<table>
<thead>
<tr>
<th>Use</th>
<th>Totals</th>
<th>Phase 1 2011-2016</th>
<th>Phase 2 2016-2021</th>
<th>Phase 3 2021-2026</th>
</tr>
</thead>
<tbody>
<tr>
<td>Retail – (square metres)</td>
<td>71,050-74,050</td>
<td>4,000</td>
<td>66,050-69,050</td>
<td>1,000</td>
</tr>
<tr>
<td>Hotels – (beds)</td>
<td>405-480</td>
<td>105</td>
<td>50-75</td>
<td>250 +</td>
</tr>
<tr>
<td>Offices – (square metres)</td>
<td>132,500</td>
<td>28,500</td>
<td>96,000</td>
<td>8,000</td>
</tr>
<tr>
<td>Housing – (Dwellings)</td>
<td>3,437</td>
<td>529</td>
<td>1,523</td>
<td>1,385</td>
</tr>
</tbody>
</table>
7.6.2 Monitoring the Policies in the Central Area Action Plan

7.6.2.1 The CAAP contains 37 policies. These policies were formulated using an up-to-date evidence base including independent technical studies and ongoing consultation exercises, involving a wide range of people from Councillors to the wider public. These policies were also formulated in conjunction with the Sustainable Communities Strategy and conform to the objectives of the West Northamptonshire Joint Core Strategy (63).

7.6.2.2 Each of the policies will need to be monitored. Some of the policies can be monitored through interrogation of planning approvals, refusals and appeals. Others will be monitored through the targets and timescale set down for each projects or the completions. The effectiveness of each of these policies will be determined generally through the:

Strength in which these policies have been successfully used to refuse unacceptable developments and defend the decision at appeals

Successful delivery of each phase of the projects within the stated timescales

Completion and implementation of the relevant planning agreements/ Section 106 Agreements

| Table 7.2 Schedule 1: Strategic Objectives and Central Area Action Plan Policy – Conformity Matrix |
|-------------------------------------------------|-------------------------------------------------|-------------------------------------------------|-------------------------------------------------|-------------------------------------------------|-------------------------------------------------|-------------------------------------------------|-------------------------------------------------|-------------------------------------------------|-------------------------------------------------|-------------------------------------------------|-------------------------------------------------|
| Policy                                          | Strategic Objectives                             | SO1 | SO2 | SO3 | SO4 | SO5 | SO6 | SO7 | SO8 |
| Promoting Design Excellence (Policy 1)         | X                                               | X   | X   | X   | X   |
| Tall Buildings (Policy 2)                      | X                                               | X   | X   |
| Public Realm (Policy 3)                        | X                                               | X   | X   |
| Green Infrastructure (Policy 4)                | X                                               | X   | X   | X   |
| Flood risk and Drainage (Policy 5)             | X                                               |     |
| Inner Ring Road (Policy 6)                     | X                                               | X   | X   | X   | X   |
| Bus Interchange: Fishmarket (Policy 7)         | X                                               |     |
| Safeguarded Public Transport Route (Policy 8)  | X                                               | X   |     |
| Pedestrian and Cycle Framework (Policy 9)      | X                                               | X   |     |
| Parking (Policy 10)                            | X                                               |     |
| Town Centre boundary (Policy 11)               | X                                               | X   | X   | X   |
| Definition of Primary Shopping Area (Policy 12)| X                                               |     |     |     |     |
| Improving the Retail Offer (Policy 13)         | X                                               |     |     |     |     |
| Meeting Retail Capacity (Policy 14)            | X                                               |     |     |     |     |
| Office and Business use (Policy 15)            | X                                               | X   |     |     |     |
Table 7.2 Schedule 1: Strategic Objectives and Central Area Action Plan Policy – Conformity Matrix

<table>
<thead>
<tr>
<th>Policy</th>
<th>SO1</th>
<th>SO2</th>
<th>SO3</th>
<th>SO4</th>
<th>SO5</th>
<th>SO6</th>
<th>SO7</th>
<th>SO8</th>
</tr>
</thead>
<tbody>
<tr>
<td>Central Area Living (Policy 16)</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
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<td></td>
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<tr>
<td>Grosvenor Centre (Policy 17)</td>
<td>X</td>
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<td></td>
<td>X</td>
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<td>X</td>
</tr>
<tr>
<td>Former Fish Market and Adjoining Buildings, Abington Street East (Policy 18)</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
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<td>Castle Station (Policy 19)</td>
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<tr>
<td>St John’s (Policy 20)</td>
<td>X</td>
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<td>Angel Street (Policy 21)</td>
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<tr>
<td>Upper Mounts / Great Russell Street (Policy 23)</td>
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<td>Spring Boroughs (Policy 24)</td>
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<td>The Waterside (Policy 25)</td>
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<tr>
<td>The Waterside: Brampton Branch St Peter’s Way (Policy 26)</td>
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<td>The Waterside: Southbridge West (Policy 27)</td>
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<td>The Waterside: Avon / Nunn Mills / Ransome Road (Policy 28)</td>
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<tr>
<td>The Waterside: Becket’s Park (Policy 29)</td>
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<tr>
<td>The Waterside: Nene Meadows (Policy 30)</td>
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<td>Market Square (Policy 31)</td>
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<td></td>
<td></td>
<td></td>
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<tr>
<td>Drapery (Policy 32)</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Freeschool Street (Policy 33)</td>
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<td>X</td>
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<td></td>
<td></td>
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<td></td>
<td>X</td>
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<tr>
<td>Former Royal Mail Sorting Office (Policy 34)</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Telephone Exchange, Spring Gardens (Policy 35)</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Infrastructure Delivery (Policy 36)</td>
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<td>X</td>
<td>X</td>
<td></td>
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<td></td>
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</tr>
</tbody>
</table>

7.6.2.3 References within the table:

NBC: Northampton Borough Council
NCC: Northamptonshire County Council
WNDC: West Northamptonshire Development Corporation
EMDA: East Midlands Development Agency
EA: Environment Agency
HCA: Homes and Communities Agency
RNRP: River Nene Regional Park
<table>
<thead>
<tr>
<th>Where</th>
<th>When (timescale for delivery)</th>
<th>Why</th>
<th>Specific development requirements</th>
<th>Lead delivery organisation</th>
<th>Cost</th>
<th>Sources of funding</th>
<th>Any dependencies</th>
<th>Project Status</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Grosvenor Centre</strong></td>
<td></td>
<td>Demolition of the Greyfriars bus station anticipated between 2011—2016 (Phase 1). The new centre is expected to be completed by 2018 (Phase 2)</td>
<td>To meet requirements for retail growth in the Central Area</td>
<td>NBC &amp; Legal &amp; General</td>
<td>Over £4m</td>
<td>Public and private sector funding</td>
<td>Bus station relocation to enable the demolition of Greyfriars bus station</td>
<td>Development Agreement between L &amp; G and NBC signed in November 2009</td>
</tr>
<tr>
<td><strong>St Katherine’s / Fishmarket</strong></td>
<td></td>
<td>Development expected to start between 2021—2026 (Phase 3)</td>
<td>To meet additional retail and leisure requirements for the Central Area, and to ensure that the supply of sites for such uses is maintained</td>
<td>Comparison retail of approximately 3,000 square metres or convenience at 6,000 square metres</td>
<td>NBC, Landowners, Private Sector Developers</td>
<td>NBC and private developers</td>
<td>Progression of the Grosvenor Centre Redevelopment</td>
<td>-</td>
</tr>
<tr>
<td><strong>Castle Station Redevelopment</strong></td>
<td></td>
<td>The redevelopment of the passenger</td>
<td>To meet the travelling requirements of a growing</td>
<td>New passenger railway station and decked car parking with</td>
<td>WNDC, Network Rail and London Midland</td>
<td>WNDC Network Rail</td>
<td>Guide to Railway Investment Projects</td>
<td>-</td>
</tr>
<tr>
<td>Where</td>
<td>When (timetable for delivery)</td>
<td>Why</td>
<td>Specific development requirements</td>
<td>Lead delivery organisation</td>
<td>Cost</td>
<td>Sources of funding</td>
<td>Any dependencies</td>
<td>Project Status</td>
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</tr>
<tr>
<td>Castle Station Commercial Development</td>
<td>Development is expected to start between 2021 and 2026 (Phase 3)</td>
<td>To meet requirements for growth in the Central Area</td>
<td>New office of about 26,000 square metres and 250 dwellings</td>
<td>WNDC and Network Rail</td>
<td>WNDC, Private Sector Developers</td>
<td>Completion of the station redevelopment</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>St. John's</td>
<td>St John's development involving redevelopment of the surface car park area is expected to begin within the next 5 years (Phase 1)</td>
<td>To meet requirements for growth in the Central Area</td>
<td>Mixed use including offices (10,000 square metres) and 100 bed hotel</td>
<td>NBC and Private Sector Developers</td>
<td>NBC, Private developer and Local Economic Partnership</td>
<td>Sufficient access from Victoria Promenade</td>
<td>Collaboration Agreement signed with developer</td>
<td></td>
</tr>
<tr>
<td>Angel Street Developments</td>
<td>To meet</td>
<td>Mixed-use</td>
<td>NCC, NBC and</td>
<td>NCC, NBC</td>
<td>Plough-Junction</td>
<td>County</td>
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</tbody>
</table>

Table 7.3 Schedule 2: Delivery of Key Development Projects (September 2010)
<table>
<thead>
<tr>
<th>Where</th>
<th>When (timescale for delivery)</th>
<th>Why</th>
<th>Specific development requirements</th>
<th>Lead delivery organisation</th>
<th>Cost</th>
<th>Sources of funding</th>
<th>Any dependencies</th>
<th>Project Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bridge Street</td>
<td>Developments expected to start at the end of the plan period… (Phase 3)</td>
<td>To meet requirements for growth in the Central Area</td>
<td>Offices of approximately 8,000 square metres and ancillary retail</td>
<td>NBC and Private Sector Developers</td>
<td>NBC and Private Sector Developers</td>
<td>NBC and Private Sector Developers</td>
<td>Plough Junction gyratory remodelling</td>
<td>Council to make decision on strategic office requirements</td>
</tr>
<tr>
<td>Upper Mounts / Great Russell Street</td>
<td>Developments expected to begin between 2016 and 2021 (Phase 2)</td>
<td>To meet requirements for growth in the Central area</td>
<td>Mixed use developments including housing, offices and leisure</td>
<td>NBC</td>
<td>NBC</td>
<td>NBC</td>
<td>NBC and Housing Associations / Registered Social Landlords</td>
<td>Community engaged in the future planning of the estate – the regeneration of the area will have an impact on the lives and livelihood of hundreds of residents and businesses</td>
</tr>
<tr>
<td>Spring Boroughs</td>
<td>Preparation of a Supplementary Planning Document for Spring Boroughs began in the summer of 2010 and completion is expected in 2012</td>
<td>To meet the Government’s requirements for Decent Homes Standards and regeneration</td>
<td>To be determined through the Supplementary Planning Document</td>
<td>NBC and Housing Associations</td>
<td>NBC and Housing Associations</td>
<td>NBC and Housing Associations / Registered Social Landlords</td>
<td>Community engaged in the future planning of the estate – the regeneration of the area will have an impact on the lives and livelihood of hundreds of residents and businesses</td>
<td>Project commencing engagement with the community</td>
</tr>
<tr>
<td>Where</td>
<td>When (timescale for delivery)</td>
<td>Why</td>
<td>Specific development requirements</td>
<td>Lead delivery organisation</td>
<td>Cost</td>
<td>Sources of funding</td>
<td>Any dependencies</td>
<td>Project Status</td>
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</tr>
<tr>
<td>The Waterside: St. Peter's Way</td>
<td>Progress is being made on land acquisition. Demolition of the gas holders and existing buildings scheduled to be completed around 2015/16 (Phase 1)</td>
<td>To meet requirements for growth in the Central Area</td>
<td>Mixed-use including up to 43,000 square metres of offices and 270 dwellings</td>
<td>WNDGC</td>
<td>WNDGC, Growth Area Funds and Private Sector Developers</td>
<td>The successful removal and decontamination of the gasholders, Flood risk mitigation measures, Junction and highway-related improvements to enable access and to cope with capacity issues</td>
<td>WNDGC acquisition of properties occurring along with dialogue with landowners.</td>
<td></td>
</tr>
<tr>
<td>The Waterside: Avon-Nunn Mills/ Ransome Road</td>
<td>Development expected to start by 2016 (Phase 2)</td>
<td>To meet requirements for growth in the Central Area To capitalise on the benefits of the river and river frontage</td>
<td>Mixed-use including new offices (~16,000 square metres) up to 2,000 dwellings and neighbourhood-retail/leisure</td>
<td>WNDGC, HCA, Private Landowners and Private Sector Developers</td>
<td>WNDGC, HCA and Private Sector Developers</td>
<td>Compulsory Purchase Order of transfer of rail access (Nunn Mills) Future of reserved railway line Impact on A45 junction improvements Flood risk</td>
<td>WNDGC progressing CPO for road access.</td>
<td></td>
</tr>
<tr>
<td>Where</td>
<td>When (timescale for delivery)</td>
<td>Why</td>
<td>Specific development requirements</td>
<td>Lead delivery organisation</td>
<td>Cost</td>
<td>Sources of funding</td>
<td>Any dependencies</td>
<td>Project Status</td>
</tr>
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</tr>
<tr>
<td>The Waterside: Becket’s Park</td>
<td>Development of the Marina is expected to complete in spring 2011 (Phase 1)</td>
<td>To capitalise on the benefits of the river and river frontage</td>
<td>New 80 berth marina, improved leisure and restaurants</td>
<td>NBC</td>
<td></td>
<td>WNDG, NCC, RNRP, NBC, EMDA, EA</td>
<td>Completion of the marina, appropriate flood risk mitigation measures</td>
<td>-</td>
</tr>
<tr>
<td>The Waterside: The Meadows</td>
<td>Works expected to begin within the next 5 years (Phase 1)</td>
<td>To create a strategic leisure and recreational facility that benefits people and wildlife</td>
<td>Visitor centre, movement network of footpaths and cycleways; new river crossing; conservation and enhancement to Local Nature Reserve; removal of earth bund; small scale interventions to increase leisure and recreational</td>
<td>NBC, Sustrans, Environment Agency, and Northamptonshire Wildlife Trust</td>
<td></td>
<td>Private sector funding</td>
<td>Pedestrian improvements including crossings along Bedford Road</td>
<td>-</td>
</tr>
<tr>
<td>Where</td>
<td>When (timescale for delivery)</td>
<td>Why</td>
<td>Specific development requirements</td>
<td>Lead delivery organisation</td>
<td>Cost</td>
<td>Sources of funding</td>
<td>Any dependencies</td>
<td>Project Status</td>
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</tr>
<tr>
<td>The Drapery</td>
<td>Work expected to begin at the end of the plan period (Phase 3)</td>
<td>To meet the growth requirements for the Central Area</td>
<td>Approximately 3,000 square metres of additional comparison retail</td>
<td>NBG</td>
<td>Public Private Sector Partnership</td>
<td>The successful progression of the Grosvenor Centre redevelopment</td>
<td>The relocation of key anchor stores to the redeveloped Grosvenor Centre</td>
<td>-</td>
</tr>
<tr>
<td>Freeschool Street</td>
<td>Work expected to begin by 2016 (Phase 1)</td>
<td>To meet the growth requirements for the Central Area</td>
<td>Approximately 2,500 square metres of office floorspace</td>
<td>NBG</td>
<td>Public Private Sector Partnership</td>
<td>Land-assembly</td>
<td>-</td>
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<tr>
<td>Royal Mail Barrack Road</td>
<td>Reuse of the building expected by 2016 (Phase 1)</td>
<td>To meet the growth requirements for the Central Area</td>
<td></td>
<td>NBC / Private Sector Developers</td>
<td>Private Sector</td>
<td>Viability for the reuse or demolition of the building</td>
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Table 7.3 Schedule 2: Delivery of Key Development Projects (May 2012)

<table>
<thead>
<tr>
<th>Where</th>
<th>When (timescale for delivery)</th>
<th>Why</th>
<th>Specific development requirements</th>
<th>Lead delivery organisation</th>
<th>Estimated Cost</th>
<th>Sources of funding</th>
<th>Any dependencies</th>
<th>Project Status</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Grosvenor Centre</strong> (Policy 17)</td>
<td>Anticipated demolition of the Greyfriars bus station and start of works for extension 2013; opening of Grosvenor Centre (Phase 1) 2017; completion of Grosvenor Centre (Phase 2) 2018 (CAAP Phases 1 and 2)</td>
<td>To improve and increase retail capacity and upgrade facilities; improve connectivity within the Town Centre</td>
<td>Retail (37,000 m²); Office (26,000 m²)</td>
<td>NBC; Legal &amp; General; WNDC; NCC</td>
<td>£220m</td>
<td>Public and private sector funding</td>
<td>Bus station relocation to enable demolition of Greyfriars bus station</td>
<td>Development Agreement between L &amp; G and NBC signed 2009; pre-application discussions commenced 2012</td>
</tr>
<tr>
<td><strong>Fishmarket</strong> (Policy 7)</td>
<td>CAAP Phase 1</td>
<td>To replace Greyfriars Bus Station</td>
<td>Bus Interchange providing sufficient capacity for bus demand up to 2026</td>
<td>NBC; NCC; WNDC; Bus Operators</td>
<td>£5m</td>
<td>NBC; WNDC; NCC</td>
<td>Planning application submitted 2012</td>
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</tr>
<tr>
<td><strong>Abington Street East</strong> (Policy 18)</td>
<td>CAAP Phase 2</td>
<td>To increase retail offer</td>
<td>Retail (6,000 m²); opportunity for continued provision of library and clinic services</td>
<td>NBC; NCC; PCT; NHS Foundation Trust</td>
<td>£6m</td>
<td>NBC; NCC; Private sector</td>
<td>Potential to relocate the Library</td>
<td></td>
</tr>
<tr>
<td><strong>Castle</strong></td>
<td>Completion of</td>
<td>To modernise</td>
<td>New passenger</td>
<td>NBC; NCC;</td>
<td>£44m</td>
<td>NBC; WNDC;</td>
<td>Securement of</td>
<td>GRIP 4 (single)</td>
</tr>
<tr>
<td>Where</td>
<td>When (timescale for delivery)</td>
<td>Why</td>
<td>Specific development requirements</td>
<td>Lead delivery organisation</td>
<td>Estimated Cost</td>
<td>Sources of funding</td>
<td>Any dependencies</td>
<td>Project Status</td>
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<tr>
<td>Station</td>
<td>GRIP 5 (Detailed design), 2013, Completion of GRIP 6 (Construction), 2015 (CAAP Phase 2)</td>
<td>station facility; increase operational capacity; maximise parking facilities; increase commercial offer and residential accommodation; to assist in regeneration of Spring Boroughs; improve connectivity with the wider Central Area;</td>
<td>railway station; Retail (2,000 m²); residential (250 units); office (26,000 m²); new car parking</td>
<td>WNDC; NEP; Network Rail; London Midland; Dept of Transport</td>
<td></td>
<td>Network Rail; Private Sector Developers; Government funding</td>
<td>public funding; Completion of the station redevelopment to release land for delivery of commercial and residential elements</td>
<td>option development) now complete, ‘Prior Approval’ (under Permitted Development powers) granted 2011; Government funding secured to deliver station building.</td>
</tr>
<tr>
<td>St Johns</td>
<td>CAAP Phase 1</td>
<td>To strengthen cultural offer; increase commercial and leisure offer and residential accommodation; improve connectivity with the wider Central Area;</td>
<td>Office (8,000 m²); hotel (105 bed); retail (A3) (500 m²); student accommodation (c. 460 units)</td>
<td>NBC; NCC; Private Sector Developers; NEP/SEMLEP</td>
<td>£18m</td>
<td>NBC; NCC; Private Sector Developers; NEP/SEMLEP</td>
<td>Access from Victoria Promenade</td>
<td>Planning application for student accommodation approved 2012; St John’s Surface Car Park closure 2012</td>
</tr>
<tr>
<td>Angel Street</td>
<td>Start CAAP Phase 2; complete CAAP Phase 3</td>
<td>To strengthen cultural offer; increase commercial and leisure offer and residential accommodation; improve</td>
<td>Office (27,000 m²); retail (3,600 m²); residential (62 units); public civic space, mixed use development; small scale retail.</td>
<td>NBC; NCC; Private Sector Developers</td>
<td>£30m</td>
<td>NBC; NCC; Private Sector Developers</td>
<td>In the short term: NCC decision to relocate operation to town centre location; medium to long term: commercial potential to</td>
<td>Full planning application expected 2012; business case being finalised to access viability of NCC relocating to town centre</td>
</tr>
<tr>
<td>Where</td>
<td>When (timescale for delivery)</td>
<td>Why</td>
<td>Specific development requirements</td>
<td>Lead delivery organisation</td>
<td>Estimated Cost</td>
<td>Sources of funding</td>
<td>Any dependencies</td>
<td>Project Status</td>
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<tr>
<td>Bridge Street (Policy 22)</td>
<td>CAAP Phase 3</td>
<td>To strengthen cultural offer; increase commercial and leisure offer and residential accommodation; improve connectivity with the wider Central Area</td>
<td>Office (8,000 m²); residential (34 units); small scale retail; financial services;</td>
<td>NBC; NCC; Private Sector Developers</td>
<td>£11m</td>
<td>NBC; NCC; Private Sector Developers;</td>
<td>redevelopment</td>
<td>Given current limitations to public finances it is unlikely the proposed regeneration can take place until after 2021</td>
</tr>
<tr>
<td>Upper Mounts / Great Russell Street (Policy 23)</td>
<td>CAAP Phase 3</td>
<td>Achieve comprehensive redevelopment between The Mounts and Clare Street; increase commercial and leisure offer and residential accommodation; improve connectivity with the wider Central Area</td>
<td>Mixed use scheme to include some / all of the following: residential; office; leisure; community and educational facilities; small scale retailing</td>
<td>NBC; Private Sector Developers</td>
<td>£4m</td>
<td>NBC; Private Sector Developers</td>
<td>Land assembly</td>
<td>Land owners willing to develop but waiting for market to improve to initiate development</td>
</tr>
<tr>
<td>Spring Boroughs (Policy 24)</td>
<td>CAAP Phase 3</td>
<td>To meet Government requirements for Decent Homes Standards; improve the</td>
<td>To be determined through the Neighbourhood Planning process</td>
<td>NBC; Local Community; Housing Associations / Registered Social</td>
<td>Unknown</td>
<td>NBC; Housing Associations / Registered Social Landlords; private sector</td>
<td>Community engagement for future planning</td>
<td>2011 successful bid to fund development of Neighbourhood Plan. 2012 Decent Homes Programme and the Community</td>
</tr>
</tbody>
</table>
Table 7.3 Schedule 2: Delivery of Key Development Projects (May 2012)

<table>
<thead>
<tr>
<th>Where</th>
<th>When (timescale for delivery)</th>
<th>Why</th>
<th>Specific development requirements</th>
<th>Lead delivery organisation</th>
<th>Estimated Cost</th>
<th>Sources of funding</th>
<th>Any dependencies</th>
<th>Project Status</th>
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</thead>
<tbody>
<tr>
<td><strong>The Waterside:</strong></td>
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<tr>
<td>St Peter’s Way</td>
<td>Start CAAP Phase 1; Complete CAAP Phase 3</td>
<td>For effective integration between the Waterside and Central Area; to increase commercial and leisure offer and residential accommodation;</td>
<td>Retail (5,200 m²); office (43,000 m²); residential (276 units); public civic space</td>
<td>NBC; NCC; WNDC; National Grid; Carlsberg; University of Northampton</td>
<td>£73m plus cost associated with decommissioning gas holders</td>
<td>WNDC; University of Northampton; Private Sector Developers; Government funding</td>
<td>The successful removal and decontamination of the gasholders; Flood risk mitigation; Junction and highway related improvements to enable access and to cope with capacity issues</td>
<td>Energy Saving Partnership programme initiated</td>
</tr>
<tr>
<td>Southbridge West</td>
<td>CAAP Phase 3</td>
<td>Development fitting for a Gateway location; improve pedestrian access along the rivers edge</td>
<td>Hotel (100 bed); leisure, residential or office usage (2,000 m²)</td>
<td>NBC; private sector</td>
<td>£8.5m</td>
<td>Private sector</td>
<td>Flood risk mitigation</td>
<td></td>
</tr>
<tr>
<td>Avon Nunn Mills /</td>
<td>Start CAAP Phase 1; Complete CAAP Phase 3</td>
<td>For effective integration between the Waterside and</td>
<td>Office (16,000 m²); retail (2,000 m²); hotel (50-75 bed); residential</td>
<td>NBC; NCC; WNDC; Network Rail; HCA;</td>
<td>£180m</td>
<td>WNDC, HCA and Private Sector Developers</td>
<td>Compulsory Purchase Order of transfer of rail access (Nunn</td>
<td>NBC and HCA agreement to provide land to enable link from</td>
</tr>
<tr>
<td>Where</td>
<td>When (timescale for delivery)</td>
<td>Why</td>
<td>Specific development requirements</td>
<td>Lead delivery organisation</td>
<td>Estimated Cost</td>
<td>Sources of funding</td>
<td>Any dependencies</td>
<td>Project Status</td>
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<tr>
<td>Ransome Road (Policy 28)</td>
<td></td>
<td>Central Area; to increase residential accommodation, retail, leisure and commercial offer; (2,000 units); school; new public open space</td>
<td></td>
<td></td>
<td></td>
<td>Mills); Future of disused railway line; Impact on A45 junction improvements; Flood risk mitigation; Land decontamination; New access corridor from Bedford Road to London Road</td>
<td>Bedford Road to Ransome Road; WNDC initiated Compulsory Purchase of land at Avon / Nunn Mills; HCA procuring development partner to deliver Ransome Road – confirmation anticipated 2012-05-16 London Road / Ransome Road junction completed</td>
<td></td>
</tr>
<tr>
<td>The Waterside: Becket’s Park</td>
<td>CAAP Phase 1</td>
<td>To capitalise on the benefits of the river and river frontage; to improve the quality of the park and reconnect with the wider Central Area; provision of a leisure facility to increase activity and create safer environment</td>
<td>Leisure / recreational facility (500 m²); enabling development (residential or office)</td>
<td>NBC</td>
<td>£5m</td>
<td>WNDC, RNRP, NBC, EA</td>
<td>Beckets Park Marina opened 2011; waiting for market to improve to initiate development</td>
<td></td>
</tr>
<tr>
<td>The Waterside: Nene Meadows</td>
<td>Start CAAP Phase 1: Complete CAAP Phase 2</td>
<td>To capitalise on the benefits of the river and river frontage and reconnect the site with the wider Central Area;</td>
<td>Leisure / recreational facility (250 m²); footpath / cycleway network; new river crossings;</td>
<td>NBC, Sustrans, EA, and Northamptonshire Wildlife Trust</td>
<td>£6.7m</td>
<td>NBC, Sustrans, EA, and Northamptonshire Wildlife Trust; private sector</td>
<td>Securing funding streams</td>
<td>Skatepark development initiated 2012; Supplementary Planning Document being developed 2012</td>
</tr>
<tr>
<td>Where</td>
<td>When (timescale for delivery)</td>
<td>Why</td>
<td>Specific development requirements</td>
<td>Lead delivery organisation</td>
<td>Estimated Cost</td>
<td>Sources of funding</td>
<td>Any dependencies</td>
<td>Project Status</td>
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<tr>
<td>The Drapery</td>
<td>CAAP Phase 2</td>
<td>To increase retail capacity; extend the Primary Shopping Area; improve connectivity within the Town Centre</td>
<td>Retail (16,750 m²); link between Drapery and College Street</td>
<td>NBC; Private sector</td>
<td>£20m</td>
<td>Private sector</td>
<td>Delivery of Grosvenor Centre redevelopment</td>
<td></td>
</tr>
<tr>
<td>Freeschool Street</td>
<td>CAAP Phase 2</td>
<td>To increase retail capacity; extend the Primary Shopping Area; improve connectivity to Waterside and Town Centre</td>
<td>Office (2,500 m²); residential (50 units); small scale retail (c. 250 sq m) incorporating ground floor restaurant / café facilities; landmark building on corner of St Peter’s Way and Horseshoe Street</td>
<td>NBC; SEMLEP / NEP; Private sector</td>
<td>£5.5m</td>
<td>NBC; SEMLEP / NEP; Private sector</td>
<td>The successful removal and decontamination of the gasholders; Land assembly; Protection and enhancement of Scheduled Monument</td>
<td></td>
</tr>
<tr>
<td>Royal Mail Barrack Road</td>
<td>CAAP Phase 1</td>
<td>To increase business offer and / or residential accommodation; improve connectivity with</td>
<td>Redevelop / convert site for business / residential use</td>
<td>NBC; Private Sector Developers</td>
<td>£4m</td>
<td>Private Sector Developers</td>
<td>Viability for the reuse or demolition of the building</td>
<td>Planning application for supermarket being pursued 2012</td>
</tr>
</tbody>
</table>
### Table 7.3 Schedule 2: Delivery of Key Development Projects (May 2012)

<table>
<thead>
<tr>
<th>Where</th>
<th>When (timescale for delivery)</th>
<th>Why</th>
<th>Specific development requirements</th>
<th>Lead delivery organisation</th>
<th>Estimated Cost</th>
<th>Sources of funding</th>
<th>Any dependencies</th>
<th>Project Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Telephone Exchange</td>
<td>CAAP Phase 3</td>
<td>Area enhancements by the removal of the telephone exchange which has a negative impact on the surrounding conservation area</td>
<td>Dwellings (50 units)</td>
<td>NBC; Private Sector Developers</td>
<td>£7m</td>
<td>Private Sector Developers</td>
<td>Decommissioning of telephone exchange</td>
<td></td>
</tr>
</tbody>
</table>

#### 7.6.2.4 References within the table:

- **EA:** Environment Agency
- **EH:** English Heritage
- **GRIP:** Governance for Railway Investment Projects
- **HCA:** Homes and Communities Agency
- **NBC:** Northampton Borough Council
- **NCC:** Northamptonshire County Council
NEP: Northampton Enterprise Partnership
RNRP: River Nene Regional Park
SEMLEP: South East Midlands Local Enterprise Partnership
WNDC: West Northamptonshire Development Corporation

**CAAP Phasing Schedule:**

Phase 1: 2011 to 2016
Phase 2: 2016 to 2021
Phase 3: 2021 to 2026

7.6.3 Implementation and Monitoring

7.6.3.1 The Government requires local authorities to undertake an effective monitoring of its policies through the Annual Monitoring Report, which provides details on how policies in the Local Development Documents are being achieved. In order to comply with legal requirements the policies in the Action Plan must be capable of being assessed and monitored. The criteria for this assessment and monitoring are set out in Table 7.4 ‘Schedule 3: Monitoring Central Area Action Plan Policies’

<table>
<thead>
<tr>
<th>Policy</th>
<th>Assessment/Requirements</th>
<th>Responsible Agency</th>
<th>Key Delivery Goals/Target Dates</th>
<th>Contingency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strategic Objectives</td>
<td>Annual analysis of approvals for developments, listed building consents and Section 106 Agreement</td>
<td>NBC/WNDC/NCC/Bus Operators/EH/private sector</td>
<td>Increase footfall from base year 2010</td>
<td>Policy review as part of the revision to the Central Area Action Plan</td>
</tr>
<tr>
<td>Assessments through Character Area Appraisals</td>
<td>provision from base year 2010</td>
<td></td>
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<tr>
<td>No loss of statutory listed buildings</td>
<td>Net increase in commercial leisure and community uses from base year 2010</td>
<td></td>
<td></td>
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<tr>
<td>Improvements to public realm and connectivity</td>
<td>Net increase in housing supply from base year 2010</td>
<td></td>
<td></td>
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<tr>
<td>Annual changes in bus patronage</td>
<td>Improvements to air quality measurement areas</td>
<td></td>
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<tr>
<td>Improved public transport services, facilities and infrastructure to ensure a good public transport system</td>
<td>Net increase in length of cycle ways conforming to Cycle Movement Framework year on year</td>
<td></td>
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<tr>
<td>Delivery of Pedestrian and Cycle Movement Frameworks</td>
<td>Net increase in pedestrian routes conforming to Pedestrian Movement Framework and the Public Realm Supplementary Planning Document</td>
<td></td>
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<tr>
<td></td>
<td>Net increase in bus patronage against national census figures</td>
<td></td>
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<td></td>
<td>Net increase in trips to work on foot against national census figures</td>
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<td></td>
<td>Net increase in trips to work by bicycle against national census figures</td>
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<tr>
<td><strong>Promoting Design Excellence</strong></td>
<td><strong>Number of developments incorporating measures which demonstrate contributions to the enhancement of the surrounding area</strong></td>
<td>NBC / WNDC / NCC / private sector</td>
<td><strong>Increase in the number of developments with excellent design standards</strong></td>
<td>Policy review as part of the revision to the Central Area Action Plan</td>
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<tr>
<td><strong>Tall Buildings</strong></td>
<td><strong>Quality of assessments submitted in association with tall building applications</strong></td>
<td>NBC / WNDC</td>
<td><strong>No net gain in private, non-residential parking within the town centre</strong></td>
<td>Policy review as part of the revision to the Central Area Action Plan</td>
</tr>
<tr>
<td><strong>Public Realm</strong></td>
<td><strong>Number of development incorporating measures to improve public realm</strong></td>
<td>NBC / WNDC / NCC / private sector</td>
<td><strong>Applications do not require substantial additional information to be provided on the criteria in the policy after they have been submitted.</strong></td>
<td>Policy review as part of the revision to the Central Area Action Plan</td>
</tr>
<tr>
<td><strong>Green infrastructure</strong></td>
<td><strong>Annual analysis of approvals and S106 contributions</strong>&lt;br&gt;<strong>No net loss of open space</strong></td>
<td>NBC / WNDC / NCC / private sector</td>
<td><strong>Retention of existing amounts of green infrastructure or its increase</strong></td>
<td>Policy review as part of the revision to the Central Area Action Plan particularly if there is evidence to suggest that the provision has reduced...</td>
</tr>
<tr>
<td>Area</td>
<td>Objective</td>
<td>Responsible Bodies</td>
<td>Outcome</td>
<td>Action</td>
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</tr>
<tr>
<td>Flood-risk and water management</td>
<td>Annual analysis of approvals for schemes which do not meet the criteria</td>
<td>NBC / WNDC / EA</td>
<td>Approved developments do not pose a threat to flooding</td>
<td>Policy review as part of the revision to the Central Area Action Plan</td>
</tr>
<tr>
<td>Transport</td>
<td>Reconfigured Inner Ring Road Junction improvements</td>
<td>NBC / WNDC / NCC / bus operators / private sector</td>
<td>Completion of Ring Road reconfiguration, junction improvements and subway removal by 2026</td>
<td>In the event that the facility is not replaced, there is the option of providing additional bus stops within the Central Area to promote sustainable transport choice</td>
</tr>
<tr>
<td></td>
<td>Removed subways</td>
<td></td>
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<tr>
<td></td>
<td>Delivery of a Bus Interchange</td>
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<tr>
<td></td>
<td>Improved public transport services, facilities and infrastructure to ensure a good public transport system</td>
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</tr>
<tr>
<td></td>
<td>Delivery of Pedestrian and Cycle Movement Frameworks</td>
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<tr>
<td></td>
<td>Any decommissioned railway between Brackmills and Castle Station is transformed into public transport / cycle / pedestrian route</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Car-Parking</td>
<td>Improvements to air-quality Modal shift</td>
<td>Net increase in trips to work by bicycle against national census figures Improved air-quality levels to reach Objective Limits</td>
<td>Maintained levels of private, non-residential parking within Town Centre Boundary Better signage for pedestrians and motorists to car parks and principal destinations Contractual arrangements established to ensure parking demand management for the Central Area is not compromised Reduction in traffic circulation Improvements to air quality Modal shift NBC / WNDC / NCC / private sector No net gain in private, non-residential parking within the town centre Developments meet the car parking standards set out in Policy 10</td>
<td>This policy may result in a reduction in the number of commercial floorspace coming forward. If so, the policy will need to be reviewed as part of the revision to the Car Parking Strategy or the Central Area Action Plan</td>
</tr>
<tr>
<td>Pedestrian and Cycle Routes</td>
<td>Increase in the number of cycle routes and pedestrian footpaths Improvements to cycle provision NBC / WNDC / private sector</td>
<td>More town centre uses being developed primarily in the</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Town Centre boundary</td>
<td>Annual analysis of approvals and refusals for town centre uses NBC / WNDC</td>
<td>More town centre uses being developed primarily in the</td>
<td>If developments out of town continue to be a threat, there</td>
<td></td>
</tr>
<tr>
<td><strong>Definition of the Primary Shopping Area</strong></td>
<td><strong>outside the town centre boundary</strong></td>
<td><strong>Annual analysis of permissions granted through appeals</strong></td>
<td><strong>Primary Shopping Area and closely followed by areas within the defined Town Centre boundary.</strong>&lt;br&gt;<strong>There will be a reduction in the threat from out-of-town centres</strong></td>
<td><strong>will need to be a reduction in the threshold imposed for impact assessments, particularly for retail.</strong>&lt;br&gt;<strong>Retail capacity issues will need to be addressed through updated retail study to justify the reduction in threshold.</strong></td>
</tr>
<tr>
<td><strong>Improving the retail offer</strong></td>
<td><strong>Annual analysis of approvals and refusals for town centre uses outside the Primary Shopping Area for loss of retail use</strong></td>
<td><strong>Annual analysis of permissions granted through appeals</strong></td>
<td><strong>NBC / WNDC</strong>&lt;br&gt;<strong>Retail developments will increase within the Primary Shopping Area.</strong>&lt;br&gt;<strong>There will be a reduction in the threat from out-of-town centres.</strong></td>
<td><strong>If out-of-town continues to be a threat and planning applications are still being challenged, there will need to be a reduction in the threshold imposed for retail impact assessments.</strong>&lt;br&gt;<strong>The thresholds for primary and secondary frontages may need to be increased following further consultation and health checks.</strong></td>
</tr>
<tr>
<td><strong>Annual analysis of approvals and refusals for changes of use within primary and secondary frontages</strong></td>
<td><strong>Annual analysis of permissions granted through appeals</strong></td>
<td><strong>NBC / WNDC</strong>&lt;br&gt;<strong>More retail schemes will be approved along primary shopping frontages and new retail and leisure provision in secondary frontages.</strong>&lt;br&gt;<strong>There will be a reduction in the threat from out-of-town centres.</strong></td>
<td><strong>The thresholds for primary and secondary frontages may need to be increased following further consultation and health checks.</strong></td>
<td></td>
</tr>
<tr>
<td>Meeting retail capacity</td>
<td>Office and business use</td>
<td></td>
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</tr>
<tr>
<td>shopping-frontage</td>
<td>Annual analysis of approvals and refusals for out of town retail</td>
<td>NBC / WNDC / Legal &amp; General / private sector</td>
<td>The Grosvenor Centre redevelopment will complete before 2021. The former Fish market site and surrounding area will have an expanded retail offer by 2026. The Drapery will have increased retail provision by 2026.</td>
<td></td>
</tr>
<tr>
<td>On secondary shopping frontages below 60% of retail use, no approvals given for further loss of retail</td>
<td>Planning applications / approvals for retail developments on sites identified as sequentially preferable</td>
<td></td>
<td>If the Grosvenor Centre redevelopment does not go ahead, there will be an opportunity to capitalise on other sites within the Town Centre boundary. Initial assessment on the feasibility of such sites demonstrate that the town centre has several sites which are considered viable and capable of being used for retail.</td>
<td></td>
</tr>
<tr>
<td>1st phase of the Grosvenor Centre redevelopment to open in 2017.</td>
<td>Planning approvals for convenience and comparison retailing within the town centre to meet the longer term retail requirements identified in the plan</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Completion of the Grosvenor Centre redevelopment in 2018</td>
<td></td>
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<tr>
<td></td>
<td>Annual analysis of approvals for change of use and new developments for employment use, broken down into B1, B2, B8 use classes order</td>
<td>NBC / WNDC / private sector / Northamptonshire Enterprise Limited</td>
<td>Developments for up to 98,500 square metres of office space to start by 2016 Developments for up to 33,000 square metres of office space to</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>If these schemes are stalled, which could be due to the economic climate, the safeguarded employment sites will provide an opportunity for redevelopment into offices.</td>
<td></td>
</tr>
</tbody>
</table>
| Central Area Living | Planning approvals for up to 107,500 square metres by 2016  
Planning approvals for at least 38,000 square metres from 2016  
No loss of safeguarded employment sites to non-town centre uses | start by 2026 | This will ensure a continuous supply of office sites within the Central Area |
<table>
<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>Grosvener Centre redevelopment</td>
<td>Annual analysis of approvals for change of use and new developments for housing and student-accommodation</td>
<td>NBC / WNDC / private sector / University of Northampton</td>
<td>Completion of 3,900 dwellings by 2026</td>
</tr>
<tr>
<td></td>
<td>If these schemes are stalled, which could be due to the economic climate and/or decontamination issues, new housing will be provided through windfall sites and extant permissions</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
|                      | Demolition of Greyfriars bus station by 2013  
Planning permission for the redeveloped Centre granted by 2012 | NBC / NCC / Bus Operators / Legal & General | Availability of replacement bus passenger facility to be available by 2013  
Redevelopment to be completed by 2021 |
<p>|                      | In the event that the facility is not replaced, there is the option of providing additional bus stops within the Central Area to promote sustainable transport choice |
|                      | If the Grosvenor Centre Redevelopment does not go ahead, there will be an opportunity to capitalise on other sites within the Town Centre boundary. Initial assessment on the feasibility of such sites demonstrate that the town centre has several sites which are considered |</p>
<table>
<thead>
<tr>
<th>Location</th>
<th>Activity</th>
<th>Responsible Parties</th>
<th>Timeline</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fishmarket and surrounding area</td>
<td>Planning permission for extended retail provision to be approved by 2021</td>
<td>NBC and private developers</td>
<td>Redevelopment to begin by 2026</td>
<td>If the redevelopment does not go ahead, there will be an opportunity to capitalise on other sites within the Town Centre boundary. Initial assessment on the feasibility of such sites demonstrate that the town centre has several sites which are considered viable and capable of being used for retail.</td>
</tr>
<tr>
<td>Castle Station</td>
<td>Annual analysis of approvals and refusals for commercial and residential developments</td>
<td>Network Rail</td>
<td>Redevelopment of train station underway and the development of additional car parking by 2015 Commercial scheme to begin by 2026</td>
<td>Ongoing dialogue with the relevant bodies to ensure that the redevelopment of Castle Station and improvements to its services go ahead. Policy review as part of the revision to the Central Area Action Plan to assess the commercial potential of the site.</td>
</tr>
<tr>
<td>St-John's</td>
<td>Annual analysis of approvals and refusals for commercial, residential and community/leisure/cultural uses and S106 agreements</td>
<td>NBC/WNDC/private commercial sector</td>
<td>Planning approval for up to 10,000 square metres of office floorspace by 2016 Development of a hotel by 2012</td>
<td>Safeguarded employment sites will offer an opportunity to accommodate new offices. Policy review as part of the revision to the Central Area Action Plan to assess the commercial potential of the site. A revised Masterplan</td>
</tr>
<tr>
<td>Area</td>
<td>Analysis and Approvals</td>
<td>Developer(s)</td>
<td>Approval Details</td>
<td>Notes</td>
</tr>
<tr>
<td>-----------------------------</td>
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</tr>
<tr>
<td><strong>Angel Street</strong></td>
<td>Annual analysis of approvals and refusals for commercial, residential and community/leisure uses and Section 106 Agreements</td>
<td>NBC / NCC / WNDC / private sector</td>
<td>Planning approval for up to 27,000 square metres of office floor space by 2016 Development of a hotel by 2018</td>
<td>Safeguarded employment sites will offer an opportunity to accommodate new offices. - Policy review as part of the revision to the Central Area Action Plan to assess the commercial potential of the site.</td>
</tr>
<tr>
<td><strong>Bridge Street</strong></td>
<td>Annual analysis of approvals and refusals for commercial, residential and community/leisure uses and S106 agreements</td>
<td>NBC / NCC / private sector</td>
<td>Planning approval for up to 8,000 square metres of office floor space between 2016 and 2026</td>
<td>Safeguarded employment sites will offer an opportunity to accommodate new offices. - Policy review as part of the revision to the Central Area Action Plan to assess the commercial potential of the site.</td>
</tr>
<tr>
<td><strong>Upper Mounts/Great Russell Street</strong></td>
<td>Annual analysis of approvals and refusals for commercial use and Section 106 Agreements</td>
<td>NBC / NCC / private sector</td>
<td>Completion of public realm improvements in the vicinity of St Michaels’s Road and the Mounts</td>
<td>Policy review as part of the revision to the Central Area Action Plan to assess the development potential of the site.</td>
</tr>
<tr>
<td><strong>Spring Boroughs</strong></td>
<td>Regeneration to begin by 2016 Annual analysis of approvals and refusals for residential and commercial use and Section 106 Agreements</td>
<td>NBC</td>
<td>Completion of a Spring Boroughs Supplementary Planning Document in 2011</td>
<td>Policy review as part of the revision to the Central Area Action Plan to assess the future potential of the site.</td>
</tr>
<tr>
<td>Waterside</td>
<td>Annual analysis of approvals for residential, commercial and community/leisure uses and Section 106 Agreements</td>
<td>WNDC / NBC / private sector</td>
<td>Completion of pedestrian and cycle paths</td>
<td>Policy review as part of the revision to the Central Area Action Plan to assess the future potential of the site. A revised Masterplan may need to be commissioned to inform the Central Area Action Plan review process</td>
</tr>
<tr>
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</tr>
</tbody>
</table>
| Waterside (Brampton Arm-St Peter’s Way) | Annual analysis of approvals and refusals for commercial, residential and community/leisure uses and Section 106 Agreements | WNDC / NBC / private sector | Planning approval for 43,000 square metres of office development by 2016  
Planning approval for up to 270 dwellings by 2016  
Completion of pedestrian and cycle paths  
Increased provision to green infrastructure | Safeguarded employment sites will offer an opportunity to provide new office provision as part of a wider redevelopment scheme.  
Policy review as part of the revision to the Central Area Action Plan to assess the future potential of the site.  
A revised Masterplan may need to be commissioned to inform the Central Area Action Plan review process |
| Waterside (Southbridge West) | Annual analysis of approvals for residential and commercial uses and Section 106 Agreements | WNDC / NBC / private sector | Planning approval for residential and/or commercial use by 2016 | Policy review as part of the revision to the Central Area Action Plan to assess the future potential of the site.  
A revised Masterplan may need to be commissioned to inform the Central Area Action Plan review process |
<table>
<thead>
<tr>
<th>Location</th>
<th>Task Description</th>
<th>Key Partners</th>
<th>Key Details</th>
</tr>
</thead>
</table>
| Waterside Avon/ Nunn Mills/ Ransome Road | Annual analysis of approvals for residential, commercial and community/leisure uses and Section 106 Agreements | WNDC / NBC / private sector / Homes and Communities Agency | Planning approval for up to 16,000 Section 106 Agreements of office floor space by 2014  
Planning approval for up to 2,000 dwellings by 2014  
Completion of pedestrian and cycle paths by 2020  
Increased provision to green infrastructure  
Improve connectivity to Delapre between 2016 and 2026 |
| Waterside Becketts Park        | Annual analysis of approvals for residential, commercial and leisure uses and Section 106 Agreements | NBC / WNDC / EA / private sector | Completion of the Marina by in 2011  
Completion of pedestrian and cycle routes by 2016 |
| Waterside The Meadows          | Delivery of visitor centre; movement network of footpaths and cycleways; new river crossing; conservation and enhancement to Local Nature Reserve; removal of earth bund; small-scale interventions to increase leisure and recreational opportunities  
Annual analysis of approvals for leisure and community uses and Section 106 Agreements | NBC / NCC / Northamptonshire Wildlife Trust | Completion of visitor centre by 2021  
Completion movement network of footpaths and cycleways by 2016  
Removal of earth bund by 2016 |
<table>
<thead>
<tr>
<th>Area</th>
<th>Description</th>
<th>Approval Body(s)</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Market Square</td>
<td>Annual analysis of decision notices containing approvals for uses which are not within the Use Classes Order A1, A3 and A4</td>
<td>NBC / WNDC</td>
<td>The Market Square will become the central attraction for retail and leisure uses in the Borough. The thresholds for primary and secondary frontages may need to be increased following further consultation and health checks. The establishment of the Business Improvement District (currently at consultation stage) will increase the opportunities for the Market Square.</td>
</tr>
<tr>
<td>The Drapery</td>
<td>Planning permission for extended retail provision to be approved by 2021</td>
<td>NBC / private sector</td>
<td>Redevelopment to begin by 2026. If the redevelopment does not go ahead, there will be an opportunity to capitalise on other sites within the Town Centre boundary. Initial assessment on the feasibility of such sites demonstrate that the town centre has several sites which are considered viable and capable of being used for retail.</td>
</tr>
<tr>
<td>Freeschool Street</td>
<td>Planning permission for office use to be approved by 2016</td>
<td>NBC / private sector</td>
<td>Safeguarded employment sites will offer an opportunity to provide new office provision as part of a wider redevelopment scheme.</td>
</tr>
<tr>
<td>Infrastructure</td>
<td>Number of schemes containing Section 106 Agreements which can be used for contributions to and the implementation of key infrastructure including road</td>
<td>NBC / WNDC / NCC / EA / Anglian Water</td>
<td>Adequate infrastructure is provided to support the developments in the Central Area.</td>
</tr>
<tr>
<td>improvements, public realm enhancements, additional open space and increased community facilities</td>
<td>-</td>
<td>-</td>
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</tr>
</tbody>
</table>
### Monitoring Framework

**Note:**
'Main Policy Delivered' means policies that directly relate to delivery of the target.  
'Additional Policies Delivered' means policies that contribute towards delivery of the target.  
The start date / baseline for the purposes of targets is 1st April 2010.

<table>
<thead>
<tr>
<th>Strategic Objective 1 - Regeneration</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Objective:</strong> Expanding retail, town centre facilities and the scale of employment opportunities in the centre to match Northampton’s future role as a Principal Urban Area at the heart of its sub-region, maximising the use of previously developed land</td>
</tr>
<tr>
<td><strong>Policy Numbers:</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Indicator</th>
<th>Target</th>
<th>Main Policy Delivered</th>
<th>Additional Policies Delivered</th>
<th>SA Objective Delivered?</th>
<th>Main Agencies for delivery /Source for monitoring data</th>
<th>Trigger</th>
<th>Contingencies</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amount of new gross retail convenience floorspace in the town centre</td>
<td>4,500m² gross convenience (Food ) shopping floorspace for period 2026</td>
<td>Policy 11, 12, 13, 14</td>
<td>Not site specific</td>
<td>SA10</td>
<td>NBC, WNDC, Developers/ NBC, WNJPU</td>
<td>&gt;4,500m² gross convenience floorspace permitted 2026</td>
<td>Review evidence base</td>
</tr>
<tr>
<td></td>
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<td></td>
<td>&lt;1, 500m² gross convenience floorspace permitted by 2021</td>
<td>Consider review of policy</td>
</tr>
<tr>
<td>Amount of new gross retail comparison floorspace created in Northampton Town Centre</td>
<td>61,000m² gross comparison shopping floorspace for period 2026</td>
<td>Policy 11, 12, 13, 14</td>
<td>Policy 17,18, 32</td>
<td>SA10</td>
<td>NBC, WNDC, Developers/ NBC, WNJPU</td>
<td>Grosvenor Centre extension not commenced by 2016</td>
<td>Review evidence base</td>
</tr>
<tr>
<td></td>
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<td></td>
<td>&lt;37,000m² gross comparison shopping floorspace delivered by 2021</td>
<td>Consider barriers to implementation</td>
</tr>
<tr>
<td></td>
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<td></td>
<td>&gt;61,000m² gross comparison shopping approved floorspace for period 2026</td>
<td>Consider review of policy</td>
</tr>
<tr>
<td>Annual analysis of approvals for change of use and new developments for employment use, broken down into B1, B2, B8 use classes</td>
<td>Planning permissions for developments for up to 98,500 gross square metres of office space by 2016</td>
<td>Policy 11, 15</td>
<td>Policy 19, 20, 21, 22, 26, 28, 33</td>
<td>SA10</td>
<td>WNDC, Private Sector, NBC, Northamptonshire Enterprise Partnership, Enterprise Zone / NBC, WNJPU</td>
<td>&lt;5,000 gross sqm completion by 2016</td>
<td>Identify reasons changes and if jobs are being created faster or slower than expected.</td>
</tr>
<tr>
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<td>&lt;50,000 gross sqm completion by 2021</td>
<td>Consider allocation of additional employment land</td>
</tr>
</tbody>
</table>
### Strategic Objective 1 - Regeneration

**Objective:** Expanding retail, town centre facilities and the scale of employment opportunities in the centre to match Northampton’s future role as a Principal Urban Area at the heart of its sub-region, maximising the use of previously developed land.

**Policy Numbers:** Policy 3, 7, 9, 11, 12, 13, 14, 15, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33

<table>
<thead>
<tr>
<th>Indicator</th>
<th>Target</th>
<th>Main Policy Delivered</th>
<th>Additional Policies Delivered</th>
<th>SA Objective Delivered?</th>
<th>Main Agencies for delivery /Source for monitoring data</th>
<th>Trigger</th>
<th>Contingencies</th>
</tr>
</thead>
</table>
| order     | Developments for up to 132,500 gross square metres of office space by 2021  
No loss of safeguarded employment sites to non town centre uses | Policy 11, 25 | Policy 17, 19, 20, 21, 22, 23, 26, 27, 28, 29, 30, 31 and 33 | SA14 | NBC, NCC, Northamptonshire Wildlife Trust, EA, Private Sector / NBC, WNJPU | Each development listed in 'additional policies delivered' as well as each phase not commenced by the year set out in Table 7.3 and Table G.1 | Work with developers / land owners to develop viable and suitable schemes.  
Review policy |
| Annual analysis of approvals for leisure/ community uses | Delivery of leisure facilities such as ancillary retailing, cafés, restaurants, bars, visitor centre, cycle hire (Policy 17, 19, 20, 21, 22, 23, 26, 27, 28, 29, 30, 31 and 33)  
Delivery of greater access to use the river and canal for a wide range of recreational activities (Policy 25, 26, 27, 28, 29, 30) | | | | Each phase of Policy 26 Brampton Branch St Peter’s Way development is not commenced by the year set out in Table G.1  
Policy 27 Southbridge West is not commenced by 2021  
Phase 2 of Policy 28 Avon Nunn Mills/Ransome Rd is not commenced by 2021 (Table G.1) | Policy review as part of the revision to the Central Area Action Plan to assess the future potential of the waterside site.  
A revised Waterside Masterplan may need to be commissioned to inform the Central Area Action Plan review process |
### Strategic Objective 1 - Regeneration

**Objective:** Expanding retail, town centre facilities and the scale of employment opportunities in the centre to match Northampton’s future role as a Principal Urban Area at the heart of its sub-region, maximising the use of previously developed land.

**Policy Numbers:** Policy 3, 7, 9, 11, 12, 13, 14, 15, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33

<table>
<thead>
<tr>
<th>Indicator</th>
<th>Target</th>
<th>Main Policy Delivered</th>
<th>Additional Policies Delivered</th>
<th>SA Objective Delivered?</th>
<th>Main Agencies for delivery / Source for monitoring data</th>
<th>Trigger</th>
<th>Contingencies</th>
</tr>
</thead>
<tbody>
<tr>
<td>Annual analysis of % of A3 within defined frontage</td>
<td>The Market Square will become the central attraction for retail and leisure uses in the Borough. 40% net increase in A3 frontage in Market Square West and Market Square South to replace existing non-A1 uses.</td>
<td>Policy 31</td>
<td>Policy 3, 13</td>
<td>SA14</td>
<td>NBC, Private Sector, Town Centre Operations / NBC, WNJPU</td>
<td>&lt; 12% increase in A3 frontage in Market Square West by 2021</td>
<td>The thresholds for non A1 use in primary and secondary frontages around Market Square may need to be increased following further consultation and health checks.</td>
</tr>
<tr>
<td>Annual analysis of footfall for Town Centre</td>
<td>18.5% net increase in footfall in Town Centre</td>
<td>Policy 11, 12, 13, 14, 15</td>
<td>Policy 3, 7, 9, 17, 18, 19, 20, 21, 22, 24, 26, 27, 28, 29, 30, 31, 32,</td>
<td>SA14</td>
<td>NBC, Private Sector, Town Centre Operations / NBC, WNJPU, Town Centre Operations, Town Centre Health Check</td>
<td>&lt; 15% footfall increase in Market Square by 2021</td>
<td>Policy review</td>
</tr>
<tr>
<td>Indicator</td>
<td>Target</td>
<td>Main Policy Delivered</td>
<td>Additional Policies Delivered?</td>
<td>SA Objective Delivered?</td>
<td>Main Agencies for delivery / Source for monitoring data</td>
<td>Trigger</td>
<td>Contingencies</td>
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</tr>
<tr>
<td>Annual town centre health check identifying people’s perception of safety, general impression of the town centre</td>
<td>Improved perception of town centre from users related to safety</td>
<td>Policy 1, 2, 3, 4, 17, 18, 19, 20, 21, 22, 23, 24, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36</td>
<td>Policy 17, 18, 19, 20, 21, 22, 23, 24, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36</td>
<td>SA7, SA11, SA12</td>
<td>NBC, WNDC, NCC, Private Sector, Town Centre BID, Town Centre Operations, /NBC, WNJP, Town Centre Health Check</td>
<td>No improved perception of town centre from users related to safety by 2016</td>
<td>Policy review as part of the revision to the Central Area Action Plan, Review processes for determining applications, e.g. additional supporting document such as design guides</td>
</tr>
</tbody>
</table>
## Objective 3 - A destination of choice

**Objective:** Revitalising the Market Square at the heart of the Town Centre and create and develop cultural initiatives based around St John’s and the Derngate Theatre area

### Policy Numbers:
Policy 1, 3, 7, 11, 12, 13, 17, 20, 21, 22, 31, 32, 36

<table>
<thead>
<tr>
<th>Indicator</th>
<th>Target</th>
<th>Main Policy Delivered</th>
<th>Additional Policies Delivered?</th>
<th>SA Objective Delivered?</th>
<th>Main Agencies for delivery / Source for monitoring data</th>
<th>Trigger</th>
<th>Contingencies</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Annual analysis of footfall for retail and events of the Market Square</strong></td>
<td>The Market Square will become the central attraction for retail and leisure uses in the Borough 18.5% net increase in footfall in Market Square</td>
<td>Policy 3, 31</td>
<td>Policy 7, 11, 12, 13, 17, 32</td>
<td>SA14</td>
<td>NBC, private sector, Town Centre BID, Town Centre Operations / NBC, WNJPU, Town Centre Operation</td>
<td>&lt;15 % footfall in Market Square by 2021</td>
<td>The thresholds for primary and secondary frontages around Market Square may need to be increased following further consultation and health checks</td>
</tr>
<tr>
<td><strong>Completion of key projects related Market Square and St John’s area</strong></td>
<td>Completion of Policy 3 Public Realm Improvement, Policy 7 Bus Interchange, Policy 17 Grosvenor Centre, Policy 20 St John’s, Policy 21 Angel Street, Policy 22 Bridge Street and Policy 32 Drapery</td>
<td>Policy 3, 7, 17, 20, 21, 22, 32</td>
<td>Policy 1, 36</td>
<td>SA10, SA14</td>
<td>NBC, NCC, WNDC, Private Sector, University of Northampton / NBC, WNJPU</td>
<td>Each development listed in ‘Main Policies Delivered’ not commenced by the year set out in Table 7.2 and Table G. 1</td>
<td>Policy review as part of the revision to the Central Area Action Plan</td>
</tr>
<tr>
<td><strong>Annual analysis of stall occupancy in Market Square</strong></td>
<td>Stable occupancy of permanent/casual traders by 2016 5% increase in permanent/casual traders occupancy by 2021</td>
<td>Policy 31</td>
<td>SA14</td>
<td>NBC, Private Sector, Town Centre BID, Town Centre Operations / NBC, WNJPU, Town Centre Operations</td>
<td>5% decrease in permanent/casual traders occupancy by 2016</td>
<td>Policy review as part of the revision to the Central Area Action Plan</td>
<td></td>
</tr>
<tr>
<td><strong>Increase in floorspace for cultural initiatives such as cinema, theatre, museum and art gallery</strong></td>
<td>600 sqm gross increase of floorspace for use by cultural initiatives by 2021</td>
<td>Policy 11</td>
<td>Policy 20, 21, 22</td>
<td>SA14, 15</td>
<td>NBC, Private Sector, Derngate Theatre / NBC, WNJPU</td>
<td>No increase of floorspace for use by cultural initiatives by 2021</td>
<td>Policy review as part of the revision to the Central Area Action Plan</td>
</tr>
</tbody>
</table>
### Objective 4 - A walkable centre

**Objective:** Making the Central Area pedestrian friendly and ‘walkable’, with an improved public realm and linkages between key destinations

| Policy Numbers: | Policy 1, 3, 4, 6, 7, 8, 9, 10, 17, 20, 21, 23, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 36 |

<table>
<thead>
<tr>
<th>Indicator</th>
<th>Target</th>
<th>Main Policy Delivered</th>
<th>Additional Policies Delivered?</th>
<th>SA Objective Delivered?</th>
<th>Main Agencies for delivery / Source for monitoring data</th>
<th>Trigger</th>
<th>Contingencies</th>
</tr>
</thead>
</table>
| Increase in the length of pedestrian footpaths | 1km of ‘strategic link’ footpaths completed (St Johns to Delapre) by 2021  
1km of footpaths completed for leisure uses (Waterside/Avon Nunn Mills/ Nene Meadows/ St Peters Way) by 2026  
Completion of removal of subways by 2021  
Ring Road reconfiguration is commenced by 2026 | Policy 1, 3, 6, 9, 25 | Policy 4, 10, 17, 20, 21, 26, 27, 28, 29, 30, 31, 32, 33, 34, 36 | SA1 | NBC, WNDC, NCC, Private Sector /NBC, WNJPU | <1km of strategic footpaths completed by 2021  
Inner Ring Road SPD not commenced by 2016  
No removal of subways by 2021  
<1km of footpaths for leisure purpose created by 2026 | Policy review as part of the revision to the Central Area Action Plan |

<p>| Amount of existing pedestrian environment improved to the quality consistent with PRIF | 1km of footpath improved (Grosvenor Centre, Abington Street and Market Square) by 2026 | Policy 1, 3, 6, 8, 9, 25 | Policy 4, 7, 10, 17, 23, 31, 32, 36 | SA1 | NBC, WNDC, NCC, Private Sector /NBC, WNJPU | &lt;500m increase by 2021 | Policy review as part of the revision to the Central Area Action Plan |</p>
<table>
<thead>
<tr>
<th>Indicator</th>
<th>Target</th>
<th>Main Policy Delivered</th>
<th>Additional Policies</th>
<th>SA Objective Delivered?</th>
<th>Main Agencies for delivery / Source for monitoring data</th>
<th>Trigger</th>
<th>Contingencies</th>
</tr>
</thead>
<tbody>
<tr>
<td>Increase in the length of high quality cycle routes</td>
<td>1km of strategic cycle routes improved (St Johns to Delapre) by 2021&lt;br&gt;1km of cycle routes for leisure uses (Waterside/Avon Nunn Mills/ Nene Meadows/ St Peters Way) by 2026&lt;br&gt;Ring Road reconfiguration is commenced by 2026</td>
<td>Policy 1, 3, 6, 9, 25</td>
<td>Policy 4, 10, 17, 20, 21, 26, 27, 28, 29, 30, 31, 32, 33, 34, 36</td>
<td>SA1</td>
<td>NBC, WNDC, NCC, Private Sector /NBC, WNJPU</td>
<td>&lt;1km of strategic routes improved by 2021&lt;br&gt;Inner Ring Road SPD not commenced by 2016&lt;br&gt;&lt;1km of footpaths for leisure purpose created by 2026</td>
<td>Policy review as part of the revision to the Central Area Action Plan</td>
</tr>
<tr>
<td>Amount of existing cycle environment improved to the quality consistent with PRIIF</td>
<td>1km of strategic cycle routes improved (St Johns to Delapre) by 2021&lt;br&gt;1km of cycle routes for leisure uses (Waterside/Avon Nunn Mills/ Nene Meadows/ St Peters Way) by 2026&lt;br&gt;Ring Road reconfiguration is commenced by 2026</td>
<td>Policy 1, 3, 6, 9, 25</td>
<td>Policy 4, 10, 17, 20, 21, 26, 27, 28, 29, 30, 31, 32, 33, 34, 36</td>
<td>SA1</td>
<td>NBC, WNDC, Private Sector /NBC, WNJPU</td>
<td>&lt;1km of strategic routes ways improved by 2021&lt;br&gt;Inner Ring Road SPD not commenced by 2016&lt;br&gt;&lt;1km of footpaths for leisure purpose created by 2026</td>
<td>Policy review as part of the revision to the Central Area Action Plan</td>
</tr>
</tbody>
</table>
### Objective 5 - Public transport and cycling

Ensuring good public transport and cycle accessibility

**Policy Numbers:** Policy 1, 3, 4, 6, 9, 10, 17, 20, 21, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 36

<table>
<thead>
<tr>
<th>Indicator</th>
<th>Target</th>
<th>Main Policy Delivered</th>
<th>Additional Policies</th>
<th>SA Objective Delivered?</th>
<th>Main Agencies for delivery / Source for monitoring data</th>
<th>Trigger</th>
<th>Contingencies</th>
</tr>
</thead>
<tbody>
<tr>
<td>Delivery of a new bus interchange</td>
<td>Completion of Bus Interchange by 2016</td>
<td>Policy 7</td>
<td>N/A</td>
<td>SA1</td>
<td>NBC, WNDC, NCC, Private Sector /NBC, WNJPU</td>
<td>Bus Interchange not completed by 2016</td>
<td>Policy review as part of the revision to the Central Area Action Plan</td>
</tr>
<tr>
<td>Any decommissioned railway between Brackmills and Castle Station is transformed into public transport / cycle / pedestrian route</td>
<td>Some decommissioning of railway between Brackmills and Castle Station by 2026</td>
<td>Policy 8</td>
<td>N/A</td>
<td>SA1</td>
<td>NBC, WNDC, NCC, Private Sector /NBC, WNJPU</td>
<td>No decommissioning by 2021</td>
<td>Policy review as part of the revision to the Central Area Action Plan</td>
</tr>
<tr>
<td>Annual analysis of number of bus users</td>
<td>18.5% increase in number of bus users by 2026</td>
<td>Policy 7, 14, 15</td>
<td>Policy 10</td>
<td>SA1</td>
<td>NBC, WNDC, NCC, Private Sector /NBC, NCC, WNJPU</td>
<td>&lt;15% increase in number of bus users by 2026</td>
<td>Policy review as part of the revision to the Central Area Action Plan</td>
</tr>
</tbody>
</table>
### Objective 6 - A Safer Environment

**Providing an appealing and safe environment within the urban framework and along the Waterside**

<table>
<thead>
<tr>
<th>Indicator</th>
<th>Target</th>
<th>Main Policy Delivered</th>
<th>Additional Policies</th>
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<th>Trigger</th>
<th>Contingencies</th>
</tr>
</thead>
<tbody>
<tr>
<td>Areas of town centre subject to public realm improvement</td>
<td>Completion of public realm improvement in Grosvenor Centre, Abington Street, The Drapery and Market Square by 2026</td>
<td>Policy 1 and 3</td>
<td>Policy 4, 6, 7, 9, 17, 18, 23, 31, 32</td>
<td>SA7</td>
<td>NBC, WNDC, NCC, Private Sector / NBC, WNJP</td>
<td>Public realm improvement in Grosvenor Centre, Abington Street, The Drapery and Market Square not completed by 2026</td>
<td>Policy review as part of the revision to the Central Area Action Plan</td>
</tr>
<tr>
<td>Crime measures in town centre</td>
<td>Decrease of crime in physical assaults, fear of crime, robbery.</td>
<td>Policy 1, 3 and 25</td>
<td>Policy 6, 7, 9, 17, 18, 19, 20, 21, 22, 23, 24, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35</td>
<td>SA7</td>
<td>NBC, WNDC, Private Sector, Northamptonshire Police / NBC, Northamptonshire Police, WNJP, Town Centre Health Check</td>
<td>Increase in crime</td>
<td>Identify barriers to good crime prevention by design</td>
</tr>
<tr>
<td></td>
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<td>Review processes for determining applications to deliver good design, e.g. additional supporting document such as design guides</td>
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<td>Consider policy review</td>
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</tbody>
</table>
### Objective 7 - Repopulate the Central Area

**Substantially increasing the resident population through the redevelopment of redundant industrial areas and the regeneration of Spring Boroughs**

<table>
<thead>
<tr>
<th>Indicator and Type</th>
<th>Target</th>
<th>Main Policy Delivered</th>
<th>Additional Policies Delivered</th>
<th>SA Objective Delivered?</th>
<th>Main Agencies for delivery / Source for monitoring data</th>
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<tbody>
<tr>
<td></td>
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<td></td>
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<td></td>
<td>Each development listed in 'Additional Policies delivered' not commenced by the year set out in Table 7.3</td>
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<td></td>
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<td></td>
<td>Work with developer / land owner to produce a viable and suitable scheme</td>
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<td></td>
<td></td>
<td>Consider review of plan</td>
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<td></td>
</tr>
</tbody>
</table>

**Annual analysis of approvals for change of use and new developments for housing and student accommodation**

- **Completion of 3,900 dwellings by 2026**
  - **Policy 16**
  - Policy 19, 22, 23, 24, 26, 28
  - SA14
  - NBC, WNDC, Private Sector, University of Northampton / NBC, WNJPU

#### Trigger Contingencies

- Either: % new homes failing to meet current national standard > 10%
- % new homes where viability analysis justifies relaxation > 15%

#### Contingencies

- Further discussions with developers on viability
- Consider a review of policy

### Objective 8 - Sustainability

**Ensuring the Central Area develops in a sustainable manner and helps create a positive framework for action on climate change**

<table>
<thead>
<tr>
<th>Indicator</th>
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<th>Contingencies</th>
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</thead>
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<tr>
<td>Minimum Code for Sustainable Homes Ratings for Residential Development (Unless clearly demonstrated to prevent development viability)</td>
<td>Planning Permissions: 100% achievement of Level 3 now, and 100% Zero carbon standard from 2016.</td>
<td>Policy 16</td>
<td>Policy 1, 2, 19, 22, 23, 24, 26, 28</td>
<td>SA8</td>
<td>NBC, WNDC, Developers / NBC, Building Control, WNJPU</td>
<td>Either: % new homes failing to meet current national standard &gt; 10% or % new homes where viability analysis justifies relaxation &gt; 15%</td>
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</tr>
</tbody>
</table>

#### BREEAM Standards for Non-Residential Development

- Planning Permissions for Non-Residential Development over 500m² to achieve a rating of at least Very Good Standard
  - **Policy 14, 15, 2016**
  - Policy 1, 2, 7, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36
  - SA8
  - Developers, NBC, Commercial Users, WNDC / NBC, Building Control, WNJPU

#### Trigger Contingencies

- >10% of qualifying developments fail to achieve the standard

#### Contingencies

- Review with Development Management
- Identify barriers preventing achievement

---

Objective 7 - Repopulate the Central Area
Substantially increasing the resident population through the redevelopment of redundant industrial areas and the regeneration of Spring Boroughs

Policy Numbers: Policy 16, 19, 22, 23, 24, 26, 28

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#### Annual analysis of approvals for change of use and new developments for housing and student accommodation

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  - **Policy 16**
  - Policy 19, 22, 23, 24, 26, 28
  - SA14
  - NBC, WNDC, Private Sector, University of Northampton / NBC, WNJPU

#### Trigger Contingencies

- Either: % new homes failing to meet current national standard > 10%
- % new homes where viability analysis justifies relaxation > 15%

#### Contingencies

- Further discussions with developers on viability
- Consider a review of policy

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Objective 8 - Sustainability
Ensuring the Central Area develops in a sustainable manner and helps create a positive framework for action on climate change

Policy Numbers: Policy 1, 2, 4, 5, 7, 9, 10, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36

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<td>Planning Permissions: 100% achievement of Level 3 now, and 100% Zero carbon standard from 2016.</td>
<td>Policy 16</td>
<td>Policy 1, 2, 19, 22, 23, 24, 26, 28</td>
<td>SA8</td>
<td>NBC, WNDC, Developers / NBC, Building Control, WNJPU</td>
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  - SA8
  - Developers, NBC, Commercial Users, WNDC / NBC, Building Control, WNJPU

#### Trigger Contingencies

- >10% of qualifying developments fail to achieve the standard

#### Contingencies

- Review with Development Management
- Identify barriers preventing achievement

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## Objective 8 - Sustainability

Ensuring the Central Area develops in a sustainable manner and helps create a positive framework for action on climate change

### Policy Numbers:
Policy 1, 2, 4, 5, 7, 9, 10, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36

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<th>Trigger</th>
<th>Contingencies</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning Permissions Granted Contrary to EA Advice on Water Quality or Flood Risk Grounds after failing the sequential and / or exceptions test</td>
<td>No Applications should be granted contrary to EA Advice</td>
<td>Policy 4, 5, 25</td>
<td>Policy 9, 19, 22, 26, 27, 28, 29, 30, 36</td>
<td>SA8, SA20, SA21, SA22</td>
<td>Environment Agency, NCC (through Water Management Plan), NBC, Developers, WNDC / Environment Agency Response -Objections to Applications, NBC, WNDC, WNJPU</td>
<td>Permission granted contrary to advice</td>
<td>Identify causes and consider justification. Review implementation. Consider any remedial action Consider policy review</td>
</tr>
<tr>
<td>NO2 Levels at existing designated AQMAs</td>
<td>Improvements to air quality measurement areas New development should address existing problems. Regular reporting of measurements</td>
<td>N/A</td>
<td>Policy 10, 17, 20, 21, 22, 23, 24, 34</td>
<td>SA2</td>
<td>NBC, Environmental Services / NBC, DEFRA Reporting</td>
<td>&gt;5% increase in no of properties within designated AQMA; s, based on no of properties at 01/04/2011</td>
<td>Identify causes and identify what planning related solutions are available Discuss with partners potential solutions</td>
</tr>
<tr>
<td>Sustainable Energy Generation within major new development through decentralised and renewable or low carbon sources</td>
<td>To provide renewable energy at source through decentralised energy schemes considered on all new developments and regeneration schemes through open book analysis with NBC</td>
<td>Policy 1</td>
<td>Policy 7, 17, 18, 19, 20, 21, 22, 23, 24, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36</td>
<td>SA8</td>
<td>Developers, WNDC, Environmental Services at NCC, NBC / WNDC, NCC, NBC Application Monitoring, WNJPU Monitoring</td>
<td>&gt;0 of major new development schemes (excluding those already permitted) that are proposed in the Joint Core Strategy and approved after 2014 that fail to provide decentralised energy opportunities</td>
<td>Consider barriers to implementation and relevance of policy with Development Management and key organisations Work with developers/land owners to develop viable and suitable schemes Review policy</td>
</tr>
</tbody>
</table>
7.6.3.2 References within the table:

BID: Business Improvement District

DEFRA: Department for Environment Food and Rural Affairs

EA: Environment Agency

NBC: Northampton Borough Council

NCC: Northamptonshire County Council

NEP: Northampton Enterprise Partnership

WNDC: West Northamptonshire Development Corporation

WNJPU: West Northamptonshire Joint Planning Unit
Chapter 8. Central Area Proposals Map

8.0.1 The Central Area Proposals Map can be found in Figures 8.1 to 8.13 Central Area Proposals Map.
GLOSSARY

Active Frontage - Refers to a façade of a building that provides natural surveillance on to a public or private space.

Adoption – The stage at which, by resolution of the council, the local authority can adopt a Development Plan Document as Council policy. A Development Plan Document acquires full weight once it has been adopted.

Affordable Housing – Affordable housing includes social rented and intermediate housing, provided to specified eligible households whose needs are not met by the market.

Annual Monitoring Report (AMR) – Local authorities are required to produce an AMR to assess the implementation of the Local Development Scheme and the extent to which the policies in the Development Plan Document are being successfully implemented.

At Grade Crossings – Road crossings at street level.

Brownfield Land– Previously developed land is that which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure.

Building for Life – the national design standard for the design of new homes and neighbourhoods.

City Town centres - Defined in Planning Policy Statement 4 as the highest level of centre identified in development plans. In terms of hierarchies, they will often be a regional centre and will serve a wide catchment. The centre may be very large, embracing a wide range of activities and may be distinguished by areas which may perform different main functions.

Code for Sustainable Homes – The national standard to guide developers on the design and construction of sustainable homes.

Community Infrastructure Levy – A charge that local authorities will be empowered, but not required, to charge on the majority of types of new development, dependent on its size and character.

Comparison Goods – Goods that consumers buy infrequently and would compare prices before purchasing such as clothing and electrical goods.

Conservation Area – Nationally recognised designation with the primary aim is to protect and enhance an area’s character and heritage. They can vary in both size and character, and can include small groups of buildings, public spaces or even open spaces. They often include groups of Listed Buildings,

County Council: Northamptonshire County Council
Design Palette – A specific range of materials and styles which can be used in development in order to create a sense of cohesion and identity in an area.

Development Plan – Under the Planning Acts, this is the prime consideration in the determination of planning applications. Under the new system it consists of all Development Plan Documents.

Development Plan Documents (DPDs) – Planning documents that together with the rest of the Local Development Framework for the development plan for the Local Authority area.

Examination in Public - The local authority must arrange for an independent examination of a submitted Development Plan Document to test the ‘soundness’ of the policies and proposals. The examination is held by an independent Planning inspector appointed by the Secretary of State from the Planning Inspectorate.

Gateway – Key entry point into the Central Area.


Infrastructure - The facilities and services that help local people to live their everyday lives. It can range from strategic provision, such as a new road or school, to the creation of a local play-space.

Landmark - Points of reference that assist people in orientating themselves to an area, this could be a building, monument or open space.

Legibility – The degree to which a place or route can be understood.

Lifetime Homes - 16 levels of design criteria which can be applied to all new housing developments.

Listed Buildings – When buildings are listed they are placed on statutorily lists of buildings of ‘special architectural or historic interest’. Listing ensures that the architectural and historic interest of the building is carefully considered before any alterations, either outside or inside, are agreed.


Local Development Scheme (LDS) – Sets out the programme for the preparation of Local Development Documents and has been approved by the Secretary of State. It will be subject to regular review.
Main Town Centre Uses - Planning Policy Statement 4 in addition to retail identifies several other uses as ‘main town centre uses’ including offices, leisure and entertainment, arts, culture and tourism. These headings amongst other things encompass hotels, pubs / cafés / bars / restaurants, cinemas, bowling alleys, commercial health and fitness clubs and casinos as ‘main town centre uses’.

Major Developments – Defined as developments proposing 1,000 or more square metres of floor space or 10 dwellings.

Master Plan - A master plan shows proposals for a series buildings and spaces and how each component of a plan links and functions together.

Mixed Use – A variety of different activities to be contained within development proposals

Modal Shift - making alternative travel choices to the car

Open Space – Areas free of development this includes public landscaped areas, parks, playing fields and rivers. Areas of water such as rivers and canals can also be considered open space as they offer opportunities for sport and recreation or can also act as a visual amenity and haven for wildlife.

Pedestrian Desire Lines – An imaginary line that people would find convenient to use when travelling on routes linking destinations.

Pedestrian Severance – Severance of pedestrians routes this can include things such as busy roads and railway lines.

Permeability – The ability to move through areas via a variety of pleasant, convenient and safe routes.

Planning Inspectorate – Government body responsible for the processing of planning and enforcement appeals and holding inquiries into local development plans.

Planning Policy Statements – national planning guidelines issued by Central Government

Public Realm – Areas that are accessible to everyone includes most street, squares and parks.

Regeneration - The economic, social and environmental renewal and improvement of an area.

Regulation 27 - The Publication Stage of the plan making process and consultation on a Publication Draft is required.

Sequential Assessment- A sequential assessment requires applicants to assess the availability, suitability and viability of all in centre sites before
bringing forward development proposals for town centre uses outside of a centre.

Soundness – In order for an Area Action Plan (AAP) to be considered ‘sound’ it must be justified by a robust evidence base and be prepared in accordance with the Test of Soundness in Planning Policy Statement 12 and the local authorities Statement of Community Involvement.

Statement of Community Involvement – A Local Development Document which sets out the methods and standards which the local authority intend to achieve in relation to involving the community during the preparation of the Area Action Plan

Supplementary Planning Documents (SPDs) – When the local authority wishes to provide policy guidance to supplement the policies and proposals in the development plan documents they can produce an SPD. SPDs are material consideration in making planning decisions but not form part of the Development Plan.

Sustainability Appraisal – The appraisal of the Area Action Plan (AAP) to evaluate whether proposed policies and forthcoming development take in account of social, environmental and economic factors.

Sustainable Development – Sustainable development is the core principle underpinning town planning in the UK. The key message of sustainable development is to plan for development which meets the needs of today without compromising the potential needs of future generations.

Sustainable transport -A wide range of modes, including car sharing, that are an alternative to single-occupancy car journeys


Townscape – The visual appearance of a built up area, such as street pattern, architecture and hard and soft landscaping.

Tall Building – Any building or structure that breaks the skyline and/or which is significantly taller than its surrounding built fabric.

Use Classes Order – The classes of use as outlined in the Town and Country Planning (Use Classes) Order 1987. The classes of use range from Shops (A1) to Business Offices (B1) to Hotels (C1) to Non residential institutions (D1).

Urban Design – Urban design involves the design of a building, groups of buildings, spaces and landscaping and considers how these elements all function and link together to form successful areas of cities, towns and villages.
Urban Form – Urban form refers to the physical layout (structure and urban grain), density, scale (height and massing), appearance (materials and details) and landscape of development.

West Northamptonshire Core Strategy – A key planning document prepared by the West Northamptonshire Join Planning Unit, setting out the long-term vision for land use and development and strategic objectives for the West Northamptonshire area.

West Northamptonshire Development Corporation - Strategic Planning Authority: this relates to West Northamptonshire Development Corporation who is responsible for the determination of strategic planning applications. Although some will revert back to Northampton Borough Council in due course, they will still be responsible for strategic applications. They are also one of the key funding agencies.
Appendix: A. Character Areas Related to Policy 2.1: Promoting Design Excellence

A.0.1 Each of these character area aspirations can be cross referenced to the sites specific CAAP policies.

Figure A.1 The 10 Central Area Character Areas

Character Area 1

The Brewery District

Current 2010

Despite being located short distance from the historic and retail heart of Northampton the Brewery District currently feels isolated and disconnected from the town centre due to the severance provided by St Peters Way. The River Nene is the centrepiece of the character with the mixture of built development responding to its presence but not always exploiting the benefits of being at a riverside location. Key landmarks in The Brewery district which aid navigation around the area are the Carlsberg Brewery and the Gas Holders on either side of Towcester Road.

Design Aspirations

New development should promote The Brewery District as a place to work, live and visit, which is well linked too and complements the overall offer within
the town centre boundary. Development should enhance movement north towards the town centre and Castle Station. Proposals should also look to fully exploit the potential of the River Nene as location for mixed use development and seek to provide active frontage onto the River. A finer grain of development more typical of Northampton’s heritage is more appropriate and will allow more permeability through the area.

Character Area 2

Avon

Character 2010

The River Nene and the greenery of Becket’s Park and the Meadows are defining characteristics of the Avon character area. Avon’s European headquarters, the redbrick former power station facade and Becket’s Park Marina provide a striking gateway to the character area from the north along the historic Nunn Mills Road. With the exception of Avon’s headquarter office, for the most part the Avon/ Nunn Mills/ Ransome Road development sites currently lies derelict or underused. Key to the successful redevelopment of these sites and the permeability of the character area is resolving movement north - south over the currently safeguarded railway line.

Design aspirations

Development proposals should incorporate a mix of uses including residential and commercial. Residential development should be built to the highest of standards at an appropriate density. Improving pedestrian and vehicular links within the character area and also north towards the town centre should be key considerations in any development proposals. A suitable level of active building frontage needs to be provided onto Delapre Lake and Delapre Conservation Area in order for people to be able to more fully appreciate the area’s natural and historic assets.

Character Area 3

Cliftonville

Character 2010

Cliftonville is a small parcel of fragmented development in the Central Area, fragmented in terms of building design, built form, grain and mix use mix. Development of individual parcels in an uncoordinated manner has been to the detriment of the area’s character, legibility and permeability. The significant level changes and lack of north - south permeability provide challenges for any future development.

Design aspirations
The Council will seek to establish a clear vision for area through encouraging key landowners such as the hospital to develop a comprehensive Masterplan to reduce the piecemeal approach to the area. To strengthen the arrival into the Central Area from the east new development along the Bedford Road should have strong active frontage and provide a memorable gateway into the town.

Character Area 4

Spring Boroughs

Character 2010

Spring Boroughs is characterised by post war municipal housing. Housing types in Spring Boroughs include high-rise flats, deck access flats and newer modern apartment buildings fronting Broad Street. Spring Boroughs is in a strategically important location directly affecting east-west movement between the historic and retail centre of Northampton and one of Northampton’s major transport hubs, Castle Station.

Design aspirations

Community involvement is of paramount of importance in delivering the successful regeneration of Spring Boroughs. Involving the community at early stages of formulating development proposals will create a sense of community ownership over this important regeneration scheme. As well as providing new housing, development proposals should look to incorporate clear east-west links through Spring Boroughs and beyond to the station and town centre by reducing the severance currently provided by Horsemarket and Broad Street, and removing existing subways.

Character Area 5

Castle Station

Character 2010

The defining feature of the character area is Castle Station, a major transport hub for Northampton and consequently an important, if currently understated, gateway to the town. The boundary of the character area to the east, St Andrews Road, is firmly established to the detriment of how the area connects with the heart of Northampton to the east. Remnants of Northampton’s Castle remain in the south east corner of the character area and are provided protection through designation as a Scheduled Ancient Monument.

Design aspirations
Redevelopment of Castle Station should provide an iconic and attractive gateway to Northampton, which sensitively manages the environment around the Scheduled Ancient Monument. New development should seek to promote a high intensity use of the site and investigate the opportunity to build to a ‘tall building’. Active building frontage should be provided on Black Lion Hill and St Andrews Road. Appropriately managing the change of levels between the Spring Boroughs and Castle station will be a key design challenge for development proposals.

Character Area 6

Grafton Street

Character 2010

The Grafton Street character area contains the northern gateway to the Central Area along Barrack Road towards Regent Square. The character area is fragmented in terms of built form and the mix of uses within it. Fine grain residential dwellings line the western side of Barrack Road which are in contrast with the larger commercial floor plates at Quorn Way and the former Post Office further north along Barrack Road.

Design aspirations

New development should be of a finer grain more akin to that of the dwellings lining Barrack Road. Proposals should ensure strong active frontage is provided around Regent Square to reinforce the northern gateway to the Central Area. Measures should also be taken to reconnect the Grafton Street area with Castle Station and Greyfriars through improving the clarity and quality of pedestrian routes.

Character Area 7

Upper Mounts

Character 2010

Upper Mounts hosts a range of architectural styles, the Locally Listed civic buildings fronting Campbell Street/Upper Mounts are a unique characteristic of the Northampton’s Central Area. The character area is further enriched by a number of Grade II Listed Buildings at St Michaels Road and around Abington Square. Upper Mounts itself forms part of the inner ring road and severs north-south movement between Northampton’s town centre and residential areas to the north.

Design aspirations
Future development should look to celebrate the civic character and complement the Statutory Listed and Locally Listed buildings within the Upper Mounts character area. A strong building line and continuity of frontages should be promoted along Upper and Lower Mounts and around Abington Square to reinforce the western gateway to Northampton.

Character Area 8

St John's

Character 2010

The mix used nature of the St John's character area is mirrored by the fragmented urban grain currently in the area; pockets of finer grain buildings provide obvious movement patterns, reflecting traditional streets. ‘Out of town’ style retail warehouses at St Peter's Way and modern development such as The Pinnacle hamper north to south movement through St John's and fail to complement the urban grain and built form in the neighbouring Historic Core. Listed and Locally Listed buildings and the encroachment of All Saints and Derngate Conservation Area’s into St John’s positively contribute to overall character of the area.

Design aspirations

Proposals for the development of a mix-used quarter for St John's based around arts, culture and employment should adopt a sensitive approach to design by respecting the surrounding historic townscape. This includes enhancing views of All Saints Church to the north and wider views of Northampton’s historic skyline. The design of a new quarter should incorporate a new activity area for the Central Area by creating a well defined public open space. Proposals for new development should also look to improve the north-south permeability through the character area and provide strong frontage onto St Peter's Way.

Character Area 9

Historic Core

Character 2010

The Historic Core character forms the historic heart of Northampton. Small building plot sizes, finer grain streets, high quality built form, and a high density of Listed Buildings, Locally Listed Buildings and Scheduled Ancient Monuments are all features which capture the true character of the Historic Core and Northampton. Three of the Central Area’s Conservation Areas Derngate, All Saints and St Giles all fall within the Historic Core offering further protection to the setting and appearance of heritage assets.

Design aspirations
Development proposals should be well designed and imaginative whilst still respecting and taking positive cues from the appearance and setting of designated heritage assets within the Historic Core. The expected rate of change and regeneration throughout Northampton’s Central Area between now and 2026 should look to complement and enhance the rich historic environment within the Historic Core. Proposals for public realm improvements should look to use a complementary palette of materials and reduce clutter, particularly around streets in the designated retail circuit.

Character Area 10

Greyfriars

Character 2010

The Greyfriars character area is dominated by large scale and coarse 1970’s buildings. These have a direct impact on the permeability of the character area and the wider skyline of Northampton. Bulky buildings such as Greyfriars Bus Station, the Grosvenor Shopping Centre and the Park Inn hotel are currently obstacles to north-south movement. They also cause severance between the Historic Core and northern end of Sheep Street, which falls within the Holy Sepulchre Conservation Area. Abington Street provides a high volume of pedestrian activity being the main outdoor retail pitch in the Central Area, car parking to the north of Abington Street hampers easy pedestrian movement to residential areas in Upper Mounts.

Design aspirations

Retail expansion should be built to an appropriate scale to accommodate the needs of the Central Area. The design of proposals should be of a high standard in order to promote a positive identity for the Central Area. The street layout and design of future development should look to complement and take positive cues from the fine grain nature of Sheep Street to the north and the Historic Core character area. Proposals should also look increase north- south permeability and the legibility of routes between Upper Mounts and the Historic Core. Development should provide active frontage at ground floor level onto existing such as Sheep Street and new streets incorporated into the design proposals.
Appendix: B. Gateways: The Role and Function and Appropriate Design Solutions

B.0.1 The Gateway sites have been identified as important points on the routes into the Central Area. They will provide a sense of arrival giving a good first impression of the Central Area. Gateways will also generally be major destinations or activity areas located at intersections and pathways, providing key points for people to gather.

B.0.2 Gateways should include features that enhance the sense of place. Common characteristics will to create landmarks whether that be through distinctive buildings, perhaps of civic status, bridges, public art, the use of materials and lighting, key views and vista, distinctive landscaping and the built form. Those elements of the public realm in Gateway sites must be of the highest quality.

B.0.3 Six Gateway locations for Northampton Central Area have been identified, taking into account existing and proposed developments and the functioning of the Central Area in the period to 2026.

B.0.4 The gateways are:

**Black Lion Hill Gateway**

B.0.5 This gateway location is on the western entrance to the Central Area. It includes the northern frontage of the Waterside Brampton Branch St Peter’s Way site’s frontage (off Green Street), Castle Station, the south west corner of Spring Boroughs, St Peter’s House and the space between. There is the opportunity to create a tighter, better defined space in this location giving a better sense of arrival into a denser central urban environment, and reflecting the importance of this area historically as an entrance to Northampton’s centre. The desired approach in this area is to use buildings to create a greater sense of enclosure by bringing them closer to the road, particularly on the northern, southern and western sides. Whilst the eastern side is well defined by St Peter’s House, this could be improved by its eventual replacement by a building of slightly greater stature, in terms of its height and architectural features. Although there have been recent improvements to the public realm in this area through new road and pavement surface treatments, the space is of sufficient size for a notable piece of public art or sculpture to add interest and give a memorable landmark.

**Regent Square Gateway**

B.0.6 This site, a major crossing point between two principal routes and around the Central Area is a gateway from the north to the Central Area. To a large extent it has lost its sense of place as a Square through a number of highway interventions. It is for the most part poorly addressed by buildings. There is the opportunity to create a tighter, better defined space in this location giving a better sense of arrival into a denser central urban
environment, and reflecting the importance of this area historically as an entrance to Northampton’s centre.

B.0.7 The desired approach in this area is to use buildings to create a greater sense of enclosure by bringing them closer to the road, particularly on the northern, southern and western sides. The façades along Sheep Street should be protected and enhanced as a strong feature to give a distinctive visual and cultural impact to visitors. The tip of the triangle block on Sheep Street/ Broad Street can have distinctive public art or building frontage as a landmark, which has historic meaning in the local context and creative lighting at night.

B.0.8 Bringing buildings closer to the edge of the pavement on the north east side (Barrack Road/ Campbell Street) and on the south west (Grafton Street/ Broad Street) will create a sense of enclosure. Significant improvement of the overall public realm is fundamental to enhance this Gateway location. The junction needs to be dramatically improved to make it more accessible and welcoming to pedestrians and cyclists.

**Abington Square Gateway**

B.0.9 Abington Square is a major access and gateway into the Northampton Central Area from the east. This area like other gateways has also had a number of highway interventions that have had an adverse impact on its character and reduced its sense of place, creating an area with a disjointed feel which is not assisted by the poor quality of public realm.

B.0.10 There are significant elements that could be used to enhance this Gateway. There are large amounts of public space at this site, particularly within the triangle island, such as the Garden of Rest and green open space surrounding the former Unitarian Chapel. There are historic buildings that add local distinctiveness and identity to the site such as the former Unitarian Chapel, 16-28 Wellingborough Road and the Bradlaugh Monument.

B.0.11 Changing the character of this area from a busy traffic island to an attractive pedestrian focused public space will be integral to making this place a successful gateway site. In the longer term (at the earliest likely to be towards the end of this Area Action Plan’s end date) rationalisation of the highway space and better pedestrian access to a larger central island which could either accommodate better quality open space, or new buildings with activities that add vitality to the square, or a mixture of both would be beneficial.

B.0.12 All edges should provide a consistent building line to create a continuity of frontage and enclosure. Improvement of accessibility to Abington Street is also essential and could involve clearing street clutter such as railings, unnecessary signage, road markings and street furniture at the junction of Abington Street and Lower Mounts. It is vital to improve the crossing arrangement at this junction.
Meadows Gateway

B.0.13 The Meadows Gateway is on the south eastern approach to the town along the Bedford Road. It's currently primarily open on the southern side, with the exception of the sewerage pumping station and the bund along Bedford Road. The northern side is predominantly car showrooms and some office set back from the road, either behind green space, or car parking.

B.0.14 There is the probability that the Meadows will contain more built development, which together with a more consistent building line provided in the Nunn Mills development will create a new built edge on this entrance to the Central Area. On this Gateway there is the opportunity to create a more consistent entry approach to Northampton, by bringing buildings closer to the highway, but maintaining a green feel by putting 10 metres of green space in front of buildings and reintroducing the avenue planting within the highway where this has been lost.

Bridge Street South Gateway

B.0.15 This Gateway is marked by the building line drawing in towards the back of the pavement creating a visual pinch point before crossing the Southbridge where the views widen out. This should be consolidated in any redevelopment of Southbridge West by maintaining the building line on the west side of Cotton End.

Waterside West Gateway

B.0.16 This gateway site is located in the middle of Waterside West development. It will have a large scale comprehensive office led mixed-use hub development with some public space on the right, and a high quality waterside residential led mixed-use development on the left. These developments must be high quality and distinctive and their built form should contribute to the Waterside West Gateway. Landscape features such as the river with strong building frontage, bridge and improved Foot Meadow Parkland street planting also help enhance this Gateway function. There should be some landmark buildings especially at Towcester Road which should have a good design to enhance the existing key view of St Peters Church and the Green from the bridge. The existing old brick building at St Peter's Way should be retained and integrated into new developments. This Gateway will provide a very good impression of Northampton providing strong employment opportunities, quality living space with high quality office and residential development, open space and cultural distinctiveness. More details can be found in the site specific policy Policy 27/26 ‘The Waterside: Brampton Branch St Peter’s Way’
Appendix: C. Street / Movement Corridor Typologies within the Public Realm Implementation Framework (2007)

The Cross: Priority Streets

C.0.1 This historic cross has been identified as having the most important streets in relation to their function and use in the Central Area and is to be reinforced as part of the strong identity of Northampton. The aim is to create a primary street design approach that will tie the two major axes of the town together. This will be achieved by applying a style that relates to the rich cultural heritage and activity associated with these important primary routes. 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 allowing clear sight lines 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. Footway paving along Priority Streets should take precedence and go across minor vehicle crossovers with a primary palette of materials.

The Cross: Secondary Streets

C.0.2 Outside the primary areas, these arms of the cross will continue the theme within a palette that is 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.

Historic Streets

C.0.3 These routes 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. Within the classification of historic streets two streets in particular have been identified as Priority Streets. These streets retain the strong heritage characteristics defined by existing surfaces, location, use or impact upon by street facades of the built form therefore applying a Palette Zone One treatment is required. Non-priority historic streets tend to follow a width varying between 5 and 12 metres. Historic streets are usually wide enough to incorporate a traditional approach of a carriageway supported by pavements.

Historic Alleys

C.0.4 This network of narrow lanes and alleys, many of which still have original traditional materials are key to providing a strong sense of connectivity throughout the town. Technically these tend not to exceed a width
of 5 metres. They 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.

Priority Retail Street

C.0.5 Abington Street has been identified as a Priority Street, due to its significant role as Northampton’s primary external retail corridor. The public realm approach to this street is to provide accentuation of key buildings, reinforce cross links to St Giles Street, particularly along Fish Street, and reinforce links to the internal shopping arcades such as the Grosvenor Centre and the Ridings. It 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. 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.

Retail Arcades

C.0.6 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.

Access & Service Roads

C.0.7 Small access routes and service areas across the town centre should be improved as 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, such as access to car parks and rear properties for servicing. As a result design should respect the qualities and consistency of the adjacent historic environs, especially 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. A palette of improvements including resurfacing, lighting, signage, and tidying up rear service yards would be proposed.

Principal Georgian Boulevard

C.0.8 The treatment of Derngate is distinct in that it relates closely with the predominantly Georgian style properties fronting the street. It 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.
C.0.9 Trees lining this improved route to the southeast of the town centre will continue across into Becket's Park, guiding people into the town from the southern and eastern hinterland. In addition, care should be taken not to hide important building facades. The character of the area should be protected by re-casting traditional Georgian and Victorian lighting fittings, signage or cast iron railing detailing.

**Georgian Residential**

C.0.10 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. Within such places, a shared space type approach should be adopted. Along traditional streets proposals should include narrowing carriageways to allow better public realm treatments along footways and maximise opportunity for tree planting but trees should only be planted where the scale and width of the street is appropriate.

**Living Streets**

C.0.11 Living Streets will be the principal connecting streets within Spring Boroughs Residential District, and also from/to the town centre linking visually and physically by ‘greened’ avenues. Using street improvements, overlaying recreational aspects, improving crossings and supplying public open spaces along linear route serving the pedestrian environment will help to reinforce the concept of Walkable neighbourhoods as aspired to in the Manual for Streets. 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. 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.

**Internal Boulevards**

C.0.12 These routes are identified as important linking elements in 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. 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.
External Boulevards

C.0.13 These Boulevards will extend the notional promenade around the town through a wide, landscaped walkway that will connect the town centre to its close hinterland. They 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. 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. In addition, there are key gateways along these routes providing important access points when approaching Northampton centre therefore the routes will have an important contribution to make in terms of creating a first impression of Northampton.

Market Square

C.0.14 This unique civic space, Market Square, will be re-defined as the largest Market Square in England. 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. 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. 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. This can be achieved by creating a ‘Shared Use’ environment comprising a form of traffic calming that in contrast to more conventional methods, balances highway engineering with stimulating design which will improve a pedestrian priority. Being at the heart of the town the quality of materials should be of the highest quality natural stone.

Influential Public Realm Space (existing)

C.0.15 Town spaces: There are a number of open spaces with hard and soft spaces have been identified for improvement within the town centre 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.

C.0.16 Gateways: The distinctive image of the town for the visitor will be established at the 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. 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.

C.0.16 Gateways: The distinctive image of the town for the visitor will be established at the 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. 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.
<table>
<thead>
<tr>
<th>Areas</th>
<th>Palette Zone 1</th>
<th>Palette Zone 2</th>
<th>Palette Zone 3</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Market Square</td>
<td>All areas in the Historic Core, excluding those identified within Palette Zone 1, and west of the Horse Market and the Georgian Quarter</td>
<td>All External and Internal Boulevards</td>
</tr>
<tr>
<td></td>
<td>Priority Arms of the Cross</td>
<td>Church of the Holy Sepulchre Conservation Area, excluding areas within Palette Zone 1</td>
<td>Spring Boroughs Residential Business and Leisure District</td>
</tr>
<tr>
<td></td>
<td>Priority Retail Street</td>
<td>Secondary Arms of the Cross</td>
<td>Residential Areas south of Marefair</td>
</tr>
<tr>
<td></td>
<td>Other Priority Streets within the Historic Core</td>
<td>Grosvenor Centre Extension</td>
<td>Gas Street Roundabout car parks</td>
</tr>
<tr>
<td>Footways</td>
<td>To be paved in Yorkstone</td>
<td>To be paved in Yorkstone</td>
<td>To be paved in manufactured stone aggregate products to compliment natural stone in colour tones or black asphalt as determined by the implementation framework.</td>
</tr>
<tr>
<td>Kerbs</td>
<td>Mid Grey Granite</td>
<td>Mid Grey Granite</td>
<td>Mid Grey Granite</td>
</tr>
<tr>
<td>Channel Blocks</td>
<td>Pink Granite</td>
<td>Pink Granite</td>
<td>Pink Granite</td>
</tr>
<tr>
<td>Carriageway</td>
<td>Mid Grey Granite Blocks</td>
<td>Black Asphalt</td>
<td>Black Asphalt</td>
</tr>
<tr>
<td>Street Furniture (see also Page 198 of Public Realm Implementation Framework (^{64}))</td>
<td>Northampton Brand Suite</td>
<td>Northampton Brand Suite</td>
<td>A Standard Range (as described in 4.2 'Improving the Public Realm')</td>
</tr>
</tbody>
</table>

\(^{64}\) BDP & Atkins, Public Realm Implementation Framework, 2007
| **Lighting** | 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. | A high quality lighting solution 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. | Many of the approach roads into the town will have consistency and a distinct style of equipment to mark a clear identity for Northampton. |
| **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. | Tree planting should be included where possible. Larger species should be considered on main approach roads with medium sized species on other routes. 4.2 ‘Improving the Public Realm’. | The highest standard of street tree planting is required. Larger species should be considered along boulevard type streets. 4.2 ‘Improving the Public Realm’. |
| **Public Art** | Sensitive and responsive art will be overlaid on the streets according to the Art Strategy. | Sensitive and responsive art will be overlaid on the streets according to the Art Strategy contained within the Public Realm Implementation Framework. | The sensitive incorporation of public art into road corridors and gateways is encouraged. |

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Appendix: D. Open Spaces within the Central Area: Type and Function

D.0.1 This schedule identifies the corridors and individual sites, which form part of the green infrastructure assets in the Central Area.

D.0.2 Site ID refers to the same reference used in the Open Space Audit².

<table>
<thead>
<tr>
<th>Type of Space</th>
<th>Definition</th>
<th>Role and Function</th>
<th>Corridors / Sites</th>
<th>Site ID</th>
</tr>
</thead>
<tbody>
<tr>
<td>Green Corridors</td>
<td>These are the sub-regional green infrastructure corridors. Includes towpaths along canals and riverbanks, cycle paths, rights of way and disused railway lines.</td>
<td>Provides opportunities for walking, cycling and horse riding whether for leisure purposes or travel. Also allows for wildlife migration.</td>
<td>The Nene Northampton to Salcey The Brampton Arm</td>
<td>N/A</td>
</tr>
<tr>
<td>Parks and Gardens</td>
<td>Includes urban parks, formal gardens and country parks.</td>
<td>Various informal recreation and community events.</td>
<td>Becket's Park Delapre Estate</td>
<td>266 348</td>
</tr>
<tr>
<td>Natural and Semi Natural Open Space</td>
<td>Includes publicly accessible woodlands, scrubland, grasslands (meadows and non amenity grassland), wetlands and river corridors, nature reserves and brownfield land.</td>
<td>Wildlife conservation, biodiversity enhancement and environmental education and awareness.</td>
<td>Barnes Meadow Foot Meadow Island between River Nene and Nene Valley</td>
<td>263 249 1802</td>
</tr>
</tbody>
</table>

² PMP, Open space Sport and Recreation Needs and Assessment Audit (2009)
<table>
<thead>
<tr>
<th>Type of Space</th>
<th>Definition</th>
<th>Role and Function</th>
<th>Corridors / Sites</th>
<th>Site ID</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amenity Green Space</td>
<td>Mainly found in housing areas. Includes informal recreation spaces and green spaces in and around housing and urban areas.</td>
<td>Provides opportunities for informal activities close to home or work. Enhances the appearance of residential and urban areas.</td>
<td>Area between Main Road and Grand Union Canal, Derngate Open Space, Mercer's Row, Midsummer Meadow, Narrowtoe Lane (St Peter's Green), Northampton General Hospital, Nunn Mills Road, Spring Boroughs Pocket Park, St Johns Street</td>
<td>1803</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>N/A</td>
</tr>
<tr>
<td>Type of Space</td>
<td>Definition</td>
<td>Role and Function</td>
<td>Corridors / Sites</td>
<td>Site ID</td>
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<tr>
<td>Play provision for children and young people</td>
<td>Includes equipped play areas, ball courts, skateboard areas and teenage shelters.</td>
<td>Areas designed primarily for play, physical activity and social interaction involving children and young people.</td>
<td>Becket's Park Play Area</td>
<td>423</td>
</tr>
<tr>
<td>Outdoor Sports Facilities</td>
<td>Natural or artificial surfaces for sport and recreation that are either publicly or privately owned.</td>
<td>Provide opportunities for participation in outdoor sports. Includes outdoor sports pitches, tennis courts, bowling greens, school playing fields and water sports.</td>
<td>Becket's Park OSF</td>
<td>1743</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Becket's Park Tennis Courts</td>
<td>1862</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>Spring Lane Primary School</td>
<td>1325</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>St Georges Middle School</td>
<td>1329</td>
</tr>
<tr>
<td>Civic Spaces</td>
<td>Includes civic and market squares and other hard surfaced community areas designed for pedestrians.</td>
<td>Provides a setting for civic buildings, public gatherings and community events.</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Type of Space</td>
<td>Definition</td>
<td>Role and Function</td>
<td>Corridors / Sites</td>
<td>Site ID</td>
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</tr>
<tr>
<td>Cemeteries and Churchyards</td>
<td>These include private burial grounds, local authority burial grounds and disused churchyards.</td>
<td>This type of open space is for burial, quiet contemplation and the promotion of wildlife conservation and biodiversity.</td>
<td>Holy Sepulchre Churchyard</td>
<td>247</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Notre Dame Nuns Burial Ground</td>
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<td></td>
<td></td>
<td></td>
<td>St Giles Churchyard</td>
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<td></td>
<td></td>
<td></td>
<td>St Katherine’s Memorial Square</td>
<td>250</td>
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<td></td>
<td></td>
<td></td>
<td>St Peters Churchyard Marefair</td>
<td>253</td>
</tr>
<tr>
<td>Allotments and Community Gardens</td>
<td>Includes all forms of allotments including urban farms and gardens.</td>
<td>Provides opportunities for people to grow their own produce. Promotes sustainable health and social inclusion.</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>
Appendix: E. Parking Standards: Central Area Zones

E.0.1 Parking provision for other land uses will be considered on their merits and in line with the standards set out below.

E.0.2 Cycle parking should be convenient to use, be secure and in areas of good surveillance that are well lit. Cycle parking should be provided in prominent sites close to key destinations such as close to entrances of public buildings, leisure facilities, educational establishments, in town centre areas, at local centres and transport termini. It should be clearly signed from the public highway wherever possible.

E.0.3 For short and medium stay cycle parking the Sheffield Stand or similar may be sufficient. Shelter should be provided over the cycle parking area to help protect cycles from wet weather.

E.0.4 Developers should also consider the additional needs of cyclists such as lockers, changing and shower facilities. Where longer stay cycle parking is anticipated, for example where it is provided for employees in association with a travel plan, for students, or passengers continuing their journey by rail or bus at leisure facilities, facilities such as cycle lockers or secure compounds should be provided.

<table>
<thead>
<tr>
<th>Use</th>
<th>Description</th>
<th>Car Parking Standard (Maximum) (area refers to gross floor space)</th>
<th>Cycle Parking Standard (Maximum) Minimum (area refers to gross floor space)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1</td>
<td>Shops</td>
<td>1 space per 25 square metres</td>
<td>1 space per 200 square metres</td>
</tr>
<tr>
<td>A2</td>
<td>Financial and professional</td>
<td>1 space per 25 square metres</td>
<td>1 space per 200 square metres</td>
</tr>
<tr>
<td></td>
<td>Category</td>
<td>Space Requirement</td>
<td>Square Metres Requirement</td>
</tr>
<tr>
<td>---</td>
<td>-------------------------------------------------------------------------</td>
<td>---------------------------------------------------------------</td>
<td>---------------------------</td>
</tr>
<tr>
<td>A3</td>
<td>Food and drink (excluding associated residential accommodation)</td>
<td>1 space per 14 square metres</td>
<td>1 space per 60 square metres</td>
</tr>
<tr>
<td>B1</td>
<td>Offices, research and development and light industrial</td>
<td>1 space per 30 square metres</td>
<td>1 space per 200 square metres</td>
</tr>
<tr>
<td>B2</td>
<td>General industrial</td>
<td>1 space per 55 square metres</td>
<td>1 space per 500 square metres</td>
</tr>
<tr>
<td>B8</td>
<td>Storage and distribution</td>
<td>1 space per 120 square metres</td>
<td>1 space per 1,000 square metres</td>
</tr>
<tr>
<td>C1</td>
<td>Hotels, motels or guest houses</td>
<td>1 space per guest bedroom</td>
<td>1 space per 10 guest bedroom</td>
</tr>
<tr>
<td>C2(I)</td>
<td>Nursing, rest and care homes</td>
<td>2 spaces per 5 residents</td>
<td>1 space per 10 bedrooms</td>
</tr>
<tr>
<td>C2(II)</td>
<td>Residential schools colleges or training centres and halls of residence</td>
<td>1 space per 2 staff plus 1 space per 15 students</td>
<td>1 space per 4 staff and 10 students</td>
</tr>
<tr>
<td>C2(III)</td>
<td>Hospitals</td>
<td>2 spaces per 5 bed spaces</td>
<td>1 space per 10 bed spaces</td>
</tr>
<tr>
<td>C3</td>
<td>Dwellings, including sheltered housing</td>
<td>On average 1.5 spaces per dwelling over a development scheme</td>
<td>1 space for per dwelling with no garage</td>
</tr>
<tr>
<td>C4</td>
<td>Houses in Multiple Occupation</td>
<td>1 Space per Bedroom</td>
<td>1 Space Per 2 Bedrooms</td>
</tr>
<tr>
<td>D1(A)</td>
<td>Medical/health services</td>
<td>3 spaces per consulting room</td>
<td>1 cycle space per 3 consulting rooms</td>
</tr>
<tr>
<td>Code</td>
<td>Type of Use</td>
<td>Space Allocation</td>
<td></td>
</tr>
<tr>
<td>------</td>
<td>-------------</td>
<td>-----------------</td>
<td></td>
</tr>
<tr>
<td>D1(B)</td>
<td>Crèches, day nursery and day centres</td>
<td>1 space per 25 square metres</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>1 space per 75 square metres</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>3 car spaces</td>
<td></td>
</tr>
<tr>
<td>D1(C) (1)</td>
<td>All schools</td>
<td>Full time staff 1:1</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Other staff 1:2</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>6th formers 1:20</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>5 and 10 spaces per class room or alternative teaching area for primary and secondary schools respectively</td>
<td></td>
</tr>
<tr>
<td>D1(C) (I)</td>
<td>Special schools/units for children with special educational needs</td>
<td>In addition to the provision above</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Visiting professional staff 1:10 children</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Parents 1:2 children</td>
<td></td>
</tr>
<tr>
<td>D1(C) (II)</td>
<td>Higher and further education colleges</td>
<td>Full time staff 1:1</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Other staff 1:2</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Students 1:10</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>1 space per 10 staff plus 2 1 per 10 students</td>
<td></td>
</tr>
<tr>
<td>D1(C) (III)</td>
<td>Training and conference centres</td>
<td>1 space per 35 square metres</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>1 space per 10 staff plus 1 per 10 students</td>
<td></td>
</tr>
<tr>
<td>D1(D, E &amp; F)</td>
<td>Art galleries, museums and libraries</td>
<td>1 space per 30 square metres</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>1 space per 15 staff plus 1 per 50 square metres</td>
<td></td>
</tr>
<tr>
<td>D1(G&amp;H)</td>
<td>Public halls, exhibition halls or places of worship</td>
<td>1 space per 15 seats</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>1 space per 10 seats</td>
<td></td>
</tr>
<tr>
<td>D2</td>
<td>Assembly and leisure (cinemas, theatres, bingo)</td>
<td>1 space per 22 square metres (cinema)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>1 space per 75 square</td>
<td></td>
</tr>
<tr>
<td>halls, concert halls, casinos, dance halls, swimming baths, leisure centres or other areas for indoor sports</td>
<td>and conference facilities</td>
<td></td>
<td></td>
</tr>
<tr>
<td>---</td>
<td>---</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Over 1000 m² 1 space per 5 seats</td>
<td>metres</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Car sales, repairs and servicing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Workshop Staff – 1 space per 45 square metres</td>
</tr>
<tr>
<td>Workshop Customers – 3 spaces per service bay</td>
</tr>
<tr>
<td>Car sales – staff 1 space per full time equivalent</td>
</tr>
<tr>
<td>Car Sales – Customers 1 space per 10 display cars</td>
</tr>
<tr>
<td>Car Hire – Case by case basis related to operation &amp; location</td>
</tr>
<tr>
<td>1 space per 10 staff</td>
</tr>
</tbody>
</table>
Lorry Parking Standards

E.0.5 The following minimum lorry (HGV) parking standards will apply to development (based on the Town and Country Planning (Use Classes) Order 1987 (as amended). These are expressed as minimal.

<table>
<thead>
<tr>
<th>USE CLASS</th>
<th>DESCRIPTION</th>
<th>LORRY PARKING STANDARD</th>
</tr>
</thead>
<tbody>
<tr>
<td>A3</td>
<td>Food and drink transport cafés</td>
<td>1 space per 4 square metres</td>
</tr>
</tbody>
</table>
| B1/B2/B8  | Business/ general, industrial and special industrial | First 235 square metres – 1 unloading/ manoeuvring space per unit  
235 square metres – 800 square metres 1 unloading/ manoeuvring space plus 1 waiting space per unit  
Over 800 square metres – 1 loading bay  
800 square metres plus waiting space at each bay for 1 additional vehicle of the largest type likely to be used for servicing requirements |
| B8        | Open storage uses | 1 space per unit/ area |
| Sui Generis | 1 unloading/ manoeuvring space: unit |

Parking Space Dimensions and Layout Criteria

E.0.6 Minimum sizes of parking spaces are laid out below:

E.0.7 Adequate access and manoeuvring space will be necessary in all cases. Those developments, which would normally expect to be serviced by articulated vehicles, may require special arrangements.

E.0.8 Within car parking areas a clear zone of 6.0 metres is required between opposing parking spaces. This may be reduced to 4.2 metres for 60-degree spaces and 3.6 metres for 45-degree spaces (this latter standard relates to one way traffic only).

E.0.9 Consideration should also be given to the location of parking spaces for staff that are car sharing; ideally as for dedicated parking spaces, these should be located close to the staff entrance.
<table>
<thead>
<tr>
<th>Vehicle Type</th>
<th>Dimensions and Layout Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>Private Cars</td>
<td>4.8 metres x 2.4 metres</td>
</tr>
<tr>
<td></td>
<td>(6.0 metres x 2.4 metres for in line/ tandem parking)</td>
</tr>
<tr>
<td>Dedicated Parking Spaces</td>
<td>4.8 metres x 3.6 metres (minimum width)</td>
</tr>
<tr>
<td>Commercial Vehicles</td>
<td>Varying between 9.0 metres and 18.0 metres x 3.1 metres depending upon the type of vehicle most likely to serve the development.</td>
</tr>
</tbody>
</table>
## Appendix: F. The Character of Shopping Frontages

### Schedule of Shopping Frontages

#### Primary Frontages

1. Abington Street (East) (1-29), B (31-45), C (47-61), D (63-77b)
2. Abington Street (West) (2-6a), B (8-32), C (34-96)
3. Drapery (West)
4. Drapery (East)
5. Grosvenor Centre
6. Market Square (East)
7. The Parade
8. Peacock Place

#### Secondary Frontages

1. Abington Street (North) – (79-85)
2. Abington Street (South) – (98, 116)
3. Abington Square (North) – (1-29)
4. Abington Square (South) – (2-24)
5. Bridge Street (East) – (1-41)
6. Bridge Street (West) – (2-60)
7. Derngate (North) – (1-23)
8. Derngate (South) – (2-8)
9. Fish Street (East)
10. Fish Street (West)
11. George Row
12. Gold Street (North)
13. Gold Street (South)
14. Market Square (South)
15. Market Square (West)
16. Mercer’s Row
17. Ridings
18. Sheep Street (West) – (5-15)
19. Sheep Street (East) – (1-20a)
20. St Giles Street (North) – A(15-29), B (31-65)
21. St Giles Street (South) – A(2-30), B (34-72)
22. St Peter’s Walk (West) – (1, 17)
23. St Peters Walk (East) – (2-20)
24. St Peters Square
25. Wood Hill
<table>
<thead>
<tr>
<th>Table F.1 Primary Shopping Frontage</th>
<th><strong>Current Role</strong></th>
<th><strong>Future Role</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Abington Street West (2-96) &amp; East (1-77)</strong></td>
<td>Abington Street is the dominant retail pitch for outdoor shopping in Northampton town centre. The pedestrianised shopping street mixed with the predominant presence of key national retailers such as H&amp;M, Primark and Marks &amp; Spencer reinforce Abington Street's status as a prime location for retailing. The occupiers with the exception of the more recent addition of some amusement arcades have a strong draw across the range of the population and are a significant part of the vitality and viability of the street. Shop windows are generally open showing activity inside, or have interesting displays. Local retailers, banks, other services and eating and drinking occupy a limited number of units.</td>
<td>To reinforce the role and importance of Abington Street as a key shopping destination in Northampton town centre by ensuring that the street retains and attracts key A1 national multiples. Abington Street should also look to sustain complementary high volume usage A2 and A3 uses that have good shop window displays or allow viewing of activity inside and are in keeping with a street allocated as Primary Shopping Frontage. It is not considered that these frontages are suitable for amusement arcades, experience of which has shown that they detract from its character by appealing to a small sector of society, have a comparatively low number of visitors, present ‘dead’ frontage and are shown to lower people’s perceptions of quality of Northampton’s overall retail offer and character. Critical to developing a successful retail circuit through Abington Street is making significant public realm improvements and the future maintenance of the shopping environment.</td>
</tr>
<tr>
<td><strong>Grosvenor Centre Upper Level = One Frontage, Lower Level = One Frontage</strong></td>
<td>The Grosvenor Centre is the premier site for A1 retailing in the Primary Shopping Area offering comfortable indoor shopping facilities and the majority of the Primary Shopping Area’s national retailers such as House of Fraser, WH Smith and</td>
<td>The Grosvenor Centre will remain the premier site for A1 retailing in the Primary Shopping Area following the completion of its planned redevelopment and expansion. The Primary Shopping Frontage will be extended to cover the new streets built as part of the</td>
</tr>
<tr>
<td>Peacock Place Upper Level and Lower Level</td>
<td>Boots. It also contains the key convenience anchor store in Primary Shopping Area; Sainsbury’s.</td>
<td>extension of the Grosvenor Centre.</td>
</tr>
<tr>
<td>------------------------------------------</td>
<td>-----------------------------------------------------------------</td>
<td>---------------------------------</td>
</tr>
<tr>
<td>Drapery East 1-54 &amp; West 8-52</td>
<td>Peacock Place provides modern indoor shopping facilities. It currently under performs in terms of significantly adding to the draw of the Primary Shopping Area. This is despite possessing national retailers such as Dorothy Perkins, Next and Laura Ashley. Poor performance can be attributed its internal layout and high concentration of vacant units on both the upper and lower floors of Peacock Place.</td>
<td>By fronting Market Square and Abington Street, possessing a large amount of A1 floor space and containing some notable national high street multiples Peacock Place has the potential to become a major draw for the Primary Shopping Area. Solving problems with the internal layout and encouraging pedestrian movement through Peacock Place will increase its attractiveness to prospective retailer investors and shoppers alike. In the future Peacock Place should look maintain its status as Primary Shopping Frontage and focus on improving its comparison goods offer.</td>
</tr>
</tbody>
</table>

Draper, a key north-south route is anchored by Debenhams and possesses national retailers such as DW Sports, H Samuel Jewellers and Game Station. However, overall Drapery possesses a comparatively weak A1 retail offer for a street of such historic strategic importance and high footfall. Outside of the national retailers the varied offer of Drapery, the high a number of vacant units and the tired look of the public realm all fail to add to the draw of the location for retailing. | Increase the A1 retail offer of Drapery to the desired level for a street allocated as Primary Frontage (as outlined in Policy 14). Drapery should also continue to provide suitable A2 and A3 uses which are influential in attracting pedestrians such as Barclays Bank, Nationwide Building Society and McDonalds. Bringing use back to the vacant units at Drapery is also critical to improving the character and function of the street. The vitality and attractiveness of Drapery will improve from an investors and visitors perspective following the redevelopment of the Grosvenor Centre to the north and the redevelopment of the |
The Parade & Market Square East

Together The Parade and the eastern frontage of the Market Square possess the vast majority of the A1 frontage on the Market Square. The two frontages possess national retailers such as Phones 4u, Boots and Millets along with popular A4 and A5 uses such as Burger King and a JD Wetherspoon Pub House. At present these two frontages are the most vibrant on Market Square in terms of attracting pedestrian footfall and providing active frontage onto the Market Square itself.

The Parade and the eastern frontage of the Market Square should look to maintain their predominant A1 retail offer and provide further uses which add to vibrancy and character of the Market Square in the day and in the evening. The uses within these two frontages should look to complement the ambition to encourage restaurants and cafes to locate on the southern and western side of the Market Square. In seeking to improve its quality and attractiveness to a wider range of people it is considered that bookmakers and amusement arcades are unsuitable for these frontages.

Table F.2 Secondary Shopping Frontage

<table>
<thead>
<tr>
<th>Current Role</th>
<th>Future Role</th>
</tr>
</thead>
<tbody>
<tr>
<td>St Giles Street North &amp; South</td>
<td>St Giles’ Street should look to retain and strengthen its independent and niche A1 retail and A3 restaurant/café offer. It is not considered that the St Giles Street frontages are suitable for A2 uses such as Bookmakers and A5 uses as they are not in keeping with the niche function of the St Giles Street and could be more appropriately accommodated elsewhere in the Primary Shopping Area. By keeping its niche and independent retail character</td>
</tr>
<tr>
<td>Location</td>
<td>Analysis</td>
</tr>
<tr>
<td>---------------------</td>
<td>---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td><strong>Market Square</strong></td>
<td>Guildhall provides an attractive shopping environment for shopper at the western end of St Giles Street. At present the legibility of routes north to Abington Street via Ridings Arcade and Fish Street is poor.</td>
</tr>
<tr>
<td>South &amp; West</td>
<td>At present the southern and western frontages onto Market Square have a weak leisure and retailing offer. The presence of the three bookmakers on the western frontage reduces the amount of active frontage on to what should be a vibrant public space. Barclays Bank and Halifax Bank are the only major draws of the two frontages in terms of generating footfall. In terms of boosting the vitality and vibrancy of the Market Square in the day and in the evening the current offer of the two frontages is unsuitable.</td>
</tr>
<tr>
<td><strong>Sheep Street</strong></td>
<td>Sheep Street consists of a mixture A1, A2, A3, A4 and A5 uses. The A1 offer of Sheep Street is low order (newsagents and charity shops) and fails to add to the draw and attractiveness of the street to visitors and potential investors. The maintenance and quality of the public realm and shopping frontages along the east and west of Sheep Street is poor. Despite the poor</td>
</tr>
<tr>
<td>East 1–20a &amp; West 5–15</td>
<td></td>
</tr>
<tr>
<td>Location</td>
<td>Description</td>
</tr>
<tr>
<td>----------</td>
<td>-------------</td>
</tr>
<tr>
<td>All Saints Square (Wood Hill, George Row &amp; Mercers Row)</td>
<td>Shopping frontages around All Saints Square offer a limited amount of comparison and convenience A1 retailing. Much of the draw of All Saints Square comes from the pleasant shopping environment and the quality of the architecture provided by All Saints Church and the character of the shop fronts. The recent additions of national chain restaurants Nando's and Prezzo at Wood Hill have improved the vitality of All Saints Square into the evening. All Saints Square should look to maintain its status as Secondary Frontage by possessing a mix of uses. In the future shop frontages surrounding All Saints Square should also look to capitalise on the presence of Nando’s and Prezzo by attracting further high quality / family orientated A3 and A4 leisure uses.</td>
</tr>
<tr>
<td>Derngate South &amp; 1-8 North 3-23</td>
<td>Derngate is made up of a range of different uses including; niche and independent A1 retailers (similar to those found on St Giles Street) and a number of A3 and A4 units which complement the nearby Royal Derngate Theatre. The minimal number of vacant units on Derngate illustrate that it is currently performing well. Derngate should look to maintain its current role and function of supporting the niche retail offer of St Giles Street and providing quality and family A3 and A4 uses around one of Central Area’s key tourism and leisure hub, the Royal and Derngate Theatre.</td>
</tr>
<tr>
<td>Fish Street</td>
<td>Fish Street is the linking route north and south between Abington Street and St Giles Street and is largely comprised of A3 and A4 uses. The A1 retail Fish Street should look to attract further retail A1 units that complement the offer seen on St Giles Street in order to become an effective part of the outdoor retail</td>
</tr>
</tbody>
</table>

environment, lack of focus and quality in terms of uses Sheep Street still possesses a favourable amount of pedestrian activity due to its proximity to Greyfriars Bus Station, Mayorhold car park and residential areas to the north. Market and adjoining buildings (as detailed in Chapter 6).
<table>
<thead>
<tr>
<th>Location</th>
<th>Description</th>
<th>Proposal</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bridge Street</td>
<td>The offer is limited to low order shops such as newsagents and hairdressers. Pedestrian footfall on Fish Street is higher than would be expected given the limited draw of the units it possesses.</td>
<td>Provision of A1 retail use and or A3 cafes at Bridge Street should be sought in order to increase pedestrian activity in the area in the daytime and stop its daytime offer from becoming even more peripheral from rest of the town centre. Bridge Street’s role in the evening economy should also be supported, but managed appropriately to not discourage investment from daytime retailers and operators.</td>
</tr>
<tr>
<td>Gold Street</td>
<td>Bridge Street possesses the Central Area’s highest concentration of A4 uses along with a number of complementary A3 and A5 uses. Consequently Bridge Street plays an important role in the evening / night time economy. The A1 retail offer of Bridge Street is limited, with A2 Estate Agents being the other major uses. Consequently pedestrian activity and the overall draw of Bridge Street in the daytime is low.</td>
<td>Gold Street should look to maintain its status as Secondary Shopping Frontage, limit the addition of take aways in particular as they often present dead frontage in the day.</td>
</tr>
<tr>
<td>St Peter’s Walk &amp; Square</td>
<td>Gold Street is the first major shopping street pedestrians reach if arriving in Northampton by train. Gold Street comprises a varied offer of national multiple discount stores, charity shops, places to eat and hot food takeaways. The lack of higher order national retailers and the varied, low quality nature of the offer fail to add to the draw of Gold Street as a major shopping destination in the Central Area.</td>
<td>The offer and role of St Peter’s Square should be maintained as the pedestrian activity it attracts adds to the</td>
</tr>
</tbody>
</table>
These units add vitality to and provide active frontage on the entrance to St Peter’s Square but don’t necessarily add to the trade draw to the area. St Peter’s Square comprises of a number of large out of town style retail units occupied by national retailers such as Argos, Iceland and Peacocks. The peripheral nature of St Peter’s Square to the main Shopping Frontages of the Grosvenor Centre and Abington Street, and the large surface car parking at the Square allow it too function more like an out of town centre retail park.

**Abington Street East (79-85) & West (98-116)**

Located at the northern end of the Abington Street these two frontages offer a small proportion of A1 retailers than would be expected to be found on a street designated as Primary Shopping Frontage. The mixture of A1, A2 and A3 uses on these two frontages fail to add to draw and attractiveness of Abington Street as the prime pitch for outdoor retailing in the Primary Shopping Area. The future offer of these two frontages should be strengthened in order to complement the rest of Abington Street and not the predominantly low order retailing found at Abington Square, which these frontages are beginning to resemble.

**Abington Square North 1-29 (+1-11 of Kettering Rd) South 2-46 (+16-28 of Kettering Rd)**

These frontages provide the retailing gateway to the Primary Shopping Area and the north eastern entrance to the Central Area. The low order A1, A3 and A5 retailing predominantly serves the surrounding residential areas, and is does not form part of the

These frontages should look to maintain a suitable amount of A1 retailing to support the needs of the surrounding residential communities.
| **Ridings Arcade** | The Ridings provides a small stretch of indoor retailing as well as being a key, if underused, pedestrian link between St Giles Street and Abington Street. The northern entrance to the Ridings provides access to national chain stores Sports Direct and H & M, whilst the small units at the southern end of the Ridings look to complement the niche character of St Giles Street. | As an integral element of the retail circuit the A1 retailing offer of the Ridings should be maintained, along with the efforts that have been made to ensure occupants of units complement the offer of surrounding streets. Efforts should be made to improve the legibility and potential for the public to use The Ridings as route between Abington Street and St Giles Street. |
## Appendix: G. Development Sites: Indicative Outputs in the Plan Period

### Table G.1 Development Sites – Indicative Outputs in Plan Period

<table>
<thead>
<tr>
<th>Policy Areas</th>
<th>Retail (Square Metres)</th>
<th>Offices (Square Metres)</th>
<th>Housing Dwellings</th>
<th>Phase 1 2011-16</th>
<th>Phase 2 2016-2021</th>
<th>Phase 3 2021-2026</th>
<th>Dependents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bedford Road/Midsummer Employment Area Offices and Business Use (Policy 16 15)</td>
<td>(12,000)</td>
<td>150</td>
<td>Start</td>
<td>Completion (12,000)</td>
<td>Late delivery in Plan Period as ‘edge of centre’</td>
<td>Flood risk mitigation as appropriate</td>
<td></td>
</tr>
<tr>
<td>Grosvenor Centre Redevelopment (Policy 18 17)</td>
<td>37,000</td>
<td>Relocation of bus lay-over: replacement bus interchange</td>
<td>Completion 37,000 R 26,000 O</td>
<td>Bus station relocation to enable demolition in Phase 1</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

R: Retail  
D: Dwellings  
H: Hotel (bed number)  
(All figures in m²)

O: Office  
*: A3  
△: Delivery development on external influences (see policy)  
(All figures in m²)
<table>
<thead>
<tr>
<th>Policy Areas</th>
<th>Retail (Square Metres)</th>
<th>Offices (Square Metres)</th>
<th>Housing Dwellings</th>
<th>Phase 1 2011-16</th>
<th>Phase 2 2016-2021</th>
<th>Phase 3 2021-2026</th>
<th>Dependents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Castle Station (Policy 2019)</td>
<td>2,000 + Hotel</td>
<td>26,000</td>
<td>250</td>
<td>Completion 2,000 R 250 D</td>
<td>Hotel</td>
<td>Securement of public funding</td>
<td>Redevelopment of station and car park prior to commercial development</td>
</tr>
<tr>
<td>St John's (Policy 2120)</td>
<td>Hotel (105 bed) A3-500</td>
<td>40,000</td>
<td>Hotel development Completion retail + offices 10,000 O 105 bed H 500 R*</td>
<td></td>
<td></td>
<td>Access from Victoria Promenade</td>
<td></td>
</tr>
</tbody>
</table>

R: Retail  
D: Dwellings  
H: Hotel (bed number)  
O: Office  
*: A3  
\(\Delta\): Delivery development on external influences (see policy)  
(All figures in m²)
<table>
<thead>
<tr>
<th>Policy Areas</th>
<th>Retail (Square Metres)</th>
<th>Offices (Square Metres)</th>
<th>Housing Dwellings</th>
<th>Phase 1 2011-16</th>
<th>Phase 2 2016-2021</th>
<th>Phase 3 2021-2026</th>
<th>Dependents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Angel Street (Policy 22 21)</td>
<td>3,600</td>
<td>27,000</td>
<td>62</td>
<td>Office / retail Completion s-part 3,600 R 27,000 O</td>
<td>Southern area (Plough Hotel) office / dwellings completion 62 D</td>
<td>Plough Hotel junction redesign for access (Phase 3) In the short term: NCC decision to relocate operation to town centre location medium to long term: commercial potential to redevelop site</td>
<td></td>
</tr>
<tr>
<td>Bridge Street (Policy 23 22)</td>
<td>Ancillary</td>
<td>8,000</td>
<td>34</td>
<td>Completio n 8,000 O 34 D</td>
<td>Plough Hotel junction redesign for access (Phase 3) Flood risk mitigation as appropriate</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Spring Boroughs (Policy 25 24)</td>
<td>(2,000)</td>
<td>100</td>
<td>Start</td>
<td>Completio n (2,000) D</td>
<td>Late phasing – not available at present Community engagement for future planning</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

R: Retail
D: Dwellings
H: Hotel (bed number)
O: Office
*: A3
Δ: Delivery development on external influences (see policy)
(All figures in m²)
<table>
<thead>
<tr>
<th>Policy Areas</th>
<th>Retail (Square Metres)</th>
<th>Offices (Square Metres)</th>
<th>Housing Dwellings</th>
<th>Phase 1 2011-16</th>
<th>Phase 2 2016-2021</th>
<th>Phase 3 2021-2026</th>
<th>Dependents</th>
</tr>
</thead>
<tbody>
<tr>
<td>The Waterside: Brampton Branch St Peter’s Way (Policy 27-26)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>The Waterside: Southbridge West (Policy 28-27)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>The Waterside: Avon / Nunn Mills / Ransome Road (Policy 29-28)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

R: Retail  H: Hotel (bed number)  O: Office  *: A3  Δ: Delivery development on external influences (see policy)

Removal of gasholders and decontamination / remediation prior to site availability.
Flood risk mitigation measures
Subject to junction improvements etc to enable access / capacity
Impact on A45 junction improvements – London Road and Bedford Road
Flood risk mitigation
Land contamination mitigation prior to / phased with development
### Table G.1 Development Sites - Indicative Outputs in Plan Period

<table>
<thead>
<tr>
<th>Policy Areas</th>
<th>Retail (Square Metres)</th>
<th>Offices (Square Metres)</th>
<th>Housing Dwellings</th>
<th>Phase 1 2011-16</th>
<th>Phase 2 2016-2021</th>
<th>Phase 3 2021-2026</th>
<th>Dependents</th>
</tr>
</thead>
<tbody>
<tr>
<td>The Waterside: Becket’s Park (Policy 30-29)</td>
<td>500 Restaurant/leisure</td>
<td>20</td>
<td>Marina (80 berth) completion and ancillary facilities</td>
<td>500 R</td>
<td>20 D</td>
<td>Marina in progress—Phase 1</td>
<td>Flood risk mitigation as appropriate</td>
</tr>
<tr>
<td>The Waterside: Nene Meadows (Policy 34-30)</td>
<td>500 restaurant/leisure ancillary</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Pedestrian improvements including crossing Bedford Road</td>
</tr>
<tr>
<td>The Drapery Phase 1 (Policy 33-32)</td>
<td>13,750 (Comparison)</td>
<td></td>
<td>Start</td>
<td>Completion</td>
<td>16,750 R</td>
<td></td>
<td>Relocation of some retailers to Grosvenor redevelopment</td>
</tr>
</tbody>
</table>

R: Retail  
D: Dwellings  
H: Hotel (bed number)  
O: Office  
*: A3  
△: Delivery development on external influences (see policy)
<table>
<thead>
<tr>
<th>Policy Areas</th>
<th>Retail (Square Metres)</th>
<th>Offices (Square Metres)</th>
<th>Housing Dwellings</th>
<th>Phase 1 2011-16</th>
<th>Phase 2 2016-2021</th>
<th>Phase 3 2021-2026</th>
<th>Dependents</th>
</tr>
</thead>
<tbody>
<tr>
<td>The Drapery Phase 2 (Policy 33 (32))</td>
<td>3,000 (Comparison)</td>
<td></td>
<td></td>
<td>Start/Completion</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Former Fish Market and Adjoining Buildings (Policy 19) Abington Street East (Policy 18)</td>
<td>3,000 (Comparison)  or 6,000 (Convenience)</td>
<td></td>
<td></td>
<td>Start</td>
<td>Completion 6,000 R</td>
<td></td>
<td>Potential to relocate the Library</td>
</tr>
<tr>
<td>Freeschool St (Policy 34 (33))</td>
<td>2,500</td>
<td>2,500 O</td>
<td>Start</td>
<td>Completion 50 D</td>
<td></td>
<td>The successful removal and decontamination of the gasholders Land assembly Protection and enhancement of Scheduled Monument</td>
<td></td>
</tr>
</tbody>
</table>

R: Retail  
D: Dwellings  
H: Hotel (bed number)  
O: Office  
* : A3  
△: Delivery development on external influences (see policy)
<table>
<thead>
<tr>
<th>Policy Areas</th>
<th>Retail (Square Metres)</th>
<th>Offices (Square Metres)</th>
<th>Housing Dwellings</th>
<th>Phase 1 2011-16</th>
<th>Phase 2 2016-2021</th>
<th>Phase 3 2021-2026</th>
<th>Dependents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Upper Mounts/ Great Russell Street (Policy 24 23)</td>
<td></td>
<td>50</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Late delivery in Plan Period as ‘edge of centre’ Land Assembly etc</td>
</tr>
<tr>
<td>Former Royal Mail Sorting Office (Policy 35 34)</td>
<td></td>
<td>119</td>
<td>Completion 119 D</td>
<td></td>
<td></td>
<td></td>
<td>Not available at present – late phasing Decommissioning of telephone exchange</td>
</tr>
<tr>
<td>Telephone Exchange, Spring Gardens (Policy 36 35)</td>
<td></td>
<td>50</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

R: Retail  H: Hotel (bed number)  D: Dwellings  O: Office  * : A3  △: Delivery development on external influences (see policy)
## Table G.1 Development Sites - Indicative Outputs in Plan Period

<table>
<thead>
<tr>
<th>Policy Areas</th>
<th>Retail (Square Metres)</th>
<th>Offices (Square Metres)</th>
<th>Housing Dwellings</th>
<th>Phase 1 2011-16</th>
<th>Phase 2 2016-2021</th>
<th>Phase 3 2021-2026</th>
<th>Dependents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Market Square (Policy 32-31)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>No net change known – change of use and public realm improvements</td>
</tr>
<tr>
<td>Other Potential Housing sites outside of the Major Development Sites listed above</td>
<td></td>
<td></td>
<td>426</td>
<td>390</td>
<td>36</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

R: Retail  
D: Dwellings  
H: Hotel (bed number)  
O: Office  
*: A3  
△: Delivery development on external influences (see policy)  
(All figures in m²)
<table>
<thead>
<tr>
<th>Policy Areas</th>
<th>Retail (Square Metres)</th>
<th>Offices (Square Metres)</th>
<th>Housing Dwellings</th>
<th>Phase 1 2011-16</th>
<th>Phase 2 2016-2021</th>
<th>Phase 3 2021-2026</th>
<th>Dependents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Totals</td>
<td>71,050 - 74,050</td>
<td>132,500</td>
<td>3,437</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Castle Station</td>
<td>1 Hotel (105 bed)</td>
<td>—</td>
<td>—</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>St John's</td>
<td>2 Hotels (300-375 bed)</td>
<td>—</td>
<td>—</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Southbridge</td>
<td>(100 bed)</td>
<td>—</td>
<td>—</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Information from West Northamptonshire Emergent Joint Core Strategy Strategic Housing Land Availability Assessment – see Appendix 8: Potential Housing Sites

R: Retail  
D: Dwellings  
H: Hotel (bed number)  
O: Office  
*: A3  
≌: Delivery development on external influences (see policy)  
(All figures in m²)
### Table H.1 Potential Housing Sites (West Northamptonshire Strategic Housing Land Availability Assessment) Outside Major Development Sites

<table>
<thead>
<tr>
<th>Site Ref</th>
<th>Plan Ref</th>
<th>Site/Potential Dwellings</th>
<th>Constraints</th>
<th>Phase 1: 2011-16</th>
<th>Phase 2: 2016-21</th>
<th>Phase 3: 2021-26</th>
</tr>
</thead>
<tbody>
<tr>
<td>NBC 186</td>
<td>N23</td>
<td>Spencer House, Cliftonville Road - 26 Dwellings</td>
<td>Vacant Offices</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Access available</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Tree Preservation Order adjoins</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NBC 502</td>
<td>N6</td>
<td>Woolmonger St Manda Manufacturing - 14 dwellings</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NBC 503</td>
<td>N6</td>
<td>23/23A Gold St - 14 dwellings</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NBC 504</td>
<td>N7</td>
<td>26 Regent Street - 15 dwellings</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NBC 505</td>
<td>N6</td>
<td>Trefoil House, St Katherine’s - 19 Dwellings</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NBC 891</td>
<td>N24</td>
<td>52-56 Hazelwood Road - 15 dwelling</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NBC 894</td>
<td>N22</td>
<td>14-20 St Michaels Road – 20 dwellings</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NBC 038</td>
<td>N8</td>
<td>Ransome Road West End – 20 dwellings</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Appendix: H. Potential Housing Sites (West Northamptonshire Strategic Housing Land Availability Assessment) Outside Major Development Sites
<table>
<thead>
<tr>
<th>NBC</th>
<th>N</th>
<th>Address</th>
<th>Details</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>174</td>
<td>N8</td>
<td>Ransome Road Gateway - 18 dwellings</td>
<td>Flood zone 2 &amp; 3 - mitigation required</td>
<td>18</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Access to be resolved</td>
<td></td>
</tr>
<tr>
<td>329</td>
<td>N22</td>
<td>St Michaels Road (South and North side) - 36 dwellings</td>
<td>Part listed</td>
<td>36</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Currently not available</td>
<td></td>
</tr>
<tr>
<td>525</td>
<td>N7</td>
<td>10-16 St George's Street - 14 dwellings</td>
<td>Currently not available</td>
<td>14</td>
</tr>
<tr>
<td>624</td>
<td>N8</td>
<td>Southbridge East - Residual site adjacent to Avon - 40 dwellings</td>
<td>Flood zone 2 &amp; 3 - mitigation required</td>
<td>40</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Started no progress</td>
<td></td>
</tr>
<tr>
<td>627</td>
<td>N4</td>
<td>St Andrew's Street (South of Regent Street) – 48 dwellings</td>
<td>Vacant sites but not being promoted</td>
<td>48</td>
</tr>
<tr>
<td>670</td>
<td>N6</td>
<td>Upper Floors 63 Gold Street / Horseshoe Street Corner – 10 dwellings</td>
<td>Potential</td>
<td>10</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Not currently available</td>
<td></td>
</tr>
<tr>
<td>726</td>
<td>N24</td>
<td>3 Cheyne Walk - 77 dwellings</td>
<td>Vacant</td>
<td>77</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Conservation Area / ListedBuildings adjacent</td>
<td></td>
</tr>
<tr>
<td>N22</td>
<td></td>
<td>16-28 Wellingborough Road / Abington</td>
<td>Vacant retail but not in</td>
<td>18</td>
</tr>
<tr>
<td></td>
<td>747</td>
<td>Square – 18 dwellings</td>
<td>primary retail area</td>
<td>NBC 864</td>
</tr>
<tr>
<td>----</td>
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<td>---------------------</td>
<td>---------</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Total</td>
</tr>
</tbody>
</table>


Appendix: JI. List of Northampton Local Plan (1997) Policies that are Replaced by the Policies within the Central Area Action Plan

JI.0.1 List of Northampton Local Plan 1997 policies that are to be replaced by policies in the Central Area Action Plan

JI.0.2 The following list provides details of Saved policies which will be replaced by the Central Area Action Plan. Saved Policies which are not listed below will be replaced by strategic policies within the West Northamptonshire Joint Core Strategy.

JI.0.3 Policies D23 (Castle Yard), D28 (St Andrew's Street), D33 (Wellington Street) and D35 (York Road) will, on adoption of the Central Area Action Plan no longer be saved policies as they are not considered to be relevant.

<table>
<thead>
<tr>
<th>1997 Northampton Local Plan Saved Policy</th>
<th>Replacement CAAP Policy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Policy</td>
<td>Title</td>
</tr>
<tr>
<td>E1</td>
<td>Landscape and Open Space</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>E2</td>
<td>Riverside landscape</td>
</tr>
<tr>
<td>E6</td>
<td>Greenspace</td>
</tr>
<tr>
<td>E7</td>
<td>Skyline</td>
</tr>
<tr>
<td>E9</td>
<td>Locally important landscape areas</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>E14</td>
<td>Corridors of travel</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>E17</td>
<td>Nature Conservation</td>
</tr>
<tr>
<td>E18</td>
<td>Sites of acknowledged nature conservation value</td>
</tr>
<tr>
<td>E19</td>
<td>Implementing development</td>
</tr>
<tr>
<td>E20</td>
<td>New development (design)</td>
</tr>
<tr>
<td>E26</td>
<td>Conservation Areas: developments and advertisements</td>
</tr>
<tr>
<td>Saved Policy</td>
<td>Replacement CAAP Policy</td>
</tr>
<tr>
<td>------------------------------------------------------------------------------</td>
<td>----------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td><strong>E29</strong> Shopping environment: new or replacement shop fronts</td>
<td>2 1 14 13 Promoting Design Excellence Improving the Retail Offer</td>
</tr>
<tr>
<td><strong>E30</strong> Shop front: external security protection</td>
<td>2 1 Promoting Design Excellence</td>
</tr>
<tr>
<td><strong>E38</strong> Historic landscapes: nationally important ancient monuments/landscapes</td>
<td>2 1 Promoting Design Excellence</td>
</tr>
<tr>
<td><strong>E39</strong> Renewable energy</td>
<td>2 1 Promoting Design Excellence</td>
</tr>
<tr>
<td><strong>E40</strong> Crime and vandalism</td>
<td>2 1 Promoting Design Excellence</td>
</tr>
<tr>
<td><strong>H6</strong> Other housing development: within primarily residential area</td>
<td>2 1 Promoting Design Excellence</td>
</tr>
<tr>
<td></td>
<td>5 4 Green Infrastructure</td>
</tr>
<tr>
<td></td>
<td>17 16 Central Area Living</td>
</tr>
<tr>
<td><strong>H7</strong> Other housing development: outside primarily residential area</td>
<td>2 1 Promoting Design Excellence</td>
</tr>
<tr>
<td></td>
<td>5 4 Green Infrastructure</td>
</tr>
<tr>
<td></td>
<td>17 16 Central Area Living</td>
</tr>
<tr>
<td><strong>H11</strong> Other housing development: commercial property in primarily residential area</td>
<td>2 1 Promoting Design Excellence</td>
</tr>
<tr>
<td><strong>H14</strong> Residential development, open space and children’s play facilities</td>
<td>5 4 Green Infrastructure</td>
</tr>
<tr>
<td><strong>H18</strong> Extensions to dwellings</td>
<td>2 1 Promoting Design Excellence</td>
</tr>
<tr>
<td><strong>H32</strong> Affordable housing</td>
<td>37 36 Infrastructure Provision</td>
</tr>
<tr>
<td><strong>B1</strong> Land allocations for business and industry: proposed business use</td>
<td>46 15 Office and Business Use</td>
</tr>
<tr>
<td><strong>B2</strong> Land allocations for business and industry: existing business areas</td>
<td>46 15 Office and Business Use</td>
</tr>
<tr>
<td><strong>B3</strong> Land allocations for business and industry: business developments</td>
<td>42 11 Town Centre Boundary</td>
</tr>
<tr>
<td></td>
<td>46 15 Office and Business Use</td>
</tr>
<tr>
<td>1997 Northampton Local Plan Saved Policy</td>
<td>Replacement CAAP Policy</td>
</tr>
<tr>
<td>----------------------------------------</td>
<td>--------------------------</td>
</tr>
<tr>
<td>B4 Land allocations for business and industry: sites less than 1 hectare</td>
<td><strong>42 11</strong> Town Centre Boundary</td>
</tr>
<tr>
<td>B13 Business use and related infrastructure</td>
<td><strong>37 36</strong> Infrastructure Provision Delivery</td>
</tr>
<tr>
<td>B14 Development for non-business uses in business areas</td>
<td><strong>46 15</strong> Office and Business Use</td>
</tr>
<tr>
<td>B14 Use of land for open storage, salvaging and recycling</td>
<td><strong>2 1</strong> Promoting Design Excellence</td>
</tr>
<tr>
<td></td>
<td><strong>16 15</strong> Office and Business Use</td>
</tr>
<tr>
<td>B19 Existing business premises in primarily residential areas</td>
<td><strong>2 1</strong> Promoting Design Excellence</td>
</tr>
<tr>
<td>B22 Small businesses: up to 200 sq.m</td>
<td><strong>2 1</strong> Promoting Design Excellence</td>
</tr>
<tr>
<td></td>
<td><strong>44 10</strong> Parking</td>
</tr>
<tr>
<td></td>
<td><strong>42 11</strong> Town Centre Boundary</td>
</tr>
<tr>
<td>B23 Repair and maintenance of vehicles</td>
<td><strong>2 1</strong> Promoting Design Excellence</td>
</tr>
<tr>
<td></td>
<td><strong>11 10</strong> Parking</td>
</tr>
<tr>
<td></td>
<td><strong>42 11</strong> Town Centre Boundary</td>
</tr>
<tr>
<td>B31 Environmental impact of business development: new locality</td>
<td><strong>2 1</strong> Promoting Design Excellence</td>
</tr>
<tr>
<td>T4 Proposals for main distributor and primary roads: impacts of major developments</td>
<td><strong>37 36</strong> Infrastructure Provision Delivery</td>
</tr>
<tr>
<td>T11 Commercial uses in residential areas</td>
<td><strong>2 1</strong> Promoting Design Excellence</td>
</tr>
<tr>
<td></td>
<td><strong>44 10</strong> Parking</td>
</tr>
<tr>
<td></td>
<td><strong>37 36</strong> Infrastructure Provision Delivery</td>
</tr>
<tr>
<td>T12 Development requiring servicing</td>
<td><strong>37 36</strong> Infrastructure Provision Delivery</td>
</tr>
<tr>
<td>T14 Public transport – rail corridors</td>
<td><strong>9 8</strong> Safeguarded public transport route</td>
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<tr>
<td>T16 Taxi services</td>
<td><strong>2 1</strong> Promoting Design Excellence</td>
</tr>
<tr>
<td>Saved Policy</td>
<td>Replacement CAAP Policy</td>
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<tr>
<td><strong>T22</strong> Provision for people with disability</td>
<td><strong>2 1</strong> Promoting Design Excellence</td>
</tr>
<tr>
<td><strong>R5</strong> Town centre: change of use</td>
<td><strong>14 13</strong> Improving the Retail Offer</td>
</tr>
<tr>
<td><strong>R6</strong> Town centre: primary shopping frontages</td>
<td><strong>14 13</strong> Improving the Retail Offer</td>
</tr>
<tr>
<td><strong>R7</strong> Town centre: secondary shopping frontage</td>
<td><strong>14 13</strong> Improving the retail offer</td>
</tr>
<tr>
<td><strong>R15</strong> Car showrooms</td>
<td><strong>2 1</strong> Promoting Design Excellence</td>
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<tr>
<td><strong>R17</strong> Retailing from industrial premises</td>
<td><strong>12 11</strong> Town Centre Boundary</td>
</tr>
<tr>
<td><strong>L1</strong> Existing recreational facilities</td>
<td><strong>5 4</strong> Green Infrastructure</td>
</tr>
<tr>
<td><strong>L3</strong> Other existing local open space</td>
<td><strong>5 4</strong> Green Infrastructure</td>
</tr>
<tr>
<td><strong>L4</strong> New local recreational land</td>
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</tr>
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<td><strong>L6</strong> Maintenance of open space</td>
<td><strong>37 36</strong> Infrastructure Provision Delivery</td>
</tr>
<tr>
<td><strong>L16</strong> River Valley policy area</td>
<td><strong>5 4</strong> Green Infrastructure</td>
</tr>
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<td></td>
<td><strong>26 25 – 34 30</strong> Development Site policies on Waterside</td>
</tr>
<tr>
<td><strong>L17</strong> Use of river and canal</td>
<td><strong>5 4</strong> Green Infrastructure</td>
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<td></td>
<td><strong>26 25 – 34 30</strong> Development Site policies on Waterside</td>
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<tr>
<td><strong>L26</strong> Leisure proposals: site specific</td>
<td><strong>5 4</strong> Green Infrastructure</td>
</tr>
<tr>
<td><strong>L29</strong> River Valley policy area: provision of new facilities</td>
<td><strong>5 4</strong> Green Infrastructure</td>
</tr>
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<td></td>
<td><strong>26 25 – 34 30</strong> Development Site policies on Waterside</td>
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<tr>
<td></td>
<td><strong>37 36</strong> Infrastructure Provision Delivery</td>
</tr>
<tr>
<td><strong>D17</strong> Southbridge area and power station site, Nunn Mills: residential, business and leisure</td>
<td><strong>28 27 – 29 28</strong> Waterside Southbridge and Waterside Avon Nunn Mills Ransome Road</td>
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<tr>
<td>1997 Northampton Local Plan Saved Policy</td>
<td>Replacement CAAP Policy</td>
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<td><strong>D22</strong> Angel Street/ Bridge Street: retail or office</td>
<td>22 21 – 23 22 Angel Street and Bridge Street</td>
</tr>
<tr>
<td><strong>D26</strong> Freeschool Street: high density residential or residential and office with retail on frontage to Marefair</td>
<td>16 15 34 33 Office and business use Freeschool Street</td>
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<tr>
<td><strong>D29</strong> St John’s car park</td>
<td>24 20 St John’s</td>
</tr>
<tr>
<td><strong>D30</strong> British Gas land, St Peter’s Way: mix of leisure, retail and employment with a minor element of housing</td>
<td>26 25 – 27 26 Waterside and Waterside St Peter’s Way</td>
</tr>
<tr>
<td><strong>D31</strong> Victoria Street car park: office and car parking</td>
<td>18 17 Grosvenor Centre</td>
</tr>
<tr>
<td><strong>D32</strong> Western Island, Lady’s Lane</td>
<td>18 17 Grosvenor Centre</td>
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</table>
Chapter 8. **Central Area Proposals Map**

Figure 8.1 Proposals Map