West Northamptonshire Council









WEST NORTHAMPTONSHIRE

LOCAL PLAN

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West Northamptonshire Local Plan - 2043 (Regulation 19) Pre-Submission Document – October 2026

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Chapter 1: Introduction

1.1. What are we publishing?

1.1.1. The Council has produced this Plan to cover the whole of the West Northamptonshire area. When adopted, this Plan will replace the existing West Northamptonshire Joint Core Strategy (WNJCS) and the Part 2 Plans for each of the former council areas, namely:

- West Northamptonshire Joint Core Strategy Part 1 Local Plan - December 2014
- Settlements and Countryside Local Plan for Daventry District - February 2020
- South Northamptonshire Part 2 Local Plan - June 2020
- Northampton Part 2 Local Plan - March 2023

1.1.2. This Plan sets out a vision for West Northamptonshire and the policies required to achieve that vision. It identifies the scale of development that needs to be accommodated over the plan period, where that development should take place and sets requirements that development proposals will be expected to meet, having regard to national policy and legislation. The Plan seeks to positively plan for homes, jobs, services, infrastructure and environmental enhancement to support sustainable communities across West Northamptonshire.

1.1.3. The Plan covers the period up to 2043.

1.1.4. The Plan, its evidence and supporting documentation has been produced in accordance with the version of the National Planning Policy Framework (NPPF) published in December 2024.

1.1.5. Representations are invited on this Plan and can be made between Monday 5 October 2026 until 23.59 on Monday 16 November 2026. Details of how to make representations are provided on the Council's website and consultation portal. Arrangements have been made for responses to be submitted online, via email or through the post.

1.2. Plan-making stages and current progress

1.2.1. Preparing a Local Plan involves several stages, including gathering evidence, consulting the public, independent examination and adoption by the Council. When work originally started on this Plan, the intention was to produce a Strategic Plan that would be supplemented by one or more Part 2 Plans. In

April 2023 it was decided that a single plan would be preferable, and from then all work on the Plan has been on that basis.

1.2.2. The preparation of a Local Plan is governed by the Town and Country Planning (Local Planning) (England) Regulations 2012. Following evidence gathering and consultation under Regulation 18, the Council publishes the proposed submission version of the Plan under Regulation 19. This is the version of the Plan that the Council intends to submit for examination. The Regulation 19 Plan, representations received and supporting evidence are subsequently submitted under Regulation 22 for independent examination by a Planning Inspector before adoption.

1.2.3. The proposed submission Plan has been informed by multiple stages of consultation. Representations received during previous consultations were considered by the Council and have helped shape the Plan alongside the supporting evidence base. These include an Issues Consultation undertaken between September and November 2019, an Options Consultation undertaken between October and December 2021, consultation on the Draft Local Plan between April and June 2024, and a further consultation on the Draft Local Plan between January and March 2026.

1.2.4. The timetable for the remaining stages of Plan preparation is set out in the Local Development Scheme.

1.3. Why do we need a new Local Plan?

1.3.1. The Planning and Compulsory Purchase Act 2004 requires local planning authorities to maintain an up-to-date development plan and national policy expects strategic policies to look ahead over a minimum 15-year period from adoption.

1.3.2. The existing planning policy framework for West Northamptonshire is set out in the WNJCS Strategy adopted in 2014 and Part 2 plans for each of the former local authority areas (Daventry District, South Northamptonshire District and Northampton Borough). These plans cover the period to 2029.

1.3.3. A new local plan enables the new Council to set out its vision for the future of the area. The new Plan will ensure there is an up-to-date set of policies in place for decision making and will also simplify the planning policy environment by providing all of the policies in a single plan rather than separate part 1 and part 2 plans. The new Plan will also ensure that there is a plan in place to cover a longer time horizon.

1.3.4. When adopted, the new Plan will form part of the Development Plan for West

Northamptonshire alongside made Neighbourhood Development Plans and the Northamptonshire Minerals and Waste Local Plan. The Plan will provide the strategic planning framework for the preparation of new Neighbourhood Development Plans and the review of existing Neighbourhood Development Plans where appropriate.

1.4. How is this Local Plan structured?

1.4.1. This Plan is in 16 chapters.

1.4.2. It starts with the spatial portrait for the area in Chapter 2, together with the vision and spatial objectives. The chapters build progressively from understanding West Northamptonshire and establishing the vision and strategy for growth, through to place-based and thematic policies, before setting out how the Plan will be implemented and monitored.

1.4.3. The spatial strategy for the area is set out in Chapter 3.

1.4.4. In Chapter 4, the Plan then focuses on placemaking, responding to climate change, sustainability and healthier lives, which are overarching themes for this Plan.

1.4.5. Chapters 5 to 10 set out future strategies and policies for the key places in the area, starting with Northampton, the largest settlement in West Northamptonshire, followed by Daventry, Brackley, Towcester, growth at Long Buckby station and then the rural areas.

1.4.6. The Plan then looks at key themes: homes, economic growth, built and natural environment, transport and infrastructure.

1.4.7. The final chapter sets out how the Plan will be implemented and monitored.

1.4.8. Each chapter is informed by a range of evidence base documents, which are identified within the relevant chapter and have been used to develop the Plan's strategy, site allocations and policies. These include evidence prepared to support previous Local Plans as well as more recent studies commissioned specifically for the West Northamptonshire Local Plan. The evidence base can be viewed on the consultation website.

Chapter 2: Spatial Portrait, Vision and Objectives

2.1. Spatial Portrait

2.1.1. West Northamptonshire is a unitary council area located within the southern part of central England. It covers a large geographical area, including four towns: Northampton, Daventry, Towcester and Brackley and an extensive rural area incorporating over 190 villages.

2.1.2. There are strong connections between Northampton as the Principal Urban Area with the other main towns and the rural hinterland as reflected in significant household and travel to work movements between the settlements. To the north and east, there are strong travel links between the Northampton area and Kettering and Wellingborough. There are also significant commuter flows into Milton Keynes from Northampton and the southern part of the council area.

2.1.3. West Northamptonshire has excellent connections to the rest of the country and to mainland Europe. The area benefits from key strategic transport infrastructure including linkages to the M1, M40, M6, the Haven Ports and the West Coast Mainline, Chiltern and Midland Mainline railways. The area is often described as being at the crossroads of the M1 north-south route and the A14/ M6 east-west route. Other key routes on the strategic road network include the A5, A43 and A45.

2.1.4. West Northamptonshire is readily accessible to Greater London and Birmingham, the country's two largest cities. Travel times from Northampton to both London and Birmingham by train are only one hour. For air travel many passenger journeys by residents and businesses in West Northamptonshire are made from major gateway airports at London with smaller regional airports at East Midlands, London Luton or Birmingham International also offering a wide range of flights. Whilst both East Midlands Airport and London Luton Airport are accessible by car within one hour's journey time from Northampton there are limited rail connections to both destinations.

2.1.5. Northampton town centre, together with its retail parks, cultural and leisure offer remains a key attractor for West Northamptonshire residents and for some residents outside the area. Major attractors for shopping and other 'town centre' uses beyond West Northamptonshire's area include Milton Keynes to the south and the major shopping and leisure complex at Rushden Lakes to the east. Like all areas of the country, our towns, traditional high streets, and shopping centres have been challenged for over a decade by falling market demand. This trend was further accelerated and compounded

by the COVID-19 pandemic. The Council has ambitious plans for the regeneration of our town centres, and the policies and proposals of this Local Plan will be a key tool in realising this ambition.

The West Northamptonshire area

2.1.6. West Northamptonshire has a population of 425,725 people (Office of National Statistics 2021 census). Overall population has increased by 13.5% (50,624 residents) since 2011 which is significantly above the national average. Whilst the land area is predominately rural, approximately two-thirds of this population live in urban areas, principally Northampton and one-third of the population live in the rural area beyond the main towns.

2.1.7. The area presently has an above national average youth population and a below average older population; however, population projections indicate that the proportion of elderly people within the population is likely to rise.

Northampton

2.1.8. With a population of 238,653 in 2021, Northampton is the largest town in England. Planned expansion has led to substantial population growth from around 100,000 in the 1960s. The town continues to grow and maintain its role as a major employment, cultural, retail, and residential centre in Northamptonshire.

2.1.9. The town is home to a range of major employers including Barclaycard, Cosworth, Carlsberg UK, Panasonic UK, Nationwide Building Society, Avon Cosmetics, Mahle Powertrain and GE Precision Engineering. Since its creation in August 2011 the Northampton Waterside Enterprise Zone has been an important catalyst for economic growth and regeneration. Significant developments include the new Waterside Campus for the University of Northampton, the development of a new railway station building and the University of Northampton's Innovation Centre. Northampton is also the focus for learning in the area and in addition to the University is home to Northampton College, with Moulton College lying immediately to the north of the town. Northampton town centre provides the main services and facilities, health care, including Northampton General Hospital, and retail offer for the wider population of West Northamptonshire and beyond.

Daventry

2.1.10. Daventry is a market town with a population of around 28,000 in 2021. The town experienced significant expansion in the 1960s and 1970s as a result of its designation as an overspill town for Birmingham. This resulted in significant growth in population from around 4,000 in 1950.

2.1.11. The town is an important employment centre with large industrial/commercial estates located to the north west and south east. Significant employers include the car manufacturer Ford and Cummins which is a global engineering company. Daventry has benefited from several regeneration schemes including the Abbey Retail Park, the 'iCon' building and more recently the 'Arc' cinema development.

Towcester

2.1.12. Towcester is the oldest town in Northamptonshire with a population of about 11,500 (census 2021). The town experienced significant housing expansion in the 1980s and the town continues to expand with the development of the Towcester South Sustainable Urban Extension. Towcester residents predominantly travel to either Northampton or Milton Keynes for work and shopping (other than food shopping), but employment allocations in the Part 2 Local Plan provide additional opportunities for local employment. Existing employers include the defence and aerospace manufacturer BAE Systems and the global electronics company Abaco Systems.

2.1.13. Towcester has an historic and attractive town centre, and the recent regeneration of the Moat Lane area has brought additional activity to the centre, with local government offices and library, residential development and new commercial floorspace. The completion of the planned relief road to the south of the town will help to address issues of congestion and poor air quality on the A5.

Brackley

2.1.14. Brackley is an attractive historic market town. It has a population of about 16,000 and has experienced extensive housing expansion over the last 30 years. The excellent road links provided by the A43 mean that many Brackley residents travel to the neighbouring larger towns of Banbury, Oxford and Milton Keynes for employment and shopping.

2.1.15. The linear town centre has many listed buildings and supports a good balance of independent businesses and national multiples. Employment opportunities are concentrated in a small number of industrial/commercial estates to the south and east. With Silverstone in close proximity the town hosts several high technology and motorsport companies including Mercedes AMG Petronas.

Long Buckby Station

2.1.16. Long Buckby station provides regular services to the north to Birmingham and beyond and south to London. This provides an opportunity, consistent with

government policy, for housing and employment growth in a sustainable location with potential to contribute to improvements at the station and active travel between Daventry and the station.

Rural areas

2.1.17. Much of West Northamptonshire is rural in nature and is home to around a third of the area's population, living within a dispersed network of around 190 settlements of varying sizes and function. Primary Service Villages perform an important role in providing services and facilities to meet the day-to-day needs of their own residents and businesses, as well as those from surrounding smaller settlements. These services include shops, schools, healthcare and employment opportunities. The rural area also includes a range of smaller villages, with hamlets and clusters of buildings representing the smallest settlements and reflecting the area's rich agricultural heritage. This legacy, the areas attractive built and natural environment and location make the rural areas a popular place to live and visit but also brings with it challenges.

2.1.18. Key issues identified by rural communities include the loss of basic services and employment opportunities in villages, leading to the concern that some are becoming 'commuter dormitories', high property prices and a lack of affordable housing, which can make it difficult for young people and families to remain in rural communities. Other challenges include distance and isolation from key services such as health provision, protecting the character of attractive villages, historic sites and unspoilt countryside, and isolated pockets of deprivation compounded by issues such as the lack of public transport.

Jobs

2.1.19. West Northamptonshire, being a diverse area, has a broad economic base. In 2022 the area's economy produced goods and services valued at £12.5 (bn) (GVA) and supported around 243,500 jobs.

2.1.20. Since the 1990s there has been strong growth in employment and GVA and the local economy was able to recover from the global recession in 2008 and the impact of the Covid-19 pandemic in 2020. Compared to the regional average West Northamptonshire has a relatively high employment and economic activity rate. The unemployment rate, recorded at 2% in 2022, is below the England average of around 4%.

2.1.21. The proportion of residents employed in manufacturing continues to decline (to 8.7% in 2021), but this remains higher than the national average of 7.3%. Other sectors showing decreases in numbers employed between 2011 and

2021 are financial and insurance activities (down 6%) and accommodation and food activities (down 4.5%). These decreases are more than compensated by increases in construction (up 45%), transport and storage (up 28%) and health and social work (up 25%).

2.1.22. Across West Northamptonshire over the last decade, the top-level occupation data shows a shift away from the middle skill range of occupations and growth at either end of the spectrum. The main loss is amongst administrative and secretarial occupations (down 12.2%). On the other hand, managerial and professional occupations along with elementary occupations have all increased by between 23% and 25% since 2011. In fact, longer term, the number of residents working in professional occupations has more than doubled in twenty years.

2.1.23. One of the impacts of the COVID-19 pandemic has been on the way that people work, with a significant increase in remote and hybrid working practices across many industries. This trend is likely to affect those sectors which generally account for a significant take up of office space and as such, compared to pre-pandemic trends, vacancy levels across West Northamptonshire have risen steadily since 2021.

Homes

2.1.24. The four main towns in West Northamptonshire have all experienced considerable housing growth over the years in order to support viable, sustainable, and mixed communities. Housing stock varies greatly from older, traditional housing to modern, contemporary forms. Some specific neighbourhoods in Northampton and Daventry are in need of housing improvement.

2.1.25. Whilst West Northamptonshire has higher house prices compared to the regional and England average, Northampton has median and lower quartile house prices 49% and 47% lower than in the South Northamptonshire area. House prices have increased across West Northamptonshire, but the Daventry area has seen the largest increase at 89% over the last 15 years.

2.1.26. West Northamptonshire is also a relatively expensive place to rent a dwelling, with rents at all price points higher than the East Midland average. However, there is significant variation in rents between the three sub-areas. Rents in Northampton are significantly lower than either Daventry or South Northamptonshire.

2.1.27. Over the last decade the persistent decrease in the proportion of resident households living in socially rented housing across West Northamptonshire has

stabilised and now stands at 14.4% (England average 17.1%). Alongside this trend, there has been a further shift away from home ownership (particularly with a mortgage) which probably reflects the well-known increase in the housing affordability ratio and the difficulty this has given first time buyers seeking to access the housing market. The decline in home ownership and the restricted supply of affordable housing has led to an increase in the private rental sector which now houses 19.1% of WNC households (England average 20.5%), up from 6.5% in 2001.

Movement

2.1.28. In West Northamptonshire 85% of economically active people both live and work in the council area, and just over half of these work predominantly from home. This indicates a high level of self-containment and suggests that many work- related trips occur within West Northamptonshire itself. In terms of work-related travel, the most significant destinations are North Northamptonshire and Milton Keynes. In both instances approximately 3% of West Northamptonshire's economically active residents work in these locations.

2.1.29. The 2021 census showed that 29% of residents were predominately working from home. 51% of residents travelled to work using a car/van which was higher than the England average. Only 4.2 % used public transport and 1.5% used a bicycle. In both cases the proportions are lower than in the 2011 census. It should be noted that the pandemic has impacted on these figures.

2.1.30. The West Northamptonshire area is one of generally high car ownership and residents continue to use the private car as the preferred mode of travel. Whilst 15.9% of households do not have access to a car this is lower than the England average of 23.5%.

2.1.31. This presents challenges for the provision of public transport in the area and the heavy reliance on the private car contributes to congestion on our roads and other problems such as air pollution. The West Northamptonshire area is generally an affluent one. The 2021 census revealed just under 5,000 of households with three or four deprivation dimensions which represents a 25% decrease from 2011. This equates to 2.9% of households, below the England average of 3.9%.

Community regeneration

2.1.32. There are, however, significant pockets of deprivation. The Index of Multiple Deprivation shows that 16.9% West Northamptonshire's population lives in the 20% most deprived areas (LSOA). Northampton contains significant pockets of deprivation in central and eastern areas, with 12 LSOAs that are

among the most deprived 20% in the country. There is also one LSOA in Daventry town which falls into this category. Consequently, there are a number of social and economic issues facing some neighbourhoods and communities where regeneration intervention is required. Towcester and Brackley do not have any significant areas of deprivation.

2.1.33. In the rural areas an overall appearance of wealth can mask small pockets of rural deprivation. 43% of households live in the rural area of West Northamptonshire. Challenges within this rural context include, an ageing population, a lack of affordable housing, limited access to services and reduced public transport, and poor access to digital infrastructure.

Town Centres

2.1.34. Northampton town centre remains the key centre in West Northamptonshire. Notwithstanding the decline in retail and the impact of the pandemic, Northampton has the strongest comparison goods offer and draws on a wide sub regional catchment area. The town centre has many positive attributes, not least its significant heritage assets with four conservation areas in the town centre alone. This provides a strong basis for ongoing regeneration. The Council, working with partners, is investing significant resources in several schemes to support the regeneration of the town centre. These include the recent transformation of the market square (completed 2024), public realm improvements to Abington Street (completed 2025) and proposed redevelopment at FOUR Waterside and Marefair for a mix of uses including, offices, hotel, and new housing.

2.1.35. Daventry town centre has a relatively good balance of independent and multiple stores with a retail offer that is anchored by its three main foodstores. Recent regeneration schemes include the development of the Arc cinema which enhances the mix of uses in the town centre. The Council has plans for further regeneration activity in the town to be coordinated through the preparation of a new masterplan. Towcester and Brackley function as rural service centres for their large rural areas and operate well within this role. The retail study concluded that Brackley had a relatively good balance of independent and multiples stores and that the retail offer is anchored by a main food store. Towcester has a similar range of shops and services and has seen revitalisation in recent years through the Moat Lane heritage led regeneration scheme.

Arts, culture and sport

2.1.36. As the hub of West Northamptonshire Northampton is home to a range of high- quality professional sports clubs (including rugby union, football, and county cricket) and cultural facilities (including two theatres, museums and

gallery space). Northampton's extensive network of parks and open spaces provides an important resource for both residents and visitors.

2.1.37. Daventry has an extensive green infrastructure network which connects the town to the wider countryside. The Daventry Country Park and the greenspace at Borough Hill are key elements of this network. Towcester has the nationally protected Easton Neston Historic Park and the currently underutilised Towcester Racecourse. Brackley has local facilities for leisure and recreation but would benefit from additional sports pitch provision.

2.1.38. The River Nene flows through West Northamptonshire and close to the southern edge of Northampton town centre. It provides a rich resource for water sports, nature conservation and informal recreation. The area also benefits from the historic canal network as a cultural, recreational and wildlife asset. The countryside around the West Northamptonshire towns is itself a wider recreational resource.

2.1.39. Silverstone Circuit is a year-round international sporting attraction and the home of Formula 1's British Grand Prix. It draws motorsport enthusiasts from all over the country and beyond and reinforces the area's long tradition in the motor sports industry. It is expected to continue its role as a major economic driver through sport-based tourism, education, high-tech business opportunities and research and development.

Built, natural and historic Environment

2.1.40. West Northamptonshire benefits from an extensive network of green infrastructure assets, including parks, open spaces, river corridors, woodlands and areas of recreational land which contribute to biodiversity, landscape character, health and wellbeing.

2.1.41. The towns and rural area within West Northamptonshire have a rich heritage. There is a wealth of listed buildings and conservation areas within the towns and villages as well as numerous archaeological sites. The many historic houses and associated historic parks and gardens are a significant feature of the countryside and in many cases provide a valuable tourism asset.

2.1.42. West Northamptonshire is a predominantly rural area containing a diverse mix of farmland, woodland, villages, and riparian landscapes together with larger urban areas. The countryside is highly valued both as a food producing area, and as a recreational resource. Much of the area has a quiet rural character, with stone- built villages and extensive country estates.

2.1.43. The landscape character of West Northamptonshire is varied, reflecting the pattern of the underlying geology. The highest parts of the area are located to

the west where a distinctive tract of elevated and rolling rural landscape forms the West Northamptonshire Uplands. Other distinctive landscape areas include the central Northampton plateau, the wooded landscapes of Whittlewood, Yardley Chase and Salcey and the valley landscapes of the Nene, Great Ouse and Tove.

2.1.44. The area supports a number of priority habitats including deciduous woodland, grassland, and wetland habitats. Some of these are protected through formal designations including the internationally important Upper Nene Valley Gravel Pits Special Protection Area.

2.1.45. Evidence produced to support this Plan has identified strategic scale opportunities for investment in Green Infrastructure and Natural Capital across the area.

Future opportunities

2.1.46. West Northamptonshire clearly has many strengths, such as its highly accessible location, strong housing and economic growth, and its many heritage assets. There are, however, a number of challenges which include supporting the regeneration of Northampton, tackling congestion and air pollution, addressing climate change, improving health and wellbeing, raising educational attainment, and ensuring infrastructure is delivered to support growth.

2.1.47. The following vision and spatial objectives seek to build on the strengths of the area whilst addressing the challenges that have been identified.

2.2. Spatial Vision

2.2.1. The Spatial Vision is a vision of where we want to be at the end of the plan period in 2043. It is central to the Local Plan and sets out the ambition for our communities, our economy and our environment. Place based visions are included for Northampton, Daventry, Brackley, Towcester and the wider rural area.

The Spatial Vision

'In 2043 our **people** are engaged and live in vibrant, active and sustainable communities with ready access to the services, facilities and infrastructure they need. Quality housing is available, including affordable housing to meet the needs of everyone. Our residents have improved educational attainment and have the skill levels necessary to adapt to a changing economy. The challenges of an ageing population have been met, and health outcomes have improved for all. The take-up of active and healthy lifestyles, including active travel, is

widespread and levels of obesity have reduced. Everyone benefits from living in one of the best connected places in the UK.

West Northamptonshire is playing a leading role in the economic success of the Oxford to Cambridge Partnership. We have a thriving **economy** with increased productivity. There has been significant growth in innovation and high value sectors such motorsport, high precision engineering, life sciences, food and drink, and finance. We also have a dynamic economy which adapts to change and provides job opportunities for all our residents. Our improved tourism offer makes a significant contribution to the value of the local economy.

Our **environment** has been enhanced by sustainable growth with a net gain in biodiversity, a successful local nature recovery strategy, and green space that is accessible to all. Our valued landscapes and built environments have been preserved and enhanced and high quality design has delivered neighbourhoods that people are proud to live in. Developments are helping to meet the upcoming 2050 Net Zero targets.

A regenerated **Northampton** is the key strategic centre at the heart of West Northamptonshire. Brownfield sites have been developed which support vibrant urban living and economic growth in a high-quality and attractive environment for residents, visitors and investors. As a leading centre for culture, commerce, leisure, education and health it is a place where history, innovation and regeneration work together to support sustainable growth.

Whilst retaining its roots as an historic market town, **Daventry** is a sub-regional centre of growing importance, with a successful town centre and strong commercial core. Local economic strengths in engineering and sustainable construction have developed and innovative start-up businesses thrive. Daventry is well-connected, community focussed and benefits from an accessible green network integrated into the fabric of the town.

The market towns of **Brackley** and **Towcester** continue to prosper, with successful town centres providing services, facilities and employment opportunities for the wider rural area. Whilst continuing to accommodate sustainable growth the distinctive character of the towns and their heritage and environmental assets has been protected and enhanced.

Long Buckby Station provides an opportunity for housing and employment growth in a sustainable location with potential to contribute to improvements at the station and active travel between Daventry and the station.

Our **rural area** provides a network of vibrant, well-connected villages supporting a wider choice of homes, employment opportunities, and services at a scale consistent with local needs. Growth has been supported by the timely

delivery of appropriate infrastructure and services, helping to maintain the sustainability and resilience of rural communities. The countryside supports a thriving and diverse rural economy, with sustainable food production, enhanced natural capital and distinctive local landscapes. The essential character of our rural area has been protected and retained.

2.3. Spatial Objectives

2.3.1. To ensure our Vision is achieved the following 17 Spatial Objectives have been identified which provide specific direction to the policies of this Local Plan. The objectives have been informed by the guiding principles and priorities set out in the Council's Corporate Plan, the One West Northamptonshire Plan as set out below.

Guiding principles:

- Inclusive Growth
- Collaboration
- Sustainable Environment
- Prevention
- Efficient and modern services

Priorities:

- Productive, Inclusive and Enterprising
- Accessible and Connected
- Thriving Towns and Neighbourhoods
- More and Better Quality Homes
- Best Place to Grow Up
- Best Place to Live and Age Well
- An Efficient and Enabling Council

2.3.2. The objectives respond to and will help deliver these principles and priorities. There is no order of priority to the objectives.

2.3.3. To enable us to monitor how effectively the objectives (and therefore the Vision) are being achieved; specific targets will be developed and set out in the Implementation and Monitoring Framework (Chapter 16).

Objective 1 – Environment

To support the transition of West Northamptonshire to a net zero carbon area by 2050, and deliver effective resilience and adaptation to and mitigation of the impacts on the environment by:

- Supporting reductions in carbon emissions

- Requiring sustainable design and construction in all new development
- Ensuring strategic and other development allocations are located and designed to be resilient to future climate change and to alleviate and mitigate the risk of flooding
- Supporting renewable and low-carbon energy production at appropriate scales, in appropriate locations
- Ensuring the location and layout of new development promotes the use of sustainable travel modes and reduces the need to travel

Objective 2 - Green Infrastructure and Natural Capital
To conserve and regenerate natural habitats and species, provide net gains in biodiversity and enhance West Northamptonshire's network of natural capital and green infrastructure by improving existing areas and designing green and blue infrastructure into development. To support the delivery of the Local Nature Recovery Strategy including improving connections between habitats and the creation of new habitats such as woodland for carbon capture and meadowland for biodiversity.

Objective 3 - Landscape
To protect and enhance West Northamptonshire's distinctive landscape character especially those valued landscapes which have been designated as Special Landscape Areas.

Objective 4 – Heritage
To conserve and enhance West Northamptonshire's heritage assets and their settings, recognising their contribution to local distinctiveness, a sense of place, quality of life and economic success.

Objective 5 – Water Environment
To improve our water environment using an integrated water management approach that brings together sustainable water supply, usage and recycling, wastewater disposal, improvement of water quality and flood risk management.

Objective 6 – Education and Skills
To raise educational achievement, attainment and the skills base of all our communities through supporting the development of our learning infrastructure and strengthening links between local businesses and local schools, Moulton and Northampton Colleges, the University of Northampton, and Silverstone University Technical College.

Objective 7 – Health and Well-being
To promote health and wellbeing to support healthy outcomes through high quality development which supports independence, encourages active and healthy lifestyles, supports social interaction, and creates inclusive and safe communities. To ensure the delivery of necessary health and social care

infrastructure alongside new development.

Objective 8 - Infrastructure and Development
To protect and enhance local services and to ensure social, physical, green, and technological infrastructure is adequately provided to meet the needs of people and business in a timely and sustainable manner in response to regeneration and new development in West Northamptonshire.

Objective 9 - Connections
To reduce the need to travel, shorten travel distances and prioritise sustainable travel as an attractive option across West Northamptonshire by maximising and promoting the use of alternative travel modes. To facilitate infrastructure for ultra-low emission vehicles, combat congestion, reduce carbon emissions, improve air quality and address social exclusion for those who do not have access to a private car. To support the improvement of strategic public transport connections across the area.

Objective 10 - Supporting All Our Communities
To ensure new development in urban areas actively supports and links new and existing communities physically and socially, to achieve social cohesion, maintain or improve the existing residential amenity and address the areas of deprivation. To protect and support rural communities to ensure they thrive and remain vital.

Objective 11 - Supporting Town Centres
To support the regeneration of our Town Centres responding positively to their distinctive character, heritage, and environmental assets to create attractive centres that are resilient and provide a range of functions such as leisure, culture, the visitor economy and high quality urban living.

Objective 12 - Housing
To provide an appropriate range of housing in sustainable locations, of high quality environmental and design standards, including those relating to designing out crime, to meet the needs of all sections of our changing population, including affordable homes, housing for the younger generation and housing for older persons, vulnerable people, and those with specialist housing needs.

Objective 13 - High Quality Design
To ensure high quality and sustainable design of new development to deliver beautiful places and buildings making a positive contribution to the character and distinctiveness of West Northamptonshire, its towns, villages, and neighbourhoods.

Objective 14 - Economic Advantage
To strengthen and diversify West Northamptonshire's economy by taking advantage of our internationally well-placed location, strategic transport network

and proximity to London and Birmingham. To maximise the opportunities for sustainable economic growth and investment offered by our strategic location in the Oxford to Cambridge Partnership area.

Objective 15 - Specialist Business Development
To support and develop opportunities for specialist employment clusters and business development focused on a low carbon economy, new technologies and locally important sectors.

Objective 16 - Rural Diversification and Employment
To support rural diversification and rural employment opportunities, especially those related to agriculture, horticulture, forestry, and other forms of economic development which are appropriate in scale and nature to their location.

Objective 17 - The Visitor Economy
To facilitate sustainable tourism and leisure related growth creating a distinct offer within West Northamptonshire building on our rich heritage and cultural attractions.

Chapter 3: A Spatial Strategy for West Northamptonshire

3.1. Introduction

3.1.1. This chapter sets out a spatial strategy for West Northamptonshire which flows from the Spatial Portrait, Vision and Objectives set out in Chapter 2 and provides a framework for the policies and site allocations in this Local Plan.

3.1.2. The spatial strategy outlines the hierarchy of places and the principles for the distribution of development between these places. The key focus of the strategy is on the regeneration of the urban areas of existing towns, maximising the use of previously developed land and vacant or underutilised buildings. Whilst significant peripheral growth will continue through the development of sites allocated in previous Local Plans, this Plan includes relatively limited growth on the edge of Principal Urban Area of Northampton. Details of how much development will be provided are set out in Chapter 11 'Homes' and Chapter 12 'Economic Growth'.

3.1.3. The delivery mechanisms that will be used in order to achieve the spatial strategy are set out in Chapter 15 'Infrastructure'.

3.2. Policy context

National Planning Policy Framework (NPPF) December 2024

3.2.1. At the heart of the NPPF is a genuinely plan-led planning system, with the expectation that succinct and up to date plans should provide a positive vision for the future of the area together with a framework for meeting housing needs and other economic, social and environmental priorities.

3.2.2. The NPPF states (paragraph 17) that Local Plans 'must include strategic policies to address each local planning authority's priorities for development and use of land in its area.' This spatial strategy and the policies that flow from it, aim to fulfil this requirement.

Planning Practice Guidance

3.2.3. Planning Practice Guidance (PPG) confirms the role of development plans at the heart of the planning system and states 'Plans set out a vision and a framework for the future development of the area, addressing needs and opportunities in relation to housing, the economy, community facilities and infrastructure – as well as a basis for conserving and enhancing the natural and historic environment, mitigating and adapting to climate change, and

achieving well designed places.'

3.2.4. The strategy of this Plan and the policies that flow from it seeks to meet the guidance set out in PPG.

3.3. One West Northamptonshire Plan

3.3.1. The vision and spatial objectives for this Plan closely reflect the priorities in the Council's Corporate Plan. The strategy of the Plan and the policies within it will have a key role in achieving many of the priorities within the Corporate Plan.

3.4. Evidence base summary

3.4.1. This Plan has been informed by an up-to-date Housing and Employment Needs Assessment (HENA). The HENA uses current census population data and forecasting to reach housing and employment figures which form the basis of the objectively assessed needs that the Plan seeks to address.

3.4.2. It is also informed by the priorities set out in the Councils adopted Economic Growth Strategy, Local Transport Plan, Housing Strategy and other corporate strategies and plans.

3.4.3. In determining the spatial strategy for the Plan, the Council has considered a range of alternative broad spatial options. A sustainability appraisal was undertaken of the following eight broad spatial options:

- Option 1 – Northampton Focus
- Option 2 – Northampton Fringes with Northern Relief Road
- Option 3 – Urban Regeneration
- Option 4 – Larger Towns and Primary Service Villages (existing strategy)
- Option 5 – Major New Settlement
- Option 6 – Sustainable Transport Corridor
- Option 7 – Larger Towns, Primary and Secondary Service Villages (wider dispersal)
- Option 8 – Employment as a focus for growth

3.4.4. The assessment revealed that all of the options have mixed effects when considered against the sustainability appraisal objectives. Overall, Options 1 and 3, which are both regeneration focused score most favourably in sustainability terms. As such the evidence provided by the SA lends support for a strategy with an increased emphasis on regeneration and the utilisation of previously developed land. The Council is putting significant investment into the regeneration of our towns as a catalyst for further inward investment into

the central areas. A regeneration focused strategy will support the investment being made by the Council. However, it is recognised that not all of the districts housing needs can be met within existing urban areas, and additional growth at all of the towns is required and also that some proportionate growth in the rural areas will also promote the sustainability of our rural communities.

3.5. The settlement hierarchy

3.5.1. In order to determine the principles for the distribution of development across West Northamptonshire it is necessary to understand the role and function of our existing settlements, the relationship between those settlements, and the relationship with settlements in other areas. The WNJCS adopted in 2014 identified the following categories to reflect the role and function of the towns in the area:

- Principal Urban Area – Northampton
- Sub Regional Centre – Daventry
- Rural Service Centres – Brackley and Towcester

3.5.2. Having regard to the spatial portrait set out in Chapter 2 it is considered that the role and function of the main towns identified in the WNJCS remains valid and as such the hierarchy will continue to apply as summarised below.

3.5.3. **Northampton – Principal Urban Area –** As the largest urban area and the main commercial, administrative, cultural and retail centre for West Northamptonshire, Northampton plays a key role in the area and beyond. Due to its size, function and strategic location, the town will continue to generate economic growth and support further housing and population growth. The continued regeneration of the central area will ensure that the town centre performs a multi-functional role for West Northamptonshire and the wider area.

3.5.4. **Daventry – Sub Regional Centre –** As the second largest area in West Northamptonshire, Daventry provides a range of services to support its own needs as well as the rural area around it. Planned development will ensure that the town continues to provide opportunities for economic growth, new housing and regeneration.

3.5.5. **Brackley and Towcester – Rural Service Centres –** Brackley and Towcester's current roles are to provide local services and facilities for their own residents and the rural areas around them. These roles will continue and be strengthened and enhanced.

3.5.6. **Growth at Long Buckby Station** - Located on the loop line of the West

Coast Main Line, Long Buckby Station offers opportunities to promote sustainable travel. Growth associated with the station, alongside the Daventry North East allocation, could support enhancements to active travel links between Long Buckby and Daventry.

3.5.7. **Rural Settlements –** There is a diverse range of settlements within the rural area of West Northamptonshire, with significant variation in the size of settlements and the services and facilities which are supported. Some of the villages play a key role in providing local services and facilities, including employment opportunities. A detailed hierarchy for the rural settlements setting out their role and function is provided below and in Chapter 10, Making Great Places: Rural Areas, of this plan.

3.5.8. **Primary Service Villages** - These have the highest level of services and facilities within the rural area to meet the day to day needs of residents including those from surrounding settlements. These settlements are the most appropriate for accommodating housing and employment needs and would be the focus for service provision in the rural area.

3.5.9. **Secondary Service Villages** - These settlements have a more limited range of services but still provide scope to meet some housing growth along with employment and service provision.

3.5.10. **Other Villages -** These villages have an even more limited range of services and are more reliant on the services of larger centres for day to day needs. The scope for development within these villages is likely to be limited to windfall infill development, although some housing to provide for local needs may be suitable.

3.5.11. **Small Settlements/ Hamlets-** These settlements do not have village confines and for the purposes of this plan are considered as open countryside. Future development at such locations will only take place in very special circumstances.

Policy S1 – Spatial strategy (distribution of development)

Housing and economic development will be distributed on the following basis:

A. Development will be concentrated primarily in the Principal Urban Area of Northampton through the regeneration of previously developed land and vacant or underutilised buildings. Limited, planned, peripheral growth will also be required to meet housing need in the plan period.

B. Appropriate development of a lesser scale will be located in the Sub-Regional

Centre of Daventry, where planned, peripheral growth is required to meet housing need in the plan period along with the regeneration of sites within the existing urban area.

C. Within the Rural Service Centres of Brackley and Towcester the emphasis will be on existing planned growth in the West Northamptonshire Joint Core Strategy and Part 2 Plan, together with the regeneration of sites within the existing urban areas and further planned peripheral growth required to meeting housing need in the plan period.

D. Growth at Long Buckby Station – the emphasis will be on taking advantage of the opportunities that exist for sustainable travel and enhanced active travel connections to Daventry.

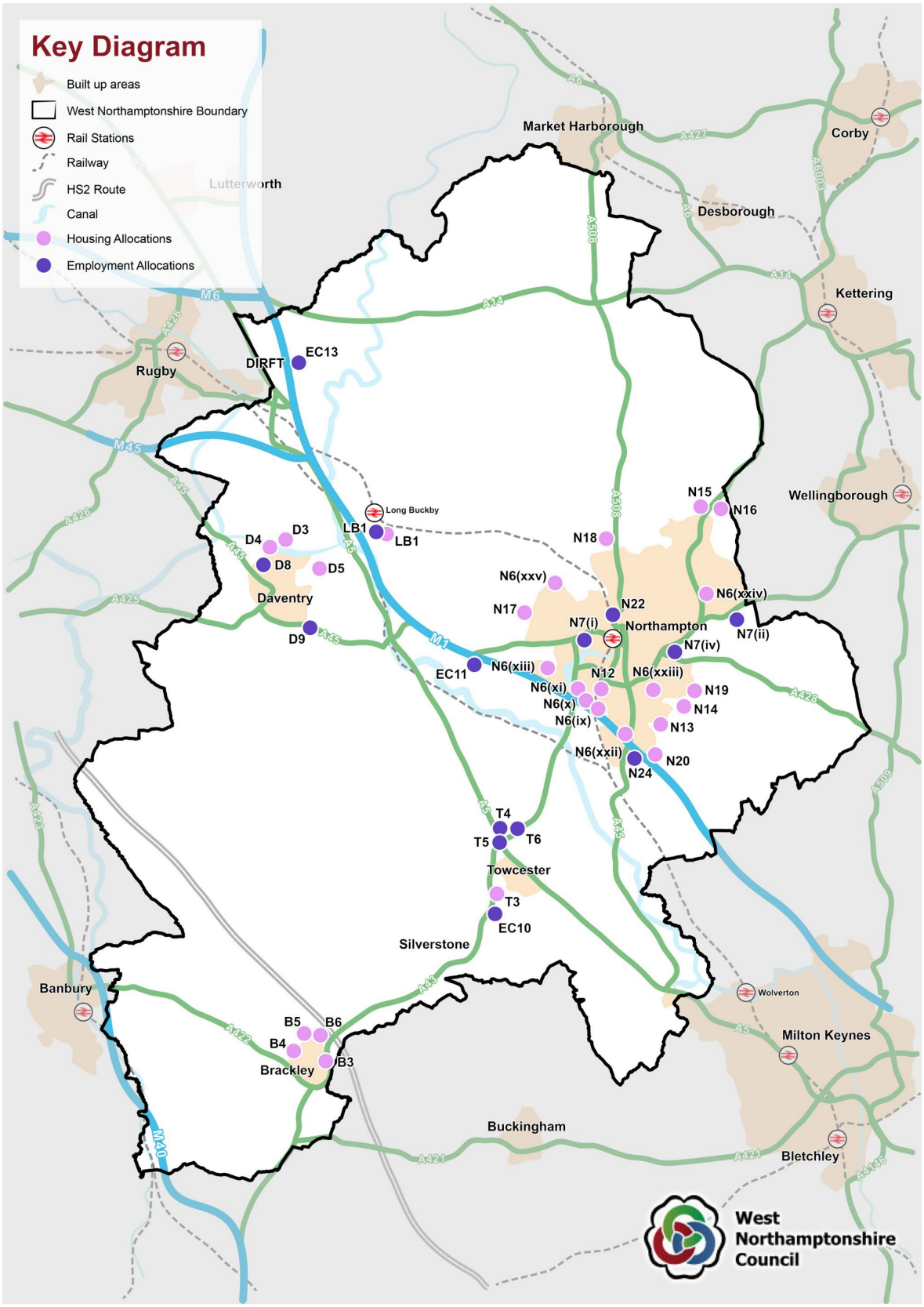
E. In rural areas limited planned development is proposed for delivery through neighbourhood plans along with smaller scale development which is consistent with local needs, with a particular emphasis on:

i. Enhancing and maintaining the vitality of rural communities and the services and facilities they provide;
ii. Strengthening rural enterprise;
iii. Promoting improved connectivity between settlements and their hinterlands; and
iv. Protecting the distinctive character and quality of rural settlements.

F. Strategic employment growth on allocated sites in sustainable locations along the M1 corridor.

G. In all cases growth will be directed towards the most sustainable locations in terms of access to services, employment opportunities, transport and the impact on the environment. Priority will be given to the regeneration of our urban areas making the best use of previously developed land and vacant or underutilised buildings.

WNLP objectives: All objectives are relevant



Key Diagram: West Northamptonshire Local Plan's overall strategy for growth

Chapter 4: Placemaking

4.1. Introduction

4.1.1. This chapter sets out key policies that development in West Northamptonshire will need to take account of to create excellent places. The chapter focuses on four main areas which relate to both national policy ambitions as well as local authority level objectives:

1. Supporting transition to Net Zero
2. Creating excellent places
3. Health and wellbeing
4. Community and sports facilities, and open spaces

4.1.2. The Placemaking chapter and its policies in particular will go some way to deliver priorities 2, 3, 4, 5 and 6 of the One West Northamptonshire Plan. This includes supporting the Government's ambition of transitioning to net zero by 2050 (National Planning Policy Framework - GOV.UK paragraph 161) and improving the health and resilience of our communities.

4.1.3. Policies around sustainable construction and design and amenity will help shape quality homes and communities that people will want to live and age well in. Likewise, policies setting out requirements for open space, community and sports facilities will help people live social and healthy lives now and in the future. Additionally, the hot food takeaway policy aims to tackle childhood obesity which is a local and national issue.

4.1.4. Creating healthy, resilient and inclusive communities is a core purpose of planning. The built and natural environment are major determinants of health, shaping physical activity, access to healthy food, environmental quality, social connections, and exposure to risk. This chapter therefore embeds public health principles across all policies to support a healthier West Northamptonshire, reduce health inequalities and improve outcomes across all age groups.

4.1.5. Development proposals must demonstrate how they address the wider determinants of health, including: access to green space and nature; active and sustainable travel; environmental quality (air, noise, water); safe, inclusive and socially connected places; access to healthier food; resilience to climate risks such as heat, cold and flooding; protection of vulnerable groups; and reduction of health inequalities as identified in the Joint Strategic Needs Assessment (JSNA).

4.1.6. Planning decisions will support the delivery of local Health and Wellbeing Strategies, the JSNA, and the 'Live Your Best Life' ambitions, ensuring that

development contributes positively to both current and future health needs.

4.2. Journey to Net Zero

4.2.1. The United Kingdom (UK) is experiencing rising temperatures. The most recent decade (2012 to 2021) has been on average 1.0°C warmer than the 1961 to 1990 average. All 10 of the warmest years in the UK have occurred since 2003. 2022 was the UK's hottest year on record, with an average year-round temperature above 10°C seen for the first time (Climate change explained - GOV.UK).

4.2.2. While the climate is warming, temperatures are not expected to rise every single year. Natural fluctuations will still cause unusually cold years and seasons, but these events will become less likely.

4.2.3. Along with warming at the earth's surface, many other changes in the climate are occurring, such as warming oceans, melting polar ice and glaciers, rising sea levels and more extreme weather events. This includes increased heavy rainfall events leading to flooding. The UK Government expects this trend to continue as greenhouse gas emissions and global temperatures continue to rise.

4.2.4. The more greenhouse gases there are in the atmosphere, the warmer the earth becomes. While the plants and the oceans absorb about half of the carbon dioxide from human activities, the rest goes into the atmosphere. Recent warming is being driven by:

- burning fossil fuels for energy
- changes in land use and deforestation which reduces the numbers of trees available to absorb carbon dioxide
- agricultural production which releases greenhouse gasses from energy use, from the number of livestock and the amount of fertiliser applied to land
- manufacture of cement, chemicals and metals, which releases greenhouse gases into the atmosphere

4.2.5. The effects of a fluctuating climate can already be seen around the world and extreme events are projected to become more frequent as greenhouse gas emissions and global temperatures continue to rise. Some of the effects of changes to our climate include:

- risk to water supplies
- localised flooding and flooding in coastal regions
- damage to marine ecosystems and associated failure of fisheries
- loss of biodiversity

- heat stress, affecting human health and habitability
- increased risk of wildfires
- food insecurity as conditions for growing crops change and habitable region of pests expands
- loss or damage to historic landscapes and heritage assets

4.2.6. A golden thread throughout this Plan is how it can support the transition to net zero targets through the delivery of sustainable development. As highlighted in the NPPF, local plans must take a proactive approach to mitigate climate change and support transition to net zero, whilst considering the long-term implications for flood risk, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures. Planning policies will support appropriate measures to ensure the future resilience of communities, buildings and infrastructure to climate change impact.

4.2.7. West Northamptonshire Council is committed to supporting the transition to Net Zero as set out by central government by 2050. The Council produces a sustainability report each year which considers how the Council is reaching this target. This Plan has been produced in collaboration with the Council's Sustainability team. It is noted however, that the Sixth Carbon Budget for the UK sets out that to achieve the 2050 target, there needs to be a 78% reduction in emissions by 2035, well before local and national net zero targets.

4.2.8. A key element of achieving net zero goals are to deliver sustainable development, comprising of good design to create better places in which to live and work, and to help make development acceptable to communities. The NPPF sets out that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve (Paragraph 131).

4.2.9. Paragraph 165 of the NPPF sets out the requirements for planning for climate change. It requires plans to take a proactive approach to mitigating and adapting to climate change. Policies will support measures to ensure the future resilience of communities and infrastructure to the impact of climate change. These could include providing space for physical protection measures or making provision for the possible future relocation of vulnerable development and infrastructure.

4.2.10. Paragraph 164 sets out the ways in which new development should be planned to respond to climate change. These include avoiding increasing vulnerability to the range of impacts arising from climate change and ensuring new development should be planned to help reduce greenhouse gas emissions, through its location, orientation and design.

4.2.11. Planning policy plays an important role in supporting transition to Net Zero goals and this section of the Plan sets out how development will need to:

- Reduce greenhouse gases and maximise the on-site carbon savings;
- Manage the climate impacts of flooding and overheating; and
- Provide suitable and sustainable climate adaptation measures.

4.3. Evidence

4.3.1. The Council commissioned consultants in 2022 to undertake three studies:

1. Climate Change and Renewable and Low Carbon Energy Evidence for the West Northamptonshire Strategic Plan – Climate Change Adaptation
2. Climate Change and Renewable Energy Study – Mitigation Action Report
3. Renewable and Low Carbon Energy Assessment.

4.3.2. The purpose of the studies was to understand how West Northamptonshire can anticipate and adapt to the future effects from environmental change, mitigate these effects and minimise carbon emissions through the use of renewable and low carbon energy.

4.3.3. The Climate Change Adaptation report identifies the anticipated impacts of climate change in West Northamptonshire and how the Plan can reduce the risk and strengthen the resilience. This identifies two issues, flood risk and overheating exposure which are considered to be particularly significant risks in West Northamptonshire and sets out the principles focusing on planning for flood risk and overheating.

4.3.4. The Mitigation Action Report explored the likely trajectory for decarbonisation in WNC and what interventions the Local Plan could take to support decarbonisation and the transition to net zero.

4.3.5. The key decarbonisation challenges where interventions are required are:

- Rapid decarbonisation of the existing building stock both for commercial and domestic buildings.
- Ensuring that any new buildings do not add to emissions in the area.
- Local generation of renewable electricity to reduce demand from the electricity grid.
- Encouraging a shift away from car use towards low carbon public transport and active travel.
- Vehicle efficiency improvements.
- Encouraging an increase of freight transport by rail.

- Provision of widespread infrastructure to enable a large-scale shift to EVs (or to another type of vehicle that uses sustainable energy) in the Council's car and van fleet.
- Reduction in waste being generated in the Council area, to all waste streams.
- Changing agricultural practices to improve waste management, reduce fertiliser use and reduce soil carbon losses.

4.3.6. The key planning policy priorities include:

- Locate new development sustainably to minimise emissions
- Electrification of vehicles
- Encourage more journeys to be made by active modes – walking, wheeling and cycling
- Encourage more journeys to be made by public transport
- Energy efficient and use of renewable or low carbon energy in new buildings in line with the energy hierarchy
- Decarbonisation of grid electricity
- Decarbonisation of agriculture

4.4. Resource Efficient Developments and Retrofit First Approach

4.4.1. The efficient use of land, buildings, materials and infrastructure will help deliver the above planning policy priorities and are fundamental components of sustainable development. National policy increasingly emphasises the reuse, adaptation and intensification of existing sites and buildings before new land is brought forward for development. A resource-efficient and retrofit-first approach helps reduce embodied carbon emissions, supports the circular economy, minimises waste and makes best use of existing assets and infrastructure.

4.4.2. National policy also supports making efficient use of land by encouraging development proposals to optimise density where appropriate, whilst responding positively to local character, place-making and design quality. It also places emphasis on small sites including extension of existing residences and using infill sites, and airspaces above existing dwellings and offices for small developments. It sets out the circumstances when plans should contain policies to optimise the use of land in their area including the use of minimum density standards for city and town centres and other locations that are well served by public transport.

4.4.3. Resource efficiency is not limited to the use of land. It also includes the efficient use of buildings, materials and construction processes. The National Model Design Code Part 2 provides guidance on sustainable construction, including the need to consider embodied carbon and adopt a retrofit-first

approach. This emphasises the importance of prioritising the reuse and adaptation of existing buildings before new construction where feasible, in order to reduce whole life carbon emissions. The guidance also promotes a range of sustainable construction techniques, including modular construction, waste reduction and water efficiency measures such as rainwater harvesting and greywater recycling. Incorporating these principles within the Local Plan will help ensure that sustainability is embedded from the outset in the plan-led system.

4.4.4. Retrofitting of buildings has an important part to play in meeting net zero targets. The demolition of buildings should be avoided and measures to increase energy efficiency should be retrofitted in buildings, including traditional and historic buildings which is more challenging. If a building is listed a lot of retrofit measures will require Listed Building Consent (LBC) but some do not, depending on the type of property and location. The planning service provides guidance on whether or not an existing building requires planning permission or LBC for retrofit measures and other guidance including on historic buildings.

4.4.5. Building Regulations, including Approved Documents L, F, O and C, provide important standards relating to energy efficiency, ventilation, overheating and moisture management. Emerging standards such as the Future Homes Standard and Future Buildings Standard will further improve the environmental performance of new development. Historic England guidance provides specialist advice on the retrofit of traditional and historic buildings. The Local Plan complements these regimes by promoting a retrofit-first approach, reducing whole life carbon emissions, supporting the reuse and adaptation of existing buildings and encouraging sustainable construction practices consistent with the National Model Design Code Part 2.

4.4.6. This approach is supported by the Climate Change Mitigation Study, Climate Change Adaptation Study and Renewable and Low Carbon Energy Assessment, which identify the need to reduce carbon emissions, improve climate resilience and support renewable and low-carbon energy infrastructure across West Northamptonshire.

4.4.7. Buildings are one of the largest contributors of UK carbon emissions and emit carbon throughout their whole life cycle. The historic built environment can play an important role in mitigating the effects of environmental change and can produce significant benefits for the environment in West Northamptonshire. Appropriate changes to historic buildings can greatly improve their energy efficiency as well as ensuring that the CO_2 emissions embodied within existing buildings are not lost through demolition. The benefit of maintaining, repairing, reusing and adapting heritage assets should be recognised, and works should be undertaken in such a way that sustains

their significance. When assessing the impact of development proposals which affect the historic environment, the whole life carbon of heritage assets and any new building should be taken into account, including the impact of demolition and rebuild where relevant.

4.4.8. Buildings are also at risk from the effects of environmental change and may need to adapt to ensure their resilience to current and future impacts. Historic buildings are usually of traditional construction and are very different to modern buildings. Retrofit of historic buildings with energy saving low carbon technologies and works to mitigate against environmental change is therefore likely to require a different approach. Works should be undertaken in a responsible way which sustains the significance of the heritage asset, and which may require the use of bespoke solutions compared with modern buildings, whilst achieving environment-positive objectives. A 'whole building approach' should be used which provides an understanding of the building in its existing context and how it performs, avoids harm to the significance of the building and minimises risks of unintended consequences.

4.4.9. Initial measures should prioritise low-impact and cost-effective interventions, including maintenance, appropriate building use and operational improvements, before more invasive measures such as fabric upgrades or renewable energy installation are considered.

4.4.10. The impact of overheating in summer will need to be considered as well as providing a warm and comfortable environment in winter. The unique factors of each building including age, construction methods and technical constraints will all need to be carefully considered.

4.4.11. Reference should be made to the latest Historic England advice on climate change and adaptation for historic buildings.

4.4.12. Policy PL1 focuses on reducing embodied carbon and whole-life environmental impacts through the efficient use of land, buildings and materials. This ranges from considering the efficient use of land and infrastructure, to building-level measures such as retrofit, reuse, adaptability and sustainable construction. Policy PL2 complements this approach by addressing operational energy use and energy efficiency during the occupation and use of buildings.

Policy PL1 – Resource efficient developments and Retrofit First approach

Resource efficiency

A. Development proposals should make efficient use of land, buildings, materials and infrastructure in a manner that supports sustainable development, reduces carbon emissions and minimises the unnecessary consumption of natural resources. To achieve this, proposals should:

i. Prioritise retrofit first approach including retention, reuse, refurbishment and adaptation of existing buildings before demolition and new construction;
ii. Optimise the use of previously developed land, vacant buildings and under-utilised sites;
iii. Support sensitive intensification of existing settlements through infill development, redevelopment, conversion of existing buildings and the use of airspace above existing buildings where this would not result in unacceptable impacts on character, amenity, heritage assets, infrastructure capacity or highway safety and is consistent with Policy PL6;
iv. Reduce embodied carbon and resource consumption associated with material extraction, manufacture, transport, construction, maintenance and waste generation;
v. Embed circular economy principles by efficient use and reuse of materials and reduction of construction waste;
vi. Re-use existing materials and building components wherever practicable;
vii. Where feasible, incorporate design for disassembly and future adaptability;
viii. Design and construction methods should seek to retain existing trees and allow for successful long-term tree establishment;
ix. Consider resource efficient on-site and off-site construction methods including modular construction;
x. Major developments should consider opportunities for standardisation, repetition of successful design components and modern methods of construction where these support resource efficiency and delivery whilst responding positively to local character, rhythm of built and natural environment, and townscape context; and
xi. Incorporate water efficiency measures including rainwater harvesting and, where feasible, greywater recycling systems.

Retrofitting traditional and historic buildings

Traditional and historic buildings

B. The retro-fitting of energy efficiency measures and appropriate use of micro-renewables in traditional and historic properties will be supported where:

i. They avoid compromising permeability, ventilation or structural stability; and
ii. Total Damp and other maintenance issues that can increase the "cold feel" of the property have been addressed; and

iii. It has been demonstrated that they are consistent with the energy hierarchy as set out in Policy PL1; and
iv. They minimise harm to any heritage significant of the building.

Designated assets

C. The impact of such measures on the significance of a designated heritage asset and its setting will be assessed in the context of a whole building approach. Proposals will need to demonstrate that the following have been carefully considered:
i. All simple and cost-effective measures that would avoid harm to the designated heritage asset and its setting have been fully assessed and where appropriate implemented or included within the proposals;
ii. Any secondary impacts on the heritage asset that may result from the proposals; and
iii. The potential ease of reversibility of the proposals.

D. Applications for the retrofitting of traditional and historic buildings should review the latest guidance from Historic England when preparing the proposal.

Sustainability Statement:

E. Applications for major development shall be accompanied by a Sustainability Statement proportionate to the scale and nature of development, demonstrating how the requirements of this policy have been addressed.

WNLP objectives: 1, 2, 5

4.5. Energy hierarchy

4.5.1 Whilst Policy PL1 focuses on reducing embodied carbon and promoting the efficient use of land, buildings and materials, Policy PL2 addresses the operational energy performance of development. The National Design Guide encourages well-designed places and buildings to follow the energy hierarchy by reducing the need for energy, improving energy efficiency and maximising the contribution of renewable and low-carbon energy sources. Policy PL2 applies this approach in West Northamptonshire and requires proposals to demonstrate how the hierarchy has informed the design and operation of development, having regard to the detailed guidance contained within National Model Design Code Part 2.

4.5.2 The hierarchy prioritises:

- Reduce energy demand by a 'fabric-first' approach
- Use energy efficient technology
- Maximise renewable energy generation

4.5.3 A fabric-first approach seeks to minimise energy demand through the design and performance of the building itself before reliance is placed on mechanical systems or renewable energy generation. This includes measures such as high levels of insulation, high-performance windows and doors, airtight construction, thermal bridging reduction, appropriate building orientation, passive solar gain, natural ventilation and measures to reduce overheating. By reducing energy demand at source, a fabric-first approach improves energy efficiency, reduces operational costs and supports the delivery of low-carbon development. The following two considerations in the hierarchy are guided under Figure 84 – Low Carbon Low Energy Networks of National Model Design Code Part 2.

4.5.4 BREEAM is a recognised sustainability assessment methodology covering energy, water, materials, pollution, waste, transport, health and wellbeing and ecology. Applications should demonstrate how the relevant BREEAM standards, or equivalent successor standards, have informed the development.

4.5.5 The Council's approach to energy efficient development is also informed by the Climate Change Mitigation, Climate Change Adaptation and Renewable and Low Carbon Energy evidence prepared by LUC for West Northamptonshire Council. The evidence supports the application of the energy hierarchy to minimise energy demand, maximise energy efficiency and increase the use of renewable and low carbon energy. It also highlights the use of Energy Use Intensity (EUI) as a measure of operational building performance, references recognised standards and assessment frameworks including BREEAM and NABERS, and identifies examples of net zero carbon development incorporating a space heating demand of less than 30 kWh/m²/annum and total energy use of less than 40 kWh/m²/annum. The evidence also supports decentralised energy systems, heat networks, energy storage and resilience to future climate change.

Policy PL2 – Energy efficient development

A. All development including change of use, will be required to demonstrate how they have considered creating zero carbon development based on the following energy hierarchy:

1. Reduce energy demand by 'fabric-first' approach

a) Building design that minimises energy demand through passive design measures, including orientation, and natural ventilation;
b) Incorporates high-performance building fabric to reduce heating and cooling needs;
c) Avoids unnecessary energy use through smart layout and compact form;

2. Use energy efficient technology

d) Uses energy-efficient systems and appliances, including LED lighting, individual and on-street EV charging points, efficient heating, ventilation and air conditioning systems;
e) Supports the upgrading of existing buildings to improve the energy performance where relevant;
f) Integrates building management systems to monitor and optimise energy use;
g) Meets or exceeds national Building Regulations for energy performance;

3. Maximise renewable energy generation

h) Maximises on-site renewable energy generation, including solar PV, solar thermal and heat pumps;
i) Considers local energy networks linking renewable energy sources to local heat and power networks, and local battery storage linked to the grid where feasible; and
j) Where on-site solutions are not viable, explore off-site renewable energy contributions.

B. Applications shall be accompanied by a Sustainability Statement, as required locally, this shall be proportionate to the scale and nature of development and demonstrate how the energy hierarchy has informed the proposal. It should include the following as a minimum:
k) An Energy Use Intensity (EUI) in kWh/m^2/annum, or equivalent recognised energy metric;
l) How the proposal has applied the energy hierarchy;
m) How relevant BREEAM standards, NABERS UK Standards or successor standards, have informed the proposal;
n) How the proposal seeks to minimise use of fossil fuels;
o) How the proposal achieves:
i. Space heating demand of less than 30kWh/m^2/annum;
ii. Total operational energy use of less than 40 kWh/m^2/annum.

Where any requirements of this policy cannot be met, the Sustainability Statement must clearly justify the reasons.

WNLP objectives: 1, 2, 5

4.6. Low carbon energy and renewable energy schemes

4.6.1 Reducing carbon emissions contributes to cleaner air, reduced respiratory illness and improved long-term health outcomes. The NPPF is clear that the planning system should support a transition to a low carbon future including supporting renewable and low carbon energy and associated infrastructure. This can partly be achieved by encouraging the use of renewable energy,

either in large-scale developments such as solar and wind farms, but also at the local level on individual housing and employment buildings.

4.6.2 Policy for renewable energy needs to take into consideration local environmental issues such as landscape and visual impacts, as well as the cumulative impacts of renewables. Landscapes will have different levels of sensitivities and consideration should especially be given to policies EN6 and EN7 (Landscapes and Special Landscape Areas) of this Plan and supporting evidence on landscape sensitivity.

4.6.3 The NPPF requires plans to identify opportunities for development to draw its energy from decentralised, renewable or low-carbon energy supply systems. Consequently, other renewable energy solutions that are appropriate include combined heat and power (CHP), heat source pumps, photovoltaics and other emerging technologies. These types of energy will be supported over the use of fossil fuels with the Council seeking to achieve exemplar developments.

4.6.4 Although biomass is a renewable energy source it can have a significant impact on local air quality and residential amenity. The use of biomass will only be supported where an air quality assessment has been undertaken that demonstrates that the development will be air quality neutral.

4.6.5 The Council already has some adopted supplementary planning documents (SPDs) and guidance on renewable energy including:

- Daventry Energy and Development SPD (2007)
- South Northamptonshire Energy and Development SPD (2007)
- South Northamptonshire Energy Efficiency SPD (2013)
- South Northamptonshire Low Carbon and Renewable Energy SPD (2013)

4.6.6 These policies reflect the Council's commitment to tackling environmental change by reducing energy consumption and thus carbon emissions through the application of sustainable development principles in design and encouraging the use of low carbon energies such as CHP on major development proposals and use of active solar technology on any development.

4.6.7 Policy PL3 sets out the criteria against which renewable energy schemes will be assessed helping ensure that the right technology is accommodated in the right location whilst minimising impact on the natural and built environment.

4.6.8 It is noted that some renewable energy projects are dealt with at the national level through the Nationally Significant Infrastructure Projects

(NSIP) planning system. In these instances, the Council is a consultee and does not determine the application.

Policy PL3 – Low carbon and renewable energy schemes

A. The Council will take a positive approach to renewable and low-carbon energy infrastructure as an important component of climate change mitigation, energy resilience and the transition to a low-carbon economy. Applicants are encouraged to maximise appropriate opportunities for renewable energy generation on existing and proposed buildings, including commercial, industrial, logistics and retail development, alongside appropriate ground-mounted schemes.

B. Proposals for large-scale renewable energy development will be supported where, with appropriate mitigation, they do not have an adverse impact on any of the following:

i. Form, character and setting of an existing settlement;
ii. Heritage assets including their setting;
iii. Biodiversity and ecology;
iv. Sports pitches and playing fields;
v. The landscape including the cumulative impact of existing or approved renewable energy development;
vi. Residential amenity including noise, air quality and shadow flicker, glint and glare;
vii. The enjoyment of the open countryside including public rights of way; or
viii. The operational capability of safeguarded Ministry of Defence sites and assets.

C. Applicants should include details within their proposals on the expected lifetime of the scheme and how it will be decommissioned.

WNLP objectives: 1

4.7. Air quality

4.7.1. Under the Environment Act 1995, the Council has a statutory duty to review and assess air quality across the authority area against national air quality objectives and co-ordinate actions to improve air quality where an issue has been identified.

4.7.2. The Council has a duty to declare any area where an air quality objective is unlikely to be or is not being met as an Air Quality Management Area (AQMA). Once an AQMA has been declared, the council is required to develop an Air Quality Action Plan outlining the measures required to improve air quality in that area.

4.7.3. The NPPF states that planning policies and decisions should contribute to and enhance the natural and local environment. Development should, wherever possible, help to improve local environmental conditions such as air quality. Planning decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of AQMAs and Clean Air Zones (CAZs), and the cumulative impacts from individual sites in local areas. Planning decisions should ensure that any new development in AQMAs and CAZs is consistent with the local Air Quality Action Plan. An Air Quality Action Plan is a legal requirement for councils with an AQMA Air Quality Management Area, which sets out the council's planned actions to meet the National Air Quality Objectives.

4.7.4. The Council has three declared AQMA's for nitrogen dioxide:

- AQMA3 – St James, Northampton
- AQMA4 – Harborough Road, Northampton
- AQMA – Bradshaw Street, Northampton

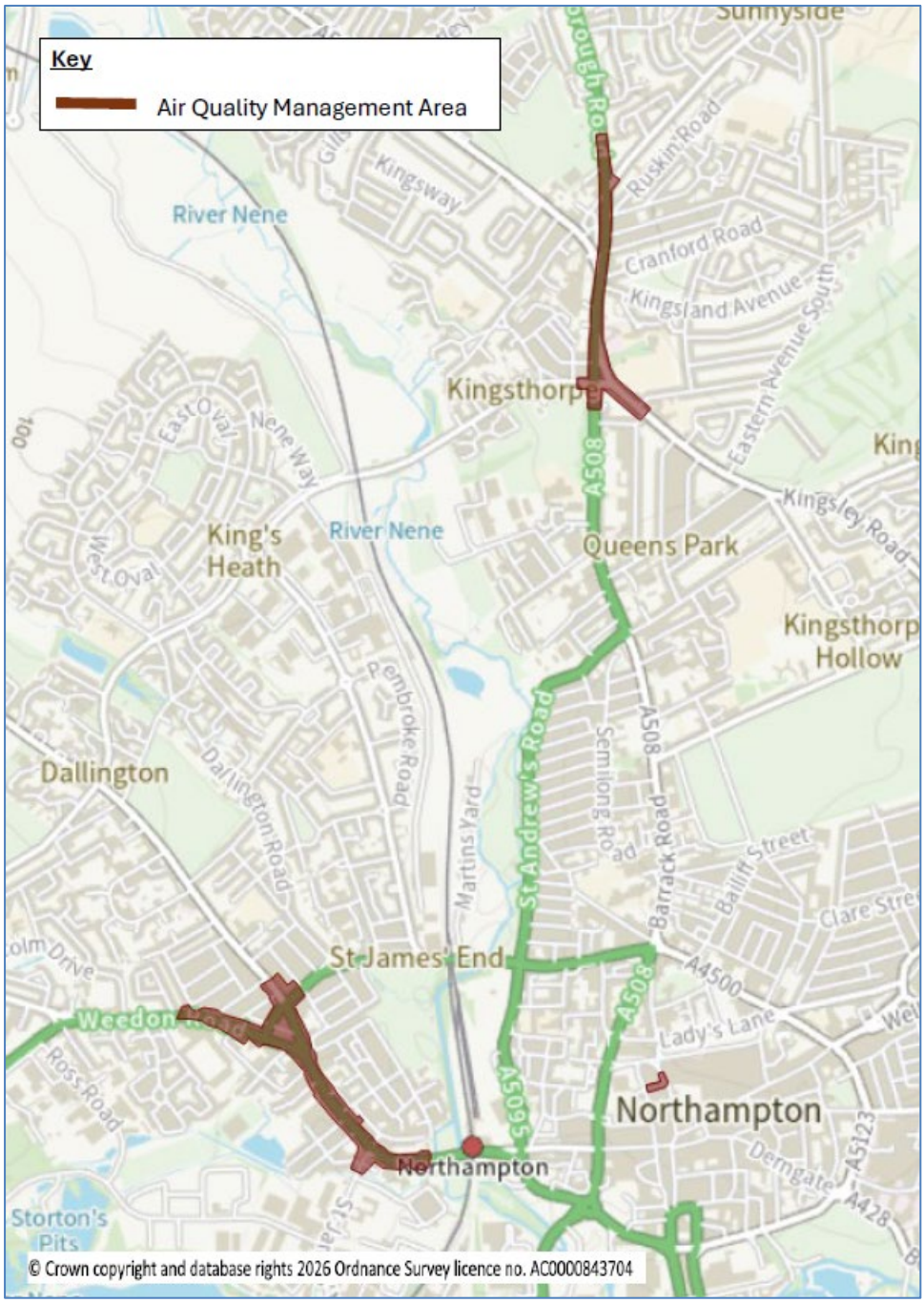


Figure 1: West Northamptonshire Air Quality Management Areas

4.7.5. It is important to note that all development can generate emissions that will impact on air quality, and that we need to protect the good air quality that we have in most of West Northamptonshire. Development should be designed to minimise exposure to air pollution and to reduce emissions through layout, movement strategy, land use mix and support for active travel. Poor air quality can be defined as areas within an existing AQMA or sites next to a

busy or congested road or an existing industrial site.

4.7.6. The West Northamptonshire Council Air Quality Action Plan – September 2024 replaces the former sovereign South Northamptonshire Council - Towcester Action Plan - which ran from 2021-2023. It also operates alongside the former Northampton Borough Council's adopted Northampton Low Emission Strategy (NLES) 2017 – 2025.

4.7.7. The Council's Air Quality Action Plan (September 2024), together with Policy PL4 of this Plan, support the principle that emissions are mitigated in all proposed developments, in the first instance regardless of whether they are within an AQMA and including within rural areas. The extent of mitigation is dependent on whether the application is a minor, major or large-scale major scheme. Mitigation includes traffic and travel management, provision of vehicle recharging and active travel infrastructure, construction dust management and green infrastructure provision and enhancement. Development should also consider the cumulative impact on air quality. These documents should be referred to when preparing applications.

4.7.8. As outlined above, the proactive approach to mitigating emissions from all development is currently in place in the former South Northamptonshire District as a Supplementary Planning Document (SPD) and in the former Northampton Borough as part of the Low Emission Strategy. Air Quality guidance is currently being prepared for all of the West Northamptonshire area.

4.7.9. In the post development phase, reference should also be made to the principles in the Air Quality and Emissions Mitigation Guidance for Developers produced in conjunction with the East Midlands Air Quality Network.

Policy PL4 – Air quality

A. All development is required to consider whether there will be an impact on local air quality and if this needs to be mitigated in the construction and post development phases.

B. Where a development will introduce sensitive receptors into an area of poor air quality, an air quality assessment will need to be undertaken to establish the impact on the sensitive receptors and how this impact can be mitigated through development design.

C. For all major developments, and developments involving biomass boilers, biomass or gas CHP an air quality assessment shall be undertaken that demonstrates that the development will be air quality neutral.

D. All development proposals should demonstrate how they propose to reduce construction/demolition dust, reduce transport and plant emissions both in the operational and development phase, consider low emission travel and use low emission heating and cooling systems.

WNLP objectives: 1, 7

4.8. Flood risk

4.8.1. The NPPF requires that the planning system should take full account of all climate impacts including the increased frequency and severity of flooding and this policy is part of a wider strategy to minimise the impact of flooding in the area.

4.8.2. To ensure that potential risk of flooding from all sources is taken into account at every stage of the planning process the following documents and agencies have been consulted in the development of the flood risk policy PL5: Environment Agency, Lead Local Flood Authority, National Planning Policy Framework, National Planning Practice Guidance Flood Risk and Coastal change and DEFRA guidance 'Local planning authorities: strategic flood risk assessment'

4.8.3. Flooding can have significant impacts on public health and wellbeing, including displacement, adverse effects on mental health, damp and mould growth, and long-term consequences for vulnerable communities. Consistent with the National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG), development should be directed to areas at the lowest risk of flooding through the application of the Sequential Test. Where development in areas of flood risk cannot be avoided, appropriate mitigation measures will be required to ensure that development is safe for its lifetime, taking account of the effects of climate change, without increasing flood risk elsewhere. Development should be designed to be resilient to current and future flood risk and contribute to the sustainable management of flood risk

4.8.4. Flood risk is a significant concern for West Northamptonshire with the rivers Nene, Tove, Great Ouse and their tributaries, the canal network and reservoirs prominent features of the landscape.

4.8.5. West Northamptonshire Council, as the Lead Local Flood Authority (LLFA) under the Flood and Water Management Act 2010, is responsible for developing, maintaining and applying a strategy for local flood risk management. The Council also has a key role in promoting the use of

sustainable drainage systems (SuDS) to manage surface water flood risk. In January 2023, the Government announced its intention to implement Schedule 3 of the Flood and Water Management Act 2010, which will make SuDS mandatory for new developments. Once implemented, these requirements are expected to be delivered through the building regulations approval regime.

4.8.6. To accompany the preparation of the Local Plan, West Northamptonshire Council has undertaken Level 1 and Level 2 Integrated Water Management Studies (IWMS) which incorporates a Strategic Flood Risk Assessment and considers all elements of water management and flooding. These were prepared in consultation with the Environment Agency and relevant water and sewerage Companies (Anglian, Thames and Severn Trent Water) and replace the West Northamptonshire SFRA (Part 1) which was produced by Northamptonshire County Council (NCC) in 2017.

4.8.7. Applicants and decision makers should liaise with the Council as LLFA and review the current guidance available on the website for latest advice.

4.8.8. Once completed, development proposals will need to comply with the IWMS recommendations as well as the latest national guidance to address current and future flood risks with appropriate environmental change allowances.

4.8.9. Development will be required to take account of the Sequential and Exception Tests as set out in the NPPF and National Planning Practice Guidance. The aim of the Sequential Test is to steer new development to areas with the lowest probability of flooding. Figure 2, below, details the approach that will need to be taken. A fuller explanation of what constitutes essential infrastructure, water compatible, highly vulnerable, more vulnerable, and less vulnerable is set out within the national Planning Practice Guidance.

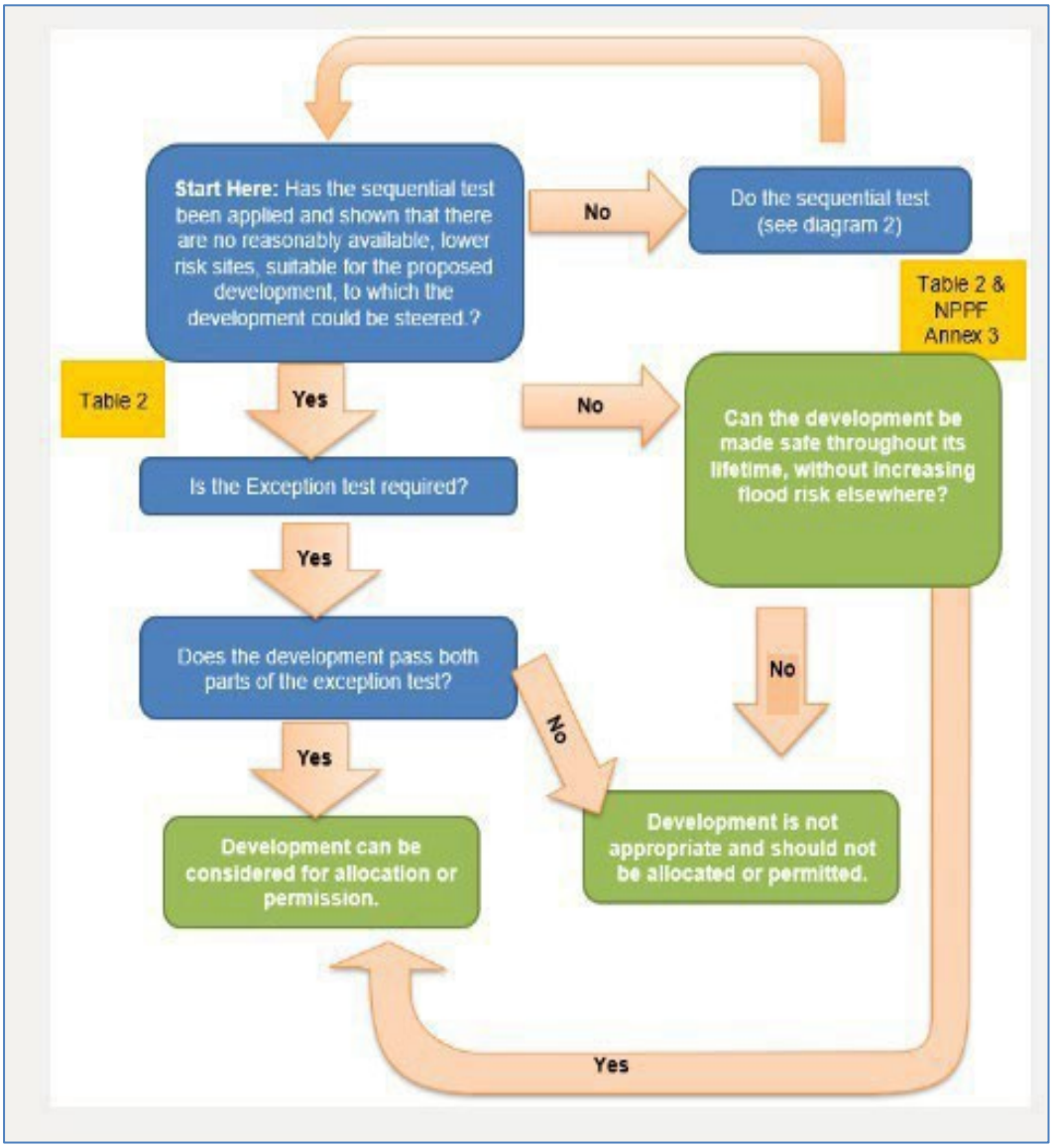


Figure 2: Application of the exception test to plan preparation Source: PPG – Accessible version

4.8.10. All new development, including regeneration proposals, will need to demonstrate that there is no increased risk of flooding to existing properties, and proposed development is (or can be) safe and shall seek to improve flood risk management.

4.8.11. All proposals must demonstrate that they will assist in the management of flood risk, ensure flood risk is not increased elsewhere and provide flood risk reduction/betterment. Proposals must have regard to relevant guidance (or successor documents) for flood risk management and standards for surface water produced by the LLFA and Anglian Water, Severn Trent and Thames Water.

4.8.12. It is not possible to eliminate all the risk of flooding. The Northamptonshire Local Flood Risk Management Strategy produced by the LLFA, sets out a framework of measures to manage local flood risk. The strategy sets out a collaborative approach to reducing flood risk within Northamptonshire. The design standard for both surface and fluvial water in the Upper Nene Catchment (through Northampton and within the Nene catchment upstream of Northampton) is the 0.5% probability (1 in 200 chance of occurring in any given year) event plus climate change. Surface and fluvial water attenuation should be provided up to this standard.

4.8.13. The 2025 National Sustainable Drainage Standards introduced a new framework for how surface water drainage must be designed, delivered and maintained for most developments in England. Where flood risk management requires the use of sustainable drainage systems to manage surface water run-off, these systems should:

a. take account of advice from the lead local flood authority;
b. have appropriate proposed minimum operational standards;
c. have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development; and
d. where possible, provide multifunctional benefits.

4.8.14. The Council is currently undertaking an Integrated Water Management Strategy. These evidence base documents are likely to include policy recommendations relating to water use, water quality, flooding, sustainable drainage, water efficiency and re-use. The Council will review the recommendations and include them, when relevant, in the draft policies. The Environment agency and MHCLG support water efficiency within developments.

Policy PL5 – Flood risk and surface water management

Sequential Test

A. The Council will seek to minimise the impact of flooding in the area through:
i. Applying a sequential, risk-based approach to all development proposals to avoid, where possible, flood risk to people and property and manage any residual risk, taking account of the impacts of climate change over the lifetime of the development;
ii. Steering development to areas of lowest flood risk, including within the site boundary, through the application of the Sequential Test in line with the NPPF and Planning Practice Guidance on Flood Risk and Coastal Change;
iii. Ensuring development does not increase flood risk and where possible reduces flood risk from all sources of flooding; and

iv. Taking into account the latest West Northamptonshire policy and guidance including the Local Flood Risk Management Strategy.

B. Unless an exemption applies, all development in Flood Zone 2 or 3 or identified as at risk of flooding from other sources, should:

i. Demonstrate that there are no reasonably available suitable sites in areas at lower risk of flooding;

ii. Contribute positively to actively reducing flood risk through avoidance, reduction, management and mitigation; and

iii. Be accompanied by a site-specific flood risk assessment and detailed drainage strategy that demonstrates that the development will be safe for its lifetime without increasing flood risk elsewhere and where possible, reduces flood risk overall.

C. Whilst a site may be deemed to satisfy the sequential test, the sequential test may need to be reapplied if subsequent details fail to follow a sequential approach to master planning and delivery.

Exception Test

D. When the Sequential Test has already shown that there are reasonably available, lower risk sites appropriate for development, an Exception Test will be required in cases where, accounting for wider sustainable development objectives, application of relevant local and national policies would provide a clear reason for refusing development in any alternative locations identified.

E. Applications for the following will require the Exception Test to be satisfied in accordance with the vulnerability classifications identified in Annex 3 of the NPPF and the latest Strategic Flood Risk Assessment (SFRA):

- Highly vulnerable development in Flood Zone 2
- More vulnerable development in Flood Zone 3a
- Essential infrastructure in Flood Zone 3a or 3b

F. Applicants must demonstrate that the development would provide wider sustainability benefits that outweigh the flood risk.

G. Applicants must demonstrate the development will be safe for its lifetime without increasing flood risk elsewhere.

Site Specific Flood Risk Assessment

H. A site specific flood risk assessment (FRA) should be provided for:

- All development partly or wholly in Flood Zones 2 and 3; and
- In Flood Zone 1, an assessment should accompany all proposals involving: sites of 1 hectare or more; land which has been identified by the Environment Agency as

having critical drainage problems; land identified in a SFRA as being at increased flood risk in future; or land that may be subject to other sources of flooding, where its development would introduce a more vulnerable use.

I. The site specific FRA and drainage strategy should be prepared in accordance with the NPPF, Planning Practice Guidance, Environment Agency, National Standards for SuDS and Lead Local Flood Authority (LLFA) guidance.

J. Flood risk before, during and post construction and the management of surface water during and post construction, must be considered at an early stage in the design and layout of development to ensure that opportunities are maximised to reduce flood risk within the development. Flood risk outside of the development must not be increased at any point.

K. All relevant development must demonstrate that it complies with the tests, recommendations and guidance specified by the NPPF, PPG, the Council's latest SFRA, West Northamptonshire Local Flood Risk Management Strategy, LLFA guidance and local bylaws.

L. The FRA must assess flood risk across the lifetime of the development, taking the impacts of climate change and vulnerability of residents or users into account, and consider all sources and forms of flood risk to the satisfaction of the LLFA. Where a site is proposed wholly or partly in Flood Zone 2 and/or 3, the FRA must be also be agreed with the Environment Agency.

M. Where development is proposed within areas benefitting from flood defences, a site-specific FRA should assess the residual risk of a failure of the flood defence and breach analysis or modelling may be required.

Development in flood risk areas

N. Development in the undefended flood plain within the 1% annual probability flood extent, including an allowance for climate change must not decrease flood storage capacity or impede flood water flows and a net gain in floodplain storage should be provided. If the proposal includes development that could be particularly sensitive to changes in flood risk, additional climate change scenarios should be considered.

O. Development on stilts or flood voids will not be considered an acceptable method of floodplain compensation.

P. Proposals that include part of a watercourse or culverted watercourse, should seek to reduce flood risk and maximise opportunities to incorporate natural flood management techniques and nature-based solutions. Culverted watercourses should be daylighted where possible and open watercourses should not be

culverted unless unavoidable. New culverts must be suitably designed to ensure no impedance on flows or loss of storage. Development should support the naturalisation and re-naturalisation of rivers and watercourses.

Q. All new development must provide an 8m offset to all Main Rivers and 9m offset to all ordinary watercourses in accordance with the requirements of the SFRA and local bylaws in order to provide an adequate undeveloped buffer zone. This should be a meaningful environmental buffer and be located outside gardens and formal landscaping areas.

R. Development affecting an Internal Drainage Board (IDB) watercourse must protect its operational function, maintenance access, water quality, ecological value and flood risk management role and provide a 9m offset buffer zone. A separate IDB Land Drainage Consent must be secured.

Drainage Strategies and Sustainable Drainage Systems

S. All development proposals will be required to manage surface water runoff and surface water flood risk via the use of Sustainable Drainage Systems (SuDS). This should be in accordance with the National Standards for SuDS and take into consideration the latest local drainage guidance, SFRA and the latest West Northamptonshire Local Flood Risk Management Strategy. Where flood risk management uses sustainable drainage systems to manage surface water run-off, these should:

i. Discharge surface water in accordance with the Drainage Hierarchy;
ii. Separate surface water from foul and combined sewers;
iii. Be accompanied by a long-term management and maintenance plan;
iv. Protect and enhance water quality by using appropriate treatments before discharging to the ground;
v. Consider measures that allow multifunctionality of space and / or infrastructure; and
vi. Avoid wherever possible the creation of new reservoirs as defined by the Reservoirs Act 1985 and any subsequent revisions.

T. A drainage strategy proportional to the stage of planning and scale of development is required for all developments that may require surface water drainage or be impacted by flooding from any source.

U. Finished Floor Levels of all habitable accommodation should be at least 600mm above the predicted flood level for the design event from any source. Ground floor sleeping accommodation is required to be set 300mm above the predicted 1 in 1000 year fluvial flood level, including appropriate allowance for climate change. Where flooding is identified in non-habitable use areas, this shall be assessed against the Hazard indices in Table 13.1 of FD2320/TR2, taking into consideration the most vulnerable likely users.

V. Where redevelopment or change of use of buildings within the Functional Floodplain are proposed, flood resistant and resilient measures must be included in the proposals. It is unlikely that vulnerable uses (for instance sleeping accommodation), would be acceptable on the ground floor and consideration of safe access and egress, including the use of suitable warning systems and emergency planning, must be made.

W. Safe, dry access and egress should be provided in all design events, considering flooding from all sources and considering emergency routes beyond the site boundary where appropriate. Where a dry access cannot be provided, an emergency plan must be identified, flooding must be assessed in accordance with Table 13.1 of FD2320/TR2 and it must be demonstrated that flooding would not pose a risk to the most vulnerable likely users.

X. Surface and fluvial water attenuation should be provided to the design standard for the Upper Nene catchment (through Northampton and within the Nene catchment upstream of Northampton) i.e. the 0.5% Annual Exceedance Probability event plus climate change.

Y. For all development suitable access must be provided and maintained for water supply and drainage infrastructure.

WNLP objectives: 1, 5

4.9. Creating excellent places

4.9.1. Placemaking is the process of creating high-quality places where people want to live, work and spend time. Excellent places are those that are attractive, safe, healthy, inclusive, sustainable and distinctive, and which function well for their users over the long term. It goes beyond designing individual buildings to consider how development creates successful places through the relationship between buildings, streets, spaces and the wider context.

4.9.2. Well-designed places enhance local character, strengthen community identity, support social interaction and active lifestyles, protect and enhance environmental assets, and create lasting value. Through this policy, the Council seeks to ensure that all developments create successful places that work well for their users, contribute positively to local character and quality of life, and deliver long-term social, economic and environmental benefits across West Northamptonshire.

National Planning Policy Framework (2024)

Design quality and beauty

4.9.3. The National Planning Policy Framework (NPPF) Chapter 12 establishes that achieving well-designed, beautiful and safe places is fundamental to the planning process. Paragraph 131 states: "The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work, and helps make development acceptable to communities.

4.9.4. The NPPF emphasises that being clear about design expectations and how these will be tested is essential for achieving good design. Paragraph 139 makes clear that development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design.

What well-designed places should achieve

4.9.5. Paragraph 135 of the NPPF sets out that planning decisions should ensure developments:

- Will function well and adds to the overall quality of the area, not just for the short term but over the lifetime of the development.
- Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping.
- Are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change.
- Establishes or maintains a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit.
- Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development and support local facilities and transport networks.
- Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users.

Local character, heritage and design codes

4.9.6. The NPPF requires development to be sympathetic to local character and history while supporting innovation. Paragraph 137 emphasises that design quality should be considered throughout the evolution and assessment of proposals, except where this reflects local preferences articulated through

neighbourhood plans or design codes.

4.9.7. Area-based character assessments, design guides, design codes and masterplans are identified as key tools for establishing design expectations and ensuring efficient use of land while creating beautiful and sustainable places. Paragraph 134 states that all guides and codes should be based on effective community engagement and reflect local aspirations for the development of their area, taking into account the guidance contained in the National Design Guide and the National Model Design Code.

National Design Guide and the ten characteristics

4.9.8. To support the NPPF's design requirements, the Government published the National Design Guide in 2021. This forms part of the Government's collection of planning practice guidance and illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice. The guide defines well-designed places as being 'fit for purpose, durable and bringing delight'.

4.9.9. The National Design Guide sets out ten characteristics that define well-designed places. These characteristics work together to nurture and sustain a sense of community and address environmental issues affecting climate change. They provide a comprehensive framework for assessing design quality and are structured around three themes: character, community and climate. Policy PL6A is structured around these ten characteristics to ensure development proposals address all aspects of good design in a comprehensive and holistic way.

The ten characteristics are:

1. Context - enhances the surroundings. Well-designed new development responds positively to the features of the site itself and the surrounding context, enhancing positive qualities and improving negative ones. It relates well to the geography, history, built form and local character of the area.

2. Identity - attractive and distinctive. Well-designed places have a positive and coherent identity that promotes a sense of community and civic pride. They have their own character and identity that is attractive and distinctive.

3. Built form - a coherent pattern of development. Well-designed development is based on a sound understanding of the features of the site and the surrounding context, using this to determine the most appropriate form of development for the site. It creates coherent patterns of built development with well-defined and well-designed streets and public spaces.

4. Movement - accessible and easy to move around. Well-designed places are integrated into their surrounding context, making connections that are walkable, cyclable and well-connected. They prioritise pedestrians, cyclists and public transport users over private motor vehicles.

5. Nature - enhanced and optimised. Well-designed development recognises the value of nature and enhances it. It integrates existing and proposed green and blue infrastructure including public open spaces, SuDS and biodiversity.

6. Public spaces - safe, social and inclusive. Well-designed public spaces are designed to be inclusive, promote health and well-being, and support social interaction. They are attractive, safe, uncluttered and work effectively for all in providing a setting for life between buildings.

7. Uses - mixed and integrated. Well-designed places include an integrated mix of tenures and uses where appropriate. This supports local facilities and transport networks and creates places that are vibrant and sustainable.

8. Homes and buildings - functional, healthy and sustainable. Well-designed homes and buildings are functional, accessible and sustainable. They provide internal environments and associated external spaces that support the health and well-being of their users and all who experience them.

9. Resources - efficient and resilient. Well-designed places are designed to be resilient, efficient and maintainable. They make efficient use of natural resources including land, water, energy and materials.

10. Lifespan - made to last. Well-designed places are designed and managed to be robust and to endure. They can be maintained, used and loved over many generations and adapt to changing requirements.

4.9.10. Policy PL6 requires all development proposals to address each of these characteristics proportionate to the scale and nature of the development, ensuring a comprehensive approach to design quality that addresses all dimensions of sustainable development.

Other design guidance

4.9.11. In addition to the National Design Guide, NPPF promote to make appropriate use of tools and processes for assessing and improving the design of development.

National Model Design Code (2021)

4.9.12. The National Model Design Code is referenced in NPPF paragraph 132, which

requires local authorities to prepare design codes consistent with the National Design Guide and National Model Design Code. It provides more detailed guidance on the production of design codes, guides and policies to promote successful design. It expands on each of the ten characteristics and provides a template and guidance notes for design codes. The coding process involves three stages: analysis (understanding the context), vision (establishing principles), and coding (detailed guidance). All local design codes should be consistent with the National Design Guide and National Model Design Code.

Building for a Healthy Life (2020)

4.9.13. Building for a Healthy Life is a design tool that provides a method for assessing the design quality of housing proposals. It is structured around three themes - integrated neighbourhoods, distinctive places, and streets for all - and provides 12 considerations grouped under these themes. It helps local planning authorities and developers discuss and evaluate design quality at pre-application stage and through the planning application process. Major residential schemes are expected to demonstrate how they perform against Building for a Healthy Life criteria. NPPF paragraph 138 recommends this as one of the assessment frameworks to be used as early as possible in the evolution of schemes, particularly for large scale housing and mixed developments.

Active Design (2023)

4.9.14. Active Design provides ten principles for creating developments that encourage people to lead more active and healthier lives. The principles include: activity for all, walkable communities, connected walking and cycling routes, co-location of community facilities, multifunctional open space, high quality streets and spaces, appropriate response to climate, local play provision, physical activity in the public realm, and active buildings. Development proposals should demonstrate consideration of Active Design principles, showing how layout, design and connectivity support active and healthy lifestyles.

Manual for Streets (2007) and Manual for Streets 2 (2010)

4.9.15. Manual for Streets provides guidance on the design, construction, adoption and maintenance of residential streets. It promotes streets as public spaces for people rather than just routes for traffic. Manual for Streets 2 extends the guidance to all streets, not just residential ones. Both emphasise the importance of well-designed streets that balance movement with place-making functions, prioritise pedestrians and cyclists, and contribute positively to local character. Streets should be designed using the principles of inclusive design to ensure they work for all users.

Understanding West Northamptonshire's character

4.9.16. West Northamptonshire covers a large and diverse area with significant variations in character. The authority area includes historic market towns, rural villages, suburban areas and parts of larger urban settlements, each with their own distinctive characteristics shaped by landscape, history, built heritage and settlement patterns.

4.9.17. Applicants must demonstrate that they understand the context in which they are proposing to develop. For areas with adopted design guidance such as Conservation Area Appraisals, Village Design Statements, or Neighbourhood Plan design policies, this guidance should inform the design approach.

4.9.18. Where no design guide or character assessment is available, applicants must identify the local character and distinctiveness by undertaking their own proportionate character assessment. This should use appropriate methodologies such as those set out in the National Model Design Code or Historic England's 'Understanding Place: Historic Area Assessments'. Applicants must demonstrate in their Design and Access Statement (or equivalent) how they have understood the local context and how their scheme responds to and contributes to local character and distinctiveness.

4.9.19. Requirements for Design and Access Statements and other supporting information are set out in national legislation and the Council's adopted Local Validation Checklist. Applicants should provide proportionate information appropriate to the scale and nature of the proposed development.

4.9.20. The key principle is that development should enhance local distinctiveness by responding positively to what is valued about a place, rather than eroding character through standardised or contextually inappropriate design.

4.9.21. Character analysis should consider:

- Landscape character and setting
- Settlement pattern and urban grain
- Building forms, heights, massing and roofscape
- Local materials and detailing
- Street patterns and block structure
- Relationship between buildings and spaces
- Green infrastructure and boundary treatments
- Heritage assets and their settings
- Important views and vistas
- Topography and relationship to landform

4.9.22. Employment, industrial and commercial development may have specific operational and functional requirements relating to building height, servicing arrangements, circulation space, loading facilities, energy performance and site layout. Proposals should respond positively to their context whilst achieving high standards of design and placemaking. Innovative and contemporary design solutions that accommodate such requirements will be supported where they contribute positively to place quality.

Settlement identity and coalescence

4.9.23. The spaces between settlements or parts of settlements are as important as the settlements themselves especially in rural areas. These gaps contribute to settlement identity by maintaining separation and providing landscape settings. In rural areas particularly, the distinct identity of individual settlements is highly valued by communities.

4.9.24. Coalescence - where development leads to settlements merging together - can fundamentally change the character of an area by eroding settlement identity. Policy PL6 C(iii) requires development to maintain the distinct identity of individual settlements, particularly in rural areas, and to preserve important landscape breaks and strategic gaps where these contribute significantly to settlement character and landscape setting.

4.9.25. This does not mean that no development can take place between settlements. Rather, it requires careful consideration of how development affects settlement identity and whether it creates or contributes to the perception of coalescence. Development should be designed and located to maintain legible settlement edges and avoid creating ribbon development that erodes landscape gaps.

4.9.26. In rural settlements, development should respond positively to the existing settlement pattern, street network and landscape setting, reinforcing local character and distinctiveness. Development should avoid layouts that appear disconnected from or fail to relate positively to the established form of the village.

Safety and security

4.9.27. Creating safe places is a core objective of good design. Safe environments result from design that provides natural surveillance through active frontages, ensures routes are legible and well-lit, creates clear definition between public and private space, and avoids isolated or poorly overlooked areas.

4.9.28. Secured by Design is the UK police service's crime prevention initiative. It provides guidance on designing out crime through natural surveillance,

defensible space, access control, and physical security measures. Development should incorporate Secured by Design principles as appropriate to the development type and local context.

Parking and servicing

4.9.29. Parking should be well-integrated into development design rather than dominating the street scene or compromising the quality of the public realm. The quantum of parking should accord with adopted parking standards (Northamptonshire Parking Standards 2016, Northampton Parking Standards 2019, or South Northamptonshire Standards and Designs 2017 as applicable) or any subsequent updates or successor documents.

4.9.30. Different forms of parking - on-plot, parking courts, on-street - each have advantages and disadvantages depending on context. In all cases parking should be appropriately landscaped, well-overlooked for security, and designed as an integral part of the development rather than an afterthought.

4.9.31. Electric vehicle charging infrastructure should be provided in accordance with current regulations. This should be future-proofed and capable of being upgraded as technology evolves. Secure, convenient cycle storage should be provided for all development, accommodating different cycle types including cargo bikes, adapted cycles and children's bikes.

4.9.32. Servicing, waste collection and deliveries must be accommodated without compromising street quality or pedestrian safety. Waste storage should be convenient for residents and collection services, adequately sized, well-ventilated, and designed to integrate well with the development. Communal waste stores require particularly careful design to prevent waste accumulating and avoid fly-tipping.

Policy PL6 – Placemaking, design and amenity

A. All development must achieve the creation of high-quality, distinctive, sustainable and inclusive places that enhance local character, strengthen community identity, promote wellbeing, and respond sensitively to their context. Development must be safe and encourage social interaction, active lifestyles, and protect residential amenity.

B. All development proposals must demonstrate how they create successful places by addressing the characteristics of well-designed places identified in the National Design Guide or successor document. Where required, development proposals must be supported by a Design and Access Statement demonstrating how the design responds positively to local context and character.

Placemaking and design requirements

Context - Enhancing the surroundings

C. Development proposals must demonstrate a thorough understanding of the site and its context through proportionate analysis. This should consider the site's physical, social, economic, environmental and historical characteristics, and explain how the design responds positively to these factors. Development must:

i. Respond positively to local character, townscape and landscape setting and the pattern of existing development;
ii. Respect the grain, scale and form of surrounding development while not preventing innovative or contemporary design solutions that enhance place quality;
iii. Maintain the distinct identity and character of individual settlements and avoid coalescence, particularly in rural areas, and preserve important landscape breaks and strategic gaps between communities where these contribute significantly to settlement character and landscape setting;
iv. Identify, protect and where possible enhance heritage assets and their settings
v. Protect and incorporate existing landscape features including trees, hedgerows, watercourses and natural assets; and
vi. Retain, enhance and create important views and vistas into, out of and through the site, responding to topography and landform.

Identity - Attractive and distinctive

D. Development proposals must establish or reinforce a clear sense of place with distinctive local identity. Places should be memorable, legible and recognisable, with their own character that responds to and enhances local distinctiveness. Development must:

i. Create visually interesting and coherent street scenes and skylines that contribute positively to local character;
ii. Use high-quality, durable, sustainable materials with colours, textures and detailing that complement the local palette;
iii. Support design innovation and contemporary architecture where this enhances character, distinctiveness and environmental performance;
iv. Be long-lasting, adaptable, and capable of responding to changing needs over time
v. Promote site-specific, context-responsive designs that reflect and celebrate local identity, rather than standardised or generic approaches;
vi. Create legible places with landmarks, corner features and visual cues that aid orientation; and
vii. Incorporate public art, cultural references and locally significant features where appropriate.

Built form – Coherent pattern of development

E. Development proposals must demonstrate that building heights, massing, scale and layout are appropriate to their context and contribute positively to the character and

quality of the area. Development must:

i. Respond to prevailing building heights, roofscape and massing in the immediate area;
ii. Consider the relationship to heritage assets, their settings and local landmarks;
iii. Protect important views, vistas and visual connections;
iv. Create appropriate enclosure and positive definition for streets and public spaces;
v. Provide variety and rhythm in building lines, heights and roofscape to create visual interest;
vi. Be of human scale at ground floor level to create comfortable, pedestrian-friendly environments;
vii. Ensure building frontages positively address streets and public spaces with active frontages providing natural surveillance to create a safe and active environment;
viii. Provide clear distinction between public, private and semi-public space with appropriate boundary treatments or material change; and
ix. Avoid blank walls and hostile fencing on frontages, instead incorporating active, attractive and well-detailed elevations and boundary treatments that enhance the public realm.

Movement – Accessible and easy to move around

F. Development proposals must create well-connected, permeable movement networks that make it easy to access local services and facilities, integrate successfully with existing routes and desire lines, and prioritise sustainable transport modes. Proposals should also accord with the relevant policies in the Transport chapter. Development must:

i. Create a permeable, legible network of streets and routes that prioritise walking, cycling, wheeling and public transport;
ii. Demonstrate how it promotes active travel and supports Active Design principles to encourage physical activity and healthy lifestyles;
iii. Provide safe, convenient and inclusive access for all users regardless of age, disability or mobility;
iv. Minimise barriers to movement and ensure routes are legible, direct and well-connected;
v. Provide parking in accordance with adopted standards that is well-integrated into the overall design and does not dominate the street scene; and
vi. Include secure, convenient and accessible cycle storage and electric vehicle charging infrastructure in line with local validation requirements and adopted parking standards, ensuring that chargers are well-designed, accessible, and contribute positively to the public realm; and
vii. Ensure servicing, waste management and deliveries can be accommodated without compromising street quality or pedestrian safety.

Nature – Enhanced and optimised

G. Development proposals must integrate high-quality, multifunctional green and blue infrastructure that supports biodiversity, provides recreational opportunities,

enhances climate resilience, improves health and wellbeing, and contributes to local character and sense of place. Detailed requirements relating to the protection, enhancement and management of the natural environment are set out in Policies EN6-EN17.

Public Spaces – Safe, social and inclusive

H. Development proposals must create attractive, high-quality public spaces that are safe, accessible, inclusive and encourage social interaction and community activity. Development must:

i. Create human-scale, comfortable and inviting public spaces that are overlooked by active frontages;
ii. Provide opportunities for a range of activities including play, recreation, social interaction and community events;
iii. Incorporate flexible spaces that can accommodate different uses over time,
iv. Provide appropriate street furniture, lighting, signage and wayfinding that contributes to place quality;
v. Ensure spaces are accessible to all users including older people, families with children, and people with disabilities;
vi. Treat streets as high-quality public spaces with appropriate materials and landscaping;
vii. Include opportunities for public art, cultural expression and community identity where appropriate; and
viii. Incorporate clear boundaries between public and private space with appropriate treatment.

Uses - Mixed and integrated

I. Development proposals must provide an appropriate mix of uses that support community vitality, generate activity throughout the day, provide local employment and services, and reduce the need to travel. Development must:

i. Provide a mix of uses where appropriate to the development's scale and location;
ii. Create active ground floor uses that animate streets and public spaces;
iii. Support access to local services, facilities, employment and community amenities and;
iv. Incorporate opportunities for social interaction, community activities and civic life.

Homes and Buildings – Functional, healthy and sustainable

J. Development proposals for residential development must provide homes and buildings that meet the needs of occupants, are functional, healthy, sustainable and adaptable to changing needs over time. Residential development must:

i. Provide adequate private or communal amenity space that is functional, accessible and receives adequate sunlight;
ii. Design adaptable homes that can respond to changing household needs over their lifetime; and

iii. Provide adequate storage, including for bicycles, bins and recycling.

K. All development must protect and enhance the amenity of existing and future occupiers by:

i. Avoiding overlooking, overbearing impacts, noise, odour, vibration and overshadowing, loss of light or other harmful effects on residential amenity unless adequate mitigation measures are proposed and secured;
ii. Providing adequate separation distances and privacy between habitable room windows;
iii. Ensuring adequate daylight, sunlight, privacy and outlook for existing and future residents;
iv. Providing sensitive, context-appropriate lighting schemes that complement the surrounding area and promote a safe and pleasant environment for both residents and wildlife; and
v. Providing well-designed and integrated waste and recycling storage that enhances the quality of the development and contributes positively to the street scene.

Backland and garden development

L. Development involving backland sites or redevelopment of residential garden land will only be supported where it would not harm settlement character or neighbouring amenity, retains adequate useable garden space, and provides safe access and adequate parking.

Resources – Efficient and resilient

M. Development proposals must demonstrate how they address climate change, minimize resource consumption, reduce carbon emissions and deliver environmental sustainability. Development must:

i. Use low-carbon, sustainable materials where viable;
ii. Use materials efficiently and specify durable materials that will weather well; and
iii. Consider whole life carbon impacts including embodied carbon.

N. Development on contaminated land must incorporate appropriate remediation that poses no risk to health or the environment.

Lifespan – Made to last

O. Development proposals must demonstrate that buildings and spaces are designed to be adaptable, durable, resilient and well-maintained over their lifetime. Development must:

i. Design buildings that can adapt to different uses and changing occupier needs;
ii. Provide flexible internal layouts that can accommodate changing household sizes and working patterns; and
iii. Use high-quality, durable materials and details that will age well.

WNLP objectives: 1, 2, 3, 4, 5, 7, 8, 9, 13

4.10. Neighbourhood Development Plans, Orders and Village Design Statements

4.10.1. The Localism Act (2011) makes provision for local communities to shape development in their areas through the production of Neighbourhood Development Plans (NDPs), Neighbourhood Development Orders (NDOs) and Community Right to Build Orders (CRBOs).

4.10.2. NDPs need to meet certain basic conditions:

- Have appropriate regard to national policy
- Contribute toward the achievement of sustainable development
- Be in general conformity with strategic policies in the local development plan
- Be compatible with EU Regulations including human rights requirements
- Does not have a significant effect on a European Site (as defined in the Conservation of Habitats and Species Regulations 2012)

4.10.3. Where parish or town councils exist, these bodies take the lead in neighbourhood development planning. Alternatively, other groups, usually called Forums, can be formed where there is no parish to take forward an NDP.

4.10.4. Parish and town councils and neighbourhood development planning groups are encouraged to enter into early dialogue with the Council who can offer support by providing information and guidance on the process, sharing technical evidence and how to conduct housing needs surveys and undertake the Strategic Environmental Assessment (SEA) screening. The Council will undertake the Regulation 16 consultation for a submission of a NDP, NDO or CRBO and referendums for NDPs.

4.10.5. The Council, in some cases, can offer support in line with the NPPF.

4.10.6. One of the basic conditions is that the NDPs must be in general conformity with the strategic policies of the development plan and should not promote less development than set out in this Local Plan or undermine its policies. All NDPs made have had regard to the WNJCS (Part 1) and area specific Part 2 Local Plans. Once adopted, all NDPs will need to conform with this Local Plan.

4.10.7. NDPs should contain policies to address local issues which could include definition of settlement confines, local housing needs, designation of local green space, community and locally important heritage assets. They can

include design codes to address form, connectivity, placemaking and design. Where NDPs make site allocations, a policy setting out expectations for development should be included. This should cover how the proposal would integrate with the settlement and respond to site specific issues. NDP policies should not repeat policies contained within this Plan, nor should it promote less development than set out in the strategic policies for the area or undermine those strategic policies.

4.10.8. Neighbourhood Development Plans also have the ability to identify and allocate sites. In order to do this the housing numbers set out in Policy R6 'Rural area housing requirements' of this plan should be used. For 'Other Village' the Council will provide a housing requirement figure for the purposes of plan making. In all cases a housing needs survey should be considered to ensure that the Neighbourhood Plan also plans positively to address local needs in terms of housing mix and type.

4.10.9. Qualifying bodies who are preparing neighbourhood plans will be encouraged to prepare design codes to address local design issues. Design codes are a set of design requirements for the physical development of an area. Once made NDPs form part of the development plan. Neighbourhood Plans and Design Codes should incorporate local health priorities identified in Parish and Town Council Health and Wellbeing Plans, the JSNA, including active travel, food access, social connection and wellbeing.

4.10.10. Qualifying bodies should contact the Ministry of Defence (MOD) if any Neighbourhood Development Plans, Neighbourhood Development Orders or Community Right to Buy Orders potentially impact their land.

Village Design Statements

4.10.11. Parish councils also have the option to prepare village design statements; these will provide more detailed design guidance for a parish to supplement the Local Plan policies. It is anticipated that these will have a rural emphasis and it is likely that they will take a form similar to design codes as detailed in Para 4.9.6 -.7 However, a village design code will have less weight than a NDP.

Policy PL7 – Neighbourhood Development Plans and Orders, Design Codes and Village Design Statements

A. The Council will support and work with communities engaged in community-led planning activities including Neighbourhood Development Plans, Neighbourhood Development Orders, design codes and Village Design Statements.

B. Neighbourhood Development Plans should contribute to the achievement of sustainable development and can include allocations for development, including meeting the housing requirements set out in policy R6. Neighbourhood Development Plans should contain policies to address identified local issues including key placemaking and design standards or codes to maintain and enhance the vitality of rural community and to enhance local character and distinctiveness.

C. Policies in Neighbourhood Development Plans should not duplicate policies in this Local Plan and must be in general conformity with the strategic policies contained with the WNLP.

D. All Neighbourhood Development Plans should include proposals for monitoring and review.

WNLP objectives: 1, 2, 3, 4, 5, 7, 8, 9, 10, 13

4.11. Health and wellbeing

4.11.1. Planning can assist in creating environments that support and encourage healthy lifestyles and also identify and secure facilities needed for the health and care system. The design of new developments can have an impact on the community's health and wellbeing, through the shaping of the local environment and influencing the lives of existing and future residents.

4.11.2. In West Northamptonshire, average life expectancy at birth for males was 79.8 years, similar to England, and 82.8 years for females (significantly lower than England). The top three causes of death that contributed most to the gap in life expectancy between the most and least deprived areas of West Northamptonshire were circulatory disease, cancer, and respiratory disease.

4.11.3. In West Northamptonshire 33.2% of households in 2021 were classified as deprived on one dimension of deprivation, 12.1% on two dimensions, 2.7% on three dimensions, and 0.2% on four dimensions. In total, 25,869 households (15.0%) were experiencing multiple deprivation.

4.11.4. In terms of obesity, 21% of children in reception class and 35% in Year 6 were overweight or obese in2024/25. Therefore, it is a key issue of this Plan to help tackle obesity through healthy food policies and by supporting schemes that prioritise sustainable and active journeys and maximise opportunities to be active and to access open and green space.

4.11.5. One of the three objectives of achieving sustainability is the social objective, which seeks to support strong vibrant and healthy communities. Paragraph 8

of the NPPF requires plans to "foster well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being".

4.11.6. Paragraph 96 of NPPF requires plans to aim to achieve healthy, inclusive and safe places and beautiful buildings which promote social interaction, are safe and accessible, and enable and support healthy lifestyles. To support this the policies in local plans need to plan positively for the provision and use of shared spaces, community facilities and other local services to enhance the sustainability of communities and residential environments. It also needs to take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community. Paragraph 102 of NPPF encourages access to a network of high-quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities and can deliver wider benefits for nature and support efforts to address climate change.

4.11.7. The planning system requires transport issues to be considered from the earliest stages of plan-making and sets out in Paragraph 110 that "Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes including active travel. This can help to reduce congestion and emissions and improve air quality and public health.

Planning Practice Guidance

4.11.8. The design and use of the built and natural environments, including green infrastructure are major determinants of health and wellbeing. Planning and health need to be considered together in two ways: in terms of creating environments that support and encourage healthy lifestyles, and in terms of identifying and securing the facilities needed for primary, secondary and tertiary care, and the wider health and care system (taking into account the changing needs of the population).

4.11.9. PPG describes a 'healthy place' as one which supports and promotes healthy behaviours and environments and a reduction in health inequalities for people of all ages. It will provide the community with opportunities to improve their physical and mental health, and support community engagement and wellbeing. It is a place which is inclusive and promotes social interaction and meets the needs of children and young people to grow and develop, as well as being adaptable to the needs of an increasingly elderly population and those with dementia and other sensory or mobility impairments.

Joint Strategic Needs Assessment (JSNA)

4.11.10. A JSNA is produced periodically by the Council. The JSNA is a comprehensive process that brings together information and insights about the health and well-being of our local population. It is a collaborative effort involving various stakeholders, including public health agencies, local authorities, healthcare providers, and community groups across West Northamptonshire.

4.11.11. As a fundamental tool for decision-making, the JSNA plays a pivotal role in shaping policies and strategies that aim to improve the overall quality of life for residents within West Northamptonshire.

4.11.12. By pooling our resources and expertise, we can create a holistic and evidence-based understanding of the current and future needs of our diverse population.

4.11.13. To help meet the vision, a set of 10 'Live Your Best Life' ambitions have been developed to deliver better outcomes for the people of West Northamptonshire over the coming years. These are:

- Ambition 1: The best start in life
- Ambition 2: Access to the best available education and learning
- Ambition 3: The opportunity to be fit well and independent
- Ambition 4: Employment and Anti- poverty
- Ambition 5: Good housing in places which are clean and green
- Ambition 6: To feel safe in their homes and when out and about
- Ambition 7: Connected to their families and friends
- Ambition 8: The chance for a fresh start, when things go wrong
- Ambition 9: Access to health and social care when they need it
- Ambition 10: To be accepted and valued simply for who they are

4.11.14. There are five Local Area Partnerships, also known as LAPs, in West Northamptonshire. Each LAP covers communities of between 58,000 and 97,000 people and brings together a wide range of partners — including West Northamptonshire Council, VCSE (Voluntary, Community, Faith and Social Enterprise) organisations, residents, parish and town councils, health and care services, police, fire and rescue. The aim is to enable people to come together to identify local issues, devise solutions and build sustainable local action on health and the determinants of health. This joined-up approach will support more tailored and targeted provision for every community, helping to improve health and care outcomes and make a measurable difference to the lives of local residents.

Health Impact Assessments

4.11.15. The purpose of policy PL8 is to help reduce health inequalities, improve health outcomes including excellent mental and physical health for all, increase the

take up of active and healthy lifestyles and enable people to make healthy choices and age well.

4.11.16. The health and wellbeing of communities will be addressed via a Health Impact Assessment (HIA) which will assess the potential impacts of development proposals and development plans. The HIA should identify the likely effects that a proposed development will have on the health and wellbeing of the community and detail how a development can maximise the positive health and wellbeing impacts and avoid or minimise any negative health and wellbeing impacts.

4.11.17. Applicants should refer to the most recent local and national guidance on producing Health Impact Assessment (HIA) and demonstrate that all policies within this Plan relating to health and wellbeing have been addressed. Among other things assessments should review the need for health and wellbeing infrastructure either on or off-site, transportation, food environments to address obesity, social cohesion and environmental quality.

4.11.18. The Council and its partners have developed a HIA tool and guidance document for assessing likely health impacts of development proposals of 10+ dwellings and 1,000 sqm+ of commercial developments. The template can be found in the Appendices of this plan.

4.11.19. The tool should be used at the earliest practicable stage of the planning process in order to influence the proposals as they are being developed. The tool focusses on the health and wellbeing impacts associated with built environment proposals, particularly those influenced by the planning process

4.11.20. Health Impact Assessments (HIA) must:

- Identify positive and negative health impacts across the wider determinants of health.
- Assess impacts on health inequalities, vulnerable groups, and deprived communities.
- Demonstrate how the proposal supports active lifestyles, access to green space, social cohesion, climate resilience, air and noise pollution reduction, access to health and care services, and high-quality healthy homes.
- Provide clear mitigation measures, monitored through planning conditions or obligations.
- Demonstrate alignment with the JSNA and local health strategies.

4.11.21. The purpose of systematically assessing these impacts is to develop the proposals in a way that minimises negative health and wellbeing impacts and maximises positive contributions to community wellbeing, including reducing

health inequalities. This will help achieve the objectives of local strategies and plans to improve health and wellbeing, including the West Northamptonshire Health and Wellbeing Strategy, thus contributing to sustainable communities. It is anticipated that the HIA will be proportionate to the scale and nature of development proposed.

Policy PL8 – Health and wellbeing – Health Impact Assessments

A. The health and wellbeing of communities will be improved. Major residential and commercial developments, or any development with significant population health impacts will need to demonstrate, through an appropriate Health Impact Assessment, that they will contribute to creating an age friendly, healthy and equitable living environment and reducing health inequalities through:

i. Creating an inclusive built and natural environment;
ii. Promoting and facilitating active and healthy lifestyles through design and sustainable transport layouts;
iii. Preventing negative impacts on residential amenity and wider public safety from noise, ground instability, ground and water contamination, vibration and air quality;
iv. Providing access for all to health and social care facilities;
v. Providing available, accessible and inclusive green spaces, sports facilities, play and recreation opportunities for the whole community; and
vi. Use of design tools such as Building for a Healthy Life alongside local community engagement.

B. The Council will support the provision of health facilities to accommodate primary and secondary care needs in accessible locations, either on or off-site, which contribute towards health and wellbeing.

WNLP objectives: 1, 2, 3, 4, 5, 6, 7, 8, 9, 13

4.12. Hot food takeaways

4.12.1. The purpose of systematically assessing these impacts is to develop the proposals in a way that minimises negative health and wellbeing impacts and maximises positive contributions to community wellbeing, including reducing health inequalities. This will help achieve the objectives of local strategies and plans to improve health and wellbeing, including the West Northamptonshire Health and Wellbeing Strategy, thus contributing to sustainable communities.

4.12.2. Like much of England, obesity is a key problem in West Northamptonshire. One way of contributing to reducing this issue is restriction of takeaways and

encouraging healthier food choices.

4.12.3. One of the key components of the NPPF is to promote healthy and safe communities, requiring policies and decisions to achieve healthy, inclusive and safe places. In particular, policies should enable and support healthy lifestyles, especially where this would address identified local health and well- being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops and fresh produce markets, access to healthier food, allotments, community orchards and layouts that encourage walking and cycling.

4.12.4. Paragraph 97 of the NPPF is clear that Local Planning Authorities should refuse applications for hot food takeaways and fast-food outlets:

1. within walking distance of schools and other places where children and young people congregate, unless the location is within a designated town centre; or
2. in locations where there is evidence that a concentration of such uses is having an adverse impact on local health, pollution or anti-social behaviour.

4.12.5. The Use class order defines hot food takeaway for the sale of hot food where consumption of that food is mostly undertaken off the premises. For clarity it is intended that 'walking distance' will be defined as 400 metres measured from the entrance to the educational facility to the proposed takeaway. For proposals for hot food takeaways, regard will be given to cumulative concentration and the effect on local centres or parades.

4.12.6. The proposed premises should not be within a ward where the prevalence of obesity exceeds the England average as set out in NHS statistics; currently this is 23.5% for Reception year (4-5 years) or 36.2% for Year 6 (10-11 years).

4.12.7. The Council will monitor areas within West Northants where there are high incidences of obesity and Policy PL9 will apply to those areas.

Policy PL9 – Healthy food choices

A. To improve the health of our residents, young people and children, new hot food takeaways will only be supported where:

The proposed premises are more than 400m away from any pedestrian entrance to any existing or proposed 3–18-year-old education facility unless the takeaway is within a designated town centre or neighbourhood centre.

B. The Council supports the retention of existing, and provision of new allotments

to encourage growing healthy food, physical exercise, improved mental health and recreation associated with maintaining allotments.

C. Space for farmers markets and other fresh food or produce outlets will be supported.

WNLP objectives: 7, 10, 11

4.13. Community and sports facilities, open spaces and allotments

4.13.1. The NPPF clearly states that to provide the social, recreational and cultural facilities and services the community needs, planning policies need to plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments (paragraph 98). It also requires plans to take into account local strategies such health, social and cultural wellbeing for all sections of the community and to guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs.

4.13.2. Community and sports facilities and open spaces are important to ensure the needs of communities are met. They are where people meet and spend their leisure time with recent studies demonstrating how critical they are to good physical and mental health. Allotments also contribute to food security and healthy eating. Planning for an appropriate mix of community facilities, including sport and recreation facilities, community and village halls, arts and cultural facilities, playing pitches and open spaces, will provide the facilities and infrastructure to encourage people to be more active. The design and location of such facilities require careful consideration as some facilities such as formal pitches and multi use games areas (MUGAs) can cause significant noise and lighting issues for local residents and amenity if not properly planned.

4.13.3. West Northamptonshire's growing population will result in an increasing demand for community facilities. The policies in this plan require developers to consider existing community facilities at the outset and where necessary, to enhance or provide new community infrastructure.

4.13.4. Early dialogue at the master planning stage is recommended to ensure developments incorporate the relevant facilities or provide suitable and safe access to existing services.

4.13.5. Policy PL10 aims to protect existing community facilities by requiring proposals that would result in a loss to be justified. A definition of the types of community facility covered by part A) of the policy can be found in the glossary. Loss would need to be justified by one of four criteria. Community benefits that significantly outweigh the loss could include the provision of affordable housing in an area of need or vital social infrastructure. In order for a facility to be regarded as surplus, it would need to be identified as such in up-to-date evidence. Examples of appropriate evidence include the Open Space Assessment 2025 and subsequent updates and assets or estates strategies. PL10 also covers provision of new facilities in general terms.

4.13.6. PL11 deals with existing and new sport and recreation provision, and PL12 deals with provision of new open space.

Policy PL10 – Community facilities, open space and allotments

Protecting existing facilities

A. The Council will protect existing community facilities, public open spaces and allotments. Development that would result in their loss will be resisted and only be allowed where they can satisfy one of the following criteria:

i. The proposal would provide a compensatory replacement facility, open space or allotment of equal or better quantity and quality that is located in an accessible location; or
ii. The proposal would bring about community benefits that significantly outweigh the loss of the facility; or
iii. There are sufficient alternative equivalent and accessible facilities serving the same catchment area; or
iv. An up-to-date assessment has clearly shown that the facility or open space is surplus to requirements.

Provision of new facilities

B. The Council will support new facilities including new development or changes of use provided that:

i. It is well related to the community or settlement it serves;
ii. It would not adversely affect the amenity of residents;
iii. It is fit for purpose and is accessible for all visitors; and
iv. It is in keeping with the surrounding area in terms of scale and character.

WNLP objectives: 2, 7, 10

4.14. Sport and recreation facilities and playing fields

4.14.1. The provision of sport and recreation facilities, including playing fields are a vital component of sustainable development. They contribute significantly to the health, wellbeing, and social cohesion of communities, and support active lifestyles across all age groups. The Council will seek to protect existing facilities, which include indoor and outdoor sports and recreation facilities and playing pitches. Any proposal that would result in loss would need to be justified by one of four criteria, which are the same as for PL10.

New residential development generates additional demand for sport and recreation facilities. Without appropriate planning, this can lead to increased pressure on existing infrastructure, exacerbating deficiencies and reducing access to opportunities for physical activity. Therefore, it is essential that new development incorporates adequate provision for sport and recreation, either on-site or through contributions to off-site facilities.

4.14.2. The NPPF recognises the importance of open space and sports facilities, stating that: "Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless… the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location" (paragraph 104).

4.14.3. Furthermore, Sport England's Planning for Sport Guidance outlines 12 principles to ensure the planning system supports sport and physical activity. These include, but are not limited to:

- Protecting existing sports provision.
- Enhancing the quality and accessibility of facilities.
- Providing new facilities where demand is generated by development.
- Applying robust and up-to-date assessments of need, such as Playing Pitch Strategies and Built Facilities Strategies.

4.14.4. Sport England's tools (i.e. Playing Pitch and Sport Provision Calculators) provide benchmarks for quantity, quality, and accessibility of provision. These should be used to inform the scale and type of provision required in new developments. New provision should be designed as multifunctional spaces that are accessible to all users. They should integrate with active travel networks, include appropriate ancillary facilities where necessary, promote social interaction and provide attractive, safe and useable environments throughout the year.

4.14.5. The Council commissioned evidence which audited the sports pitch and facility provision in West Northamptonshire and provided recommendations for the future. The West Northamptonshire Playing Pitch and Sports Facilities

Strategies and Action Plans (2024) identify a few recommendations including the protection of existing quantity of pitches, seek to sustain use and improve quality and provide new pitches where assessed as needed on larger housing sites.

4.14.6. Applicants will be required to review the above assessments when preparing their applications to identify where new or improved sports facilities and / or playing pitches will be required.

4.14.7. The Council, using the Sport England calculator will calculate the cost of the playing provision and the associated maintenance costs which will be index linked to the time of decision.

Policy PL11 – Sport and recreation facilities

Protecting existing facilities

A. The Council will protect existing sport and recreation facilities and playing pitches. Development that would result in their loss will be resisted and only be allowed where they can satisfy one of the following criteria:

i. The proposals would provide a compensatory replacement facility or pitch of equal or better quantity and quality that is located in an accessible location; or
ii. The proposal would bring about community benefits that significantly outweigh the loss of the facility or pitch; or
iii. There are sufficient alternative equivalent and accessible facilities or pitches serving the same catchment area; or
iv. An up-to-date assessment has clearly shown that the facility or pitch is surplus to requirements.

Provision of new facilities

B. All major residential development is required to provide new or upgraded sports provision either on or off-site through direct provision or contributions, that meets the needs of the community it serves.

C. The quantum of sports facilities and pitches, and their associated maintenance costs will be calculated using the Sport England calculators (or successor industry accepted methodology).

D. The Council will support new sport and recreation facilities and playing fields including new development and changes of use provided that:
i. It is well related to the community or settlement it serves;
ii. It would not adversely affect the amenity of residents;

iii. It is fit for purpose and is accessible for all visitors; and
iv. It is in keeping with the surrounding area in terms of scale and character.

WNLP objectives: 2, 7, 10

4.15. Open space

4.15.1. Policy PL12 has been informed by the Open Space Assessment 2025 which recommends quantity, quality, value and accessibility standards for the following open space typologies:

- Allotments and Community Gardens
- Amenity Greenspace
- Cemeteries and Burial Grounds
- Civic Spaces
- Natural and Semi-natural Greenspace
- Parks and Gardens
- Provision for children and young people

4.15.2. The full mapping associated with the Open Space Assessment 2025 can be found online through the council's interactive mapping tool: Maps | West Northamptonshire Council.

4.15.3. Quality and value standards are the same across West Northamptonshire. Accessibility standards are expressed as walking distances and vary according to typology. Quantity standards are place based and apply to Brackley, Daventry, Northampton and Towcester towns and the Rural Areas.

4.15.4. It may not always be appropriate to create on-site open space, for example a relatively small site may result in an open space that is too small to make a positive contribution or is difficult to manage and maintain due to its size. In these circumstances a contribution towards enhancement of an existing nearby open space to in terms of quality and value, or works that would deliver a typology that is in short supply locally would be acceptable. The Council will review and update the Infrastructure and Developer Contributions SPD following adoption of this Plan. This will include guidance on how the standards will be applied and will enable the level of financial contribution to be calculated using the cost calculator to ensure that the development remains viable.

4.15.5. There is some overlap between different typologies, for instance parks and gardens frequently include areas of amenity open space, natural and semi-natural green space, play areas and courts or pitches. Similarly, many amenity

green spaces contain play areas, particularly those in residential areas. This overlap will be taken into account when determining the precise quantum that needs to be provided. Where Suitable Alternative Natural Green Space (SANG) is needed to mitigate the impacts of recreational disturbance on the Upper Nene Gravel Pits Special Protection Area, the SANG standard would replace the natural and semi- natural open space component in PL12. The aim should be to create multi-functional connected open spaces that also contribute towards biodiversity, cooling, drainage and social interaction and are attractive, safe and usable throughout the year. The updated Infrastructure and Developer Contributions SPD provides further guidance.

4.15.6. When considering the needs of an application which may be eligible to provide open space it will be important to assess the needs at the settlement level for quantity, quality and accessibility. If the settlement has a shortfall in quantity terms, then the development should provide for the typology based on the adopted standard. If when assessing the quantity of open space from a development, this results in a surplus in the settlement of a particular typology, the Council will consider whether alternative types of provision would be suitable to meet any known local needs.

Policy PL12 – Provision of open space

A. All major residential development is required to provide new or upgraded open space provision either on or off-site through direct provision or contributions using the following open space standards:

Typology	Brackley (hectares per 1000 population)	Daventry (hectares per 1000 population)	Northampton (hectares per 1000 population)	Towcester (hectares per 1000 population)	Rural (hectares per 1000 population)	Accessibility – walking threshold (metres)	Quality standard based on Green Flag Award benchmark	Value standard based on "Assessing needs and opportunities: a companion guide to PPG17"
Allotments & Community Gardens	0.3	0.3	0.3	0.3	0.3	1,000m	Good Quality Score	High Value
Amenity Greenspace	1.5	1.5	1.5	1.5	0.6	480m	Good Quality Score	High Value
Cemeteries & Burial Grounds	No standard	No standard	No standard	No standard	No standard	No standard	Good Quality Score	High Value
Civic Space	No standard	No standard	No standard	No standard	No standard	No standard	Good Quality Score	High Value
Natural & Semi-natural Greenspace	1.5	2.7	1.8	No standard	2.7	720m	Good Quality Score	High Value
Parks & Gardens	0.4	0.8	1.26	1.26	1.26	710m	Good Quality Score	High Value
Provision for Children & Young People	0.25	0.25	0.25	0.25	0.25	LAP – 100m LEAP – 400m NEAP – 1000m	Good Quality Score	High Value

B. Where it is not appropriate to create new on-site open space, consideration should be given to an off-site contribution towards the enhancement of nearby off-site open spaces. Such open spaces will be spaces that have been identified in the Open Space

Assessment as requiring enhancement or works to deliver an open space type that is required in the local area.

C. New open spaces should be designed to be multi-functional and connected to provide a network of usable places in accordance with policy EN13.

WNLP objectives: 2, 7, 10

4.16. Local Green Space

4.16.1. Local Green Space (LGS) designation is a way to provide special protection against development on green areas of particular importance to local communities.

4.16.2. In West Northamptonshire, LGS has been designated through the Part 2 Local Plans or NDPs. These green areas are afforded special protection. Given that they have already been tested, they have been 'rolled forward' into this Plan.

4.16.3. To designate a LGS, the criteria within the NPPF (Promoting healthy and safe communities) should be used. The LGS must be:

- in reasonably close proximity to the community it serves;
- demonstrably special to a local community and hold a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and
- local in character and is not an extensive tract of land.

4.16.4. If a LGS satisfies these tests and is designated as an LGS, policies and decisions for managing development within it are similar to those for Green Belts. Development would only be permitted under very special circumstances where harm is clearly outweighed by other circumstances. These include the provision of essential community facilities, where a development would meet severe unmet local needs or there are wider substantial public benefits. The areas identified as LGS as at September 2026, are identified in Appendix B. These include sites that have been nominated through this Local Plan.

Policy PL13 – Local Green Space

A. Development proposals which would result in the loss of a Local Green Space defined on the policies map, or that would have a harmful impact on the features which make it locally significant, will not be permitted unless very special circumstances can be demonstrated.

B. The only form of development considered appropriate within a Local Green Space is that which:

i. Is ancillary to the use of the space or to any buildings on that land; and
ii. Will enhance its beneficial use; and
iii. Is appropriate in scale; and
iv. Will contribute positively to the character and quality of the space; or
v. Is specifically provided for in this plan (D6).

WNLP objectives: 2, 7, 10, 13

Chapter 5: Making Great Places - Northampton

5.1. Introduction and overview

Population and role

5.1.1. Northampton is the largest urban area in West Northamptonshire. It is also the 37th largest urban area by population in the UK. The town's population more than doubled from circa 100,000 in the early 1960s, to 245,899 in 2021. Its evolution and growth over the last 50 years was initially fuelled by its designation as a New Town in 1968, the development of the Grosvenor indoor shopping centre in 1976 and the opening of the M1 motorway in 1959.

5.1.2. Although Northampton continues to grow and maintain its role as the major employment, retail and residential centre within West Northamptonshire, it faces a variety of challenges particularly in relation to its town centre role, housing delivery, high employment levels but relatively low-skilled labour and competing / conflicting needs.

5.1.3. Northampton is the Principal Urban Area of West Northamptonshire. For the purposes of this plan Northampton means the geographic area located within the Northampton Planning Policy Boundary as defined on the policies map. This includes areas such as Grange Park, Moulton and Wootton.

5.1.4. Northampton has significant employment, service and civic functions that meet the needs of its wider population. It has potential for place-making, investment and regeneration of key sites to accommodate new mixed-use development that will strengthen its attraction over the plan period. The Central Area comprises the town centre and areas just outside it which are considered suitable for uses which support the role and function of the town centre. Northampton has an Enterprise Zone, designated in 2011.

Topography

5.1.5. Northampton is located within a shallow "bowl" adjacent to the River Nene. It is surrounded by higher land, which rings the town, including Glassthorpe Hill (141m above sea level) to the west, Coneybury Hill (approximately 120m above sea level) and the Pitsford Ridge (approximately 125m above sea level). The town is positioned at the confluence of the River Nene and its tributary the Brampton Nene, which flows south into the Nene from Pitsford Reservoir.

Housing

5.1.6. Northampton has eight Sustainable Urban Extensions (SUEs), allocated in the WNJCS, capable of delivering around 11,946 dwellings over the plan period. These are all under construction. For the plan period to 2043, Northampton will

continue to contribute towards housing delivery as shown in the table below.

5.1.7. Figure 3 below shows the projected housing supply between 2026 and 2043. This projection is calculated from the monitoring data as at 1st April 2026, which was compiled with the assistance of developers through annual Statements of Common Ground. It shows that if the new allocations were all built out in the plan period, Northampton would deliver up to just over 26,000 dwellings over the plan period on allocated sites and sites with permission. In addition to this, sites will come forward on windfall sites.

Northampton source of supply	**Supply 2026-2043**
WNJCS Part 1 allocations (SUEs) (residual capacity as of end of March 2026)	11,946
Additional capacity at Northampton North SUE	350
Allocations in this Plan as Policy N6, excluding sites already counted elsewhere in the supply calculation namely: N6(ii) Cattlemarket Road (142 units) and N6(viii) St Edmund's Hospital (85 units), which are included within commitments, and N6(xvii) Land East of the A43 (1,950 units) and N6(xviii) Northampton West (350 units), which are included in allocations recorded above.	11,986
Commitments (planning approvals as at 1st April 2026)	1,552
Sub-Total	**25,834**

Figure 3: Northampton, Projected Housing Supply between 2026 and 2043

5.1.8. The Central Area Assessment for Northampton (AECOM, March 2024) concluded that the resident population in the Central Area remains low for an urban area. It also states that the under supply of housing in the Central Area contributes to the area's deprivation, stifling the town's growth aspirations.

Economy

5.1.9. According to NOMIS (November 2022), West Northamptonshire, including Northampton, has high levels of employment, with 3.4% of the economically active unemployed between January 2024 and December 2024. This is lower than the East Midlands rate (4.2%) and the Great Britain rate of 3.8%. Northampton's strategic location makes it attractive for logistics and distribution, as well as head office functions. Major employers include Barclaycard, Cosworth, Panasonic UK Ltd, Travis Perkins, Avon, Carlsberg UK and Nationwide Building Society are located in Northampton. Grant Thornton's "Northamptonshire Ltd

2022" report says the top 10 Northants companies include the following from Northampton: Winvic Group Ltd, Perrys Group Ltd, Briffs & Forrester Group Ltd, William Morgan Group Ltd, St Andrew's Healthcare.

5.1.10. Northampton has an Enterprise Zone, which was designated in August 2011. Since its designation, over 6,000 net new jobs have been created, and significant regeneration schemes have taken place. These include the development of the new bottling/canning plant at Carlsberg, the expansion of Cosworth, the completion of the redeveloped railway station, the completion of a new campus for the University of Northampton and the refurbishment of Vulcan Works.

5.1.11. The River Nene also contributes positively to Northampton's economy. The 91-mile River Nene, threading its way through Northamptonshire's Nene Valley, is one of the longest rivers in the UK and offers a superb opportunity to attract many different types of visitors to enjoy a quintessentially and internationally important English landscape shaped over millennia. The marina is an integral part of the Becket's Park area and enables waterway users to have a safe place to stay. Its connectivity to the town centre means that waterway users can contribute to the economy of the town for leisure, retail and/or cultural reasons.

5.1.12. The above will contribute towards the delivery of the jobs required over the plan period.

5.1.13. The West Northamptonshire Retail and Town Centre Uses Study (Lambert Smith Hampton, April 2022) ("Retail Study 2022") states that Northampton town centre remains the key centre in West Northamptonshire. Notwithstanding retail trends and the impact of the pandemic, Northampton has the strongest comparison goods shopping offer in West Northamptonshire and draws on a wide sub-regional catchment. The town will continue to function as the West Northamptonshire's Principal Urban Area, and main shopping and leisure destination.

5.1.14. Vacancy rates and footfall data show a decline in Northampton town centre, and this is typical of other town centres of this size. Vacancy rates for the whole of the town centre area increased from 12.7% in 2015 to 13.9% in 2019. The Retail Study mentioned that the pandemic has accelerated many of the long term negative trends affecting the UK towns, high streets and shopping centres, including the growth in online shopping and leisure activities.

5.1.15. Northampton is not immune from this. The loss of major retailers from the town over recent years for example has left large vacant premises which has resulted in some inactive and unattractive retail areas, streets and shop frontages. It should be noted that major retailers that have left Northampton include Marks & Spencer, British Homes Stores and Debenhams, as well as the occupiers in Market Walk. The Retail Study 2022 also concluded that no additional retail

floorspace needs to be allocated in the local plan.

5.1.16. The Central Area Assessment (AECOM, March 2024) concluded that the Central Area lacks good quality offices and that this, in addition to a lack of housing supply, stifles economic growth.

Tourism and leisure

5.1.17. There is a further economic development opportunity in capitalising on the historic identity of Northampton, its heritage assets, open spaces and opportunities to repurpose the town centre. This could help to attract investment from relocating businesses, improve rates of business tourism and build Northampton's attractiveness for wider tourism as well as injecting new life into the town centre by welcoming wide ranging new roles including more cultural and leisure related services.

5.1.18. Northampton has three professional sports grounds, Northampton Saints Rugby at Franklins Gardens, Northampton Town Football at Sixfields and Northamptonshire County Cricket in Abington. It has a high proportion of leisure provision, including commercial leisure centres, such as the centres run by the Leisure Trust (Danes Camp, Lings Forum, Mounts Bath, Cripps), cinemas (at Vue Sol Central and Cineworld Sixfields), various private gyms, indoor and outdoor sports facilities and playing pitches (for example the Old Northamptonians/Old Scouts/Casuals rugby clubs), the Bike Park in Delapre and the Nene White Water Rafting Centre in Bedford Road. Northampton also has a marina at Becket's Park, which is ideally placed within the national canal network providing all the necessary facilities for boat users.

5.1.19. Cultural and leisure facilities including music venues are also catered for including Royal & Derngate theatre, The Deco theatre, the Northampton Filmhouse, and 78 Derngate (history of Charles Rennie Mackintosh), Roadmender, Picturedrome, NN Contemporary Art and the Northampton Museum.

5.1.20. The Hotel Audit and Demand Assessment (Hotel Futures, May 2016) (referenced "the Hotel Study 2016") concluded that corporate demand is set to increase significantly given the planned office development and employment growth in the Enterprise Zone. Therefore, Northampton could prioritise full service, international brand three and four-star hotels complete with conference, banqueting and leisure facilities to help in attracting major national and international companies to the Enterprise Zone.

5.1.21. The Retail Study 2022 concluded that no additional leisure provision is required in the area.

Heritage

5.1.22. Northampton has a rich and diverse historic environment, including over 500 listed buildings (such as Delapre Abbey, the Guildhall, County Hall and All Saints Church), numerous non-designated heritage assets, and 21 conservation areas. There are four conservation areas within the town centre alone, which reflects the town's strong heritage legacy and architectural and historic interest. In addition, there is also a Registered Battlefield in Northampton, located partly within the grounds of the Barnes Meadow Local Nature Reserve and Delapre Abbey Park. There are seven scheduled monuments in Northampton.

Natural environment

5.1.23. Northampton currently has over 1,600 hectares of parks, open spaces and other green areas that provide a network that both support health benefits for residents and visitors, biodiversity and ecosystem services. Together with the River Nene and the Grand Union Canal, these natural and man-made corridors provide valuable natural and historic assets which are of great importance for sustaining and enhancing biodiversity. In addition, Northampton also accommodates the Upper Nene Valley Gravel Pits Special Protection Area (also a Ramsar site) and six Local Nature Reserves.

Transport and travel patterns

5.1.24. Northampton benefits from a range of key strategic highway network connections including three junctions on the M1 (Junctions 15, 15A and 16). The A43 links to the M40 motorway, Oxford and the south of England via the A34 to the west. The A45 trunk road runs through the town from the M1 providing links to Wellingborough, Rushden, the A14 at Thrapston and Cambridge and the ports of Harwich and Felixstowe to the east. The M6 and M45 give Northampton access to Birmingham and Coventry to the west. London is less than 70 miles to the south, via the M1.

5.1.25. As stated in paragraph 14.6 of the Transport Chapter, the Council is exploring options for the provision of highway improvements to the north of Northampton.

5.1.26. Northampton is on the Northampton loop of the West Coast Main Line. It is served by London Northwestern Railway train services to both London and Birmingham New Street and beyond. Northampton is also accessible to Birmingham International Airport, London Luton Airport and East Midlands Airport; all of which are approximately one hour away by road.

5.1.27. Northampton has a network of local and inter urban bus and coach services. There are also around 10,000 car parking spaces which are formed of over 20 private and public surface and multi storey car parks.

5.1.28. According to the Central Area Assessment (AECOM, March 2024), 80% of the population in Northampton both live and work within the area, with many trips being less than 5km. The study adds that Census 2021 data shows that 56% of

journeys to work are made in cars and vans, and this is higher than the national average of 50%.

5.1.29. To the west of Northampton, Sandy Lane Relief Road opened in summer 2025 which links Weedon Road (A4500) to Harlestone Road. The Northwest Relief Road was completed in Autumn 2025 (due to open shortly) and links Harlestone Road (A428) to the A1599. This road infrastructure facilitates the delivery of the SUEs identified in the WNJCS.

Health, wellbeing and social infrastructure

5.1.30. Northampton has significant areas of deprivation, including parts of the eastern and central areas. However, like most towns of this size, there are parts of the town which are relatively affluent. There is a need to ensure that the requirements of Northampton's current and emerging population, businesses, investors and visitors are met in a balanced and consistent manner. Combined with a growing population, there is a need to plan for healthier communities, addressing the health and lifestyle issues that have resulted in Northampton having poor health outcomes, particularly in the most deprived areas. There is also a need to conserve and enhance the natural environment since they contribute to the health and wellbeing of residents and visitors.

5.2. Regenerating Northampton

5.2.1. The regeneration of Northampton's central area is one of the Council's top priorities. The Council has commissioned AECOM to undertake a Northampton Central Area Assessment, to provide evidence to inform policies in this Plan and across the Council's areas of responsibility, including regeneration, economic development and highways.

5.2.2. According to the Central Area Assessment, the central area of Northampton has accommodated a substantial share of the population growth – from around 11,500 residents in 2001 to over 22,500 in 2021. That is 11,000 more residents. The central area of Northampton is also likely to have an increasingly important role in providing services in health, care, and leisure – while becoming relatively less important role as a place for retail activity and office-based employment.

5.2.3. To accommodate these changes and growth, there are opportunities to capitalise on brownfield sites by maximising their potential, particularly in Northampton's Central Area. There are opportunities to deliver conservation led regeneration, taking into account the volume of heritage assets in the town.

5.2.4. Within the town centre, work was completed in 2024 on transforming the Market Square, a multi-million pound investment which has created new high-quality market stalls, new seating, an increased number of trees, a water feature and event space. Public realm improvements to Abington Street and Fish Street in 2025

have improved pedestrian access, and provided new seating, planting and outdoor dining space. A property in the Drapery (formerly occupied by Debenhams) has been redeveloped for student accommodation. 24 Guildhall Road, a heritage asset, has also been transformed into an innovative and creative space for artists.

5.2.5. Just outside of the town centre, Marefair Heritage Park (located between the railway station and the Ibis Hotel) was completed in Autumn 2025 seeing the creation of green spaces and a play area.

5.2.6. Preparation of a development framework for Greyfriars, following the completion of a developer agreement between WNC and its partners, is underway. The vision for the site includes the development of mixed-use schemes (housing, retail, leisure, cafes) as well as public realm improvements. This scheme is expected to support significant employment opportunities during its construction and operation. Including mixed uses proposed as part of the Greyfriars masterplan on a site located between the commercial elements of the town centre and its associated peripheral functions such as the court and fire service. Work is also underway to assess the potential of the vacant units previously occupied by Marks & Spencer and BHS on Abington Street - these units were demolished in late 2025 to make way for redevelopment.

5.2.7. Proposals for Market Walk (with STACK) to create a diverse form of entertainment including independent food traders, interactive gaming and a stage for live performers are expected to start in early 2027, with completion at the end of that year.

5.2.8. The Enterprise Zone continues to provide opportunities for both new commercial and leisure developments and expansion schemes. Commercial operators have already benefitted from these opportunities including the development of the Premier Inn hotel, the redevelopment of Northampton's Railway Station, the development of Northgate Bus Station and the regeneration of Vulcan Works at Guildhall Road. Work is underway in progressing FOUR Waterside.

5.2.9. In order to define where the policies relating to Northampton apply the confines for the town is identified on the policies map. Outside of the confines, the policies relating to the open countryside will apply.

Policy N1 – Spatial Strategy for Northampton (Principal Urban Area)

A. The role of Northampton as the Principal Urban Area will be supported and enhanced through growth and regeneration, creating strong, sustainable, cohesive and inclusive mixed-use communities, regeneration schemes, making the most effective use of previously developed land, and enabling the maximum number of people to access employment, services and facilities locally.

B. The Council will support proposals which contribute to, and result in, the regeneration of Northampton, and infrastructure, particularly where they:

i. Maximise the opportunities and potential within the brownfield sites located in the town centre and the Central Area, for a range of uses including housing, employment and main town centre uses, as well as mixed use schemes, in line with Policies PL2 & EC7 and the Northampton Central Area Assessment;
ii. Deliver schemes which result in buildings and spaces (including public realm) that are beautiful, integrated with their surroundings, meet the requirements set out in Placemaking Policies, are capable of reducing their carbon footprint and future proofing development, provide improved and safe connectivity to neighbouring areas and promote healthy lifestyles for new and existing communities;
iii. Protect, conserve, enhance and maximise the opportunities offered by Northampton's wide ranging heritage assets by supporting proposals which will secure their retention and long-term conservation, in line with the Plan's heritage policies. This includes assets that are disused or underused and regeneration of priority areas and assets, including those identified as at risk either by Historic England or the Council. The Council will work in partnership with property owners, occupants and stakeholders and will advise on potential viable uses and how to repair, sustain and enhance the assets and their settings, including the public realm. Where appropriate, it will advise on conservation plans, heritage impact assessments and opportunities for funding;
iv. Conserve, enhance and maximise the opportunities offered by Northampton's natural environment including its green and blue infrastructure including through the delivery of the Local Nature Recovery Strategy;
v. Deliver and / or contribute towards strategic and local transport schemes;
vi. Prioritise sustainable transport in accordance with Policy TR1 whilst fulfilling the town-centre and placemaking requirements of Policies EC7 and PL6;
vii. Secure sustainable transport and access for all to and from major employers, education and research clusters, hospitals, schools and colleges; and
viii. Support improvements in local air quality.

C. The importance of the town's identity, character and setting and the need to prevent coalescence with neighbouring villages will be recognised by resisting development outside the defined confines of Northampton unless it complies with the exceptions set out in Policy R5.

WNLP Objectives: 1, 7, 9, 10, 11, 12, 14, 15

Northampton, Central Area

5.2.10. The Central Area, incorporating the town centre, its adjoining areas and parts of the Waterside Enterprise Zone, has experienced some significant changes in recent years. These include the consolidation and relocation of the University of Northampton to Waterside Campus in Bedford Road, the development of the University's student accommodation in St John's Street, the development of the

North Gate bus station, the development of a new railway station building, the development of a Premier Inn hotel in St John's Terrace and the refurbishment of Vulcan Works. The Central Area also has four conservation areas, multiple listed buildings and two Scheduled Monuments. Heritage therefore remains fundamental to the character of the Central Area.

5.2.11. Northampton Town Centre is a regional shopping centre and remains the main retail and services centre within Northamptonshire. The town centre currently accommodates the indoor retail units of the Grosvenor Centre and the Ridings Arcade. It has an outdoor market area, the largest in England, which underwent refurbishment in 2023/34. There are tourist attractions within the Cultural Quarter, which centres around a creative cluster in the area around Derngate/ Guildhall Road. The Royal & Derngate Theatre, Northampton Film House cinema and a major new extension to the Northampton Museum and Art Gallery creating new galleries/teaching facilities/retail area are major attractions within the Cultural Quarter. The Northampton Museum and Art Gallery is home to the world-famous Shoe Collection, a collection of national importance. 78 Derngate commemorates the works of Charles Rennie Mackintosh. Conversion of the Vulcan Works into a managed workspace for around 100 businesses within the Cultural Quarter will support job creation over the plan period.

5.2.12. The opportunity remains to capitalise on the Central Area, by maximising the potential that the area offers in terms of its land availability, regeneration opportunities, connectivity, public transport network and the town centre. Some brownfield sites within the town centre contain heritage assets and it is important that these assets, their surrounding areas and their setting are considered and planned for in a sensitive manner. The town centre has an opportunity to become people's extended living and dining rooms – making it an area where people come to gather, socialise and dine. The Central Area Assessment (AECOM, March 2024) provides the following vision for the Central Area:

> "Northampton Central Area will be a welcoming, thriving and healthy town which weaves the old with the new and focuses on community. It will be resilient and will promote a diverse mix of uses and services, attracting new residents and visitors both during the day and into the evening, always remaining flexible to change. It will celebrate its distinctive heritage whilst promoting Central Area living and working. Innovation and entrepreneurship will be an integral part of the Central Area, which will provide opportunities for growth, skills and businesses. This will be supported by high quality digital technology and a reduction in the town's carbon footprint. It will build on its well-established cultural offer, attracting the creative industries and complementing a reinvigorated leisure and consolidated retail offer, which will support the independent sector and destination market place. It will become vibrant and inclusive with new active transport hubs; safe, high quality public realm; and pedestrian friendly streets, which will welcome everyone and encourage exploration."

Policy N2 – Northampton, Central Area defining the roles of the town centre and the Central Area

A. Development proposals which contribute to delivering the vision and developing/enhancing the roles of the town centre and the Central Area will be supported. In particular:

i. The town centre will remain the heart of the town and the focus of main town centre uses as defined in the National Planning Policy Framework, particularly retail (within the Primary Shopping Area as shown on the policies map), office, leisure, libraries, culture and restaurants and cafes. Residential use will also be supported to ensure that the town centre attracts a mix of residents and visitors who will support both the daytime and night time economy of the area. Proposals which will result in the increase and improvement of these uses will be supported;
ii. Proposals which promote, improve and enhance the historic and cultural elements of the town centre will be encouraged. In particular, proposals which capitalise on and create a positive influence on the town's existing cultural offer will be welcomed;
iii. Proposals on brownfield sites which seek to protect and enhance heritage assets and their settings and are designed in a sensitive manner, will be supported;
iv. The wider Central Area will continue to be regenerated, maximising the potential offered by brownfield sites, its location within the Enterprise Zone, and its connection with the railway station and the Northgate Bus Station;
v. Proposals for hotels within the town centre and the Enterprise Zone will be supported to ensure that existing and future demand from emerging businesses and tourism arising from the regeneration schemes primarily in Northampton can be met;
vi. Schemes which facilitate enhancement of and safe provision for the evening and night-time economy including night clubs, theatre, music venues and pubs/ restaurants will be supported;
vii. Sustainable proposals which improve connectivity, safety and legibility within and to and from the Northampton Central Area will be supported; and
viii. Proposals which will result in improvements to the facilities offered by the University of Northampton, and their accessibility will be supported.

WNLP Objectives: 1, 6, 7, 9, 10, 11, 12, 14, 15

Promoting strategic regeneration, Northampton

5.2.13. Northampton has a variety of sites which are suitable for regeneration. These are primarily brownfield sites and are either vacant, underused or are expected to cease operations in their current use during the plan period. Some are already actively being promoted for development including those within the Northampton Waterside Enterprise Zone. Policy N2 identifies these sites and their primary land use(s). Residential sites are further identified in Policy N6 which is a comprehensive list of housing and housing led allocations. In most cases the

combination of Policies N3 and N6 (where applicable) and other policies in this Plan provide sufficient policy guidance to bring the sites forward. In some cases, there are constraints that need to be addressed and opportunities that need to be realised, requiring additional policy guidance. This additional policy is provided in the 'Site Specific Policies' section below.

Policy N3 – Northampton, sites allocated for regeneration

The following regeneration sites are allocated to support the Plan's strategy for Northampton as the Principal Urban Area and to deliver housing, employment, leisure and other complementary uses.

Site ref	Site name	Primary land use(s)	Relevant policy (non-exhaustive)
N3i	35-45 Abington Street	Residential	N6
N3ii	Cattlemarket Road and its adjoining area	Residential / hotel	N6, N9
N3iii	FOUR Waterside	Residential / hotel / offices	N6
N3iv	Greyfriars Development Area	Residential	N6, N10
N3v	Marefair Heritage Park and Castle House	Residential / Leisure /Culture	N6
N3vi	Horizon House, St Peter's Way	Offices	N22
N3vii	Market Walk	Leisure	
N3viii	Northampton Railway Station Car Park	Residential /Car Park / Hotel	N6, N11
N3ix	Northampton Railfreight	Residential	N6, N11
N3x	St Edmund's Hospital	Residential	N6

WNLP Objectives: 1, 11, 12, 14, 15, 17

5.3. Northampton's Waterside Enterprise Zone

5.3.1. Northampton's Waterside Enterprise Zone (NWEZ) was established in August 2011 and continues to contribute towards Northampton's economy and its wider area, as well as job growth. It was designated as part of the Government's aim and vision to help unblock any barriers to delivery, including unlocking key development sites, consolidate infrastructure, attract business and create jobs. In addition, Enterprise Zones are about delivering long-term, sustainable growth based on cutting edge technology and enterprise. Businesses are clustering around centres of excellence in key sectors such as financial services, biosciences, digital and creative industries, advanced engineering, automotive, and renewable energy. For Northampton, the Council's ambition is for the NWEZ to become a

National Centre of Excellence for advanced technologies, precision engineering, environmental and low carbon technology as well as professional, financial, business services and leisure orientated businesses (Northampton Waterside Enterprise Zone Delivery and Implementation Strategy, Cushman & Wakefield, May 2022).

5.3.2. It is therefore important for the Council to continue to negotiate a range of business unit sizes within the NWEZ to enable and encourage the start-up and growth of businesses. In addition, the Hotel Study 2016 concluded that Northampton could prioritise full-service, international brand three- and four-star hotels with conference, banqueting and leisure facilities, to help attract major national and international companies to the Enterprise Zone and to develop Northampton as a conference destination. The study concluded that there was a need for a planning policy approach that will allow consideration of hotel development in the town centre and across the Enterprise Zone, including edge of centre and out of centre sites, without the need to rigorously apply the sequential test to Enterprise Zone sites.

Policy N4 – Northampton Waterside Enterprise Zone

The Council will continue to ensure that the ambitions for the Enterprise Zone will be met through the following:

i. Development proposals which will contribute towards the creation of jobs in priority sectors and support the delivery of the Northampton Waterside Enterprise Zone vision and objectives, as set out in the Northampton Waterside Enterprise Zone Delivery and Implementation Strategy (2022), or any subsequent replacement strategy or evidence, will be supported;
ii. Schemes which provide ancillary support for these employment-generating uses, including residential development and appropriately scaled hotel development with conference and meeting space and associated facilities, will also be supported where evidence demonstrates that they are necessary to facilitate and deliver the ambitions of the Enterprise Zone;
iii. Development proposals should accord with all relevant Development Plan policies.

WNLP Objectives: 1, 7, 9, 10, 11, 12, 14, 15, 17

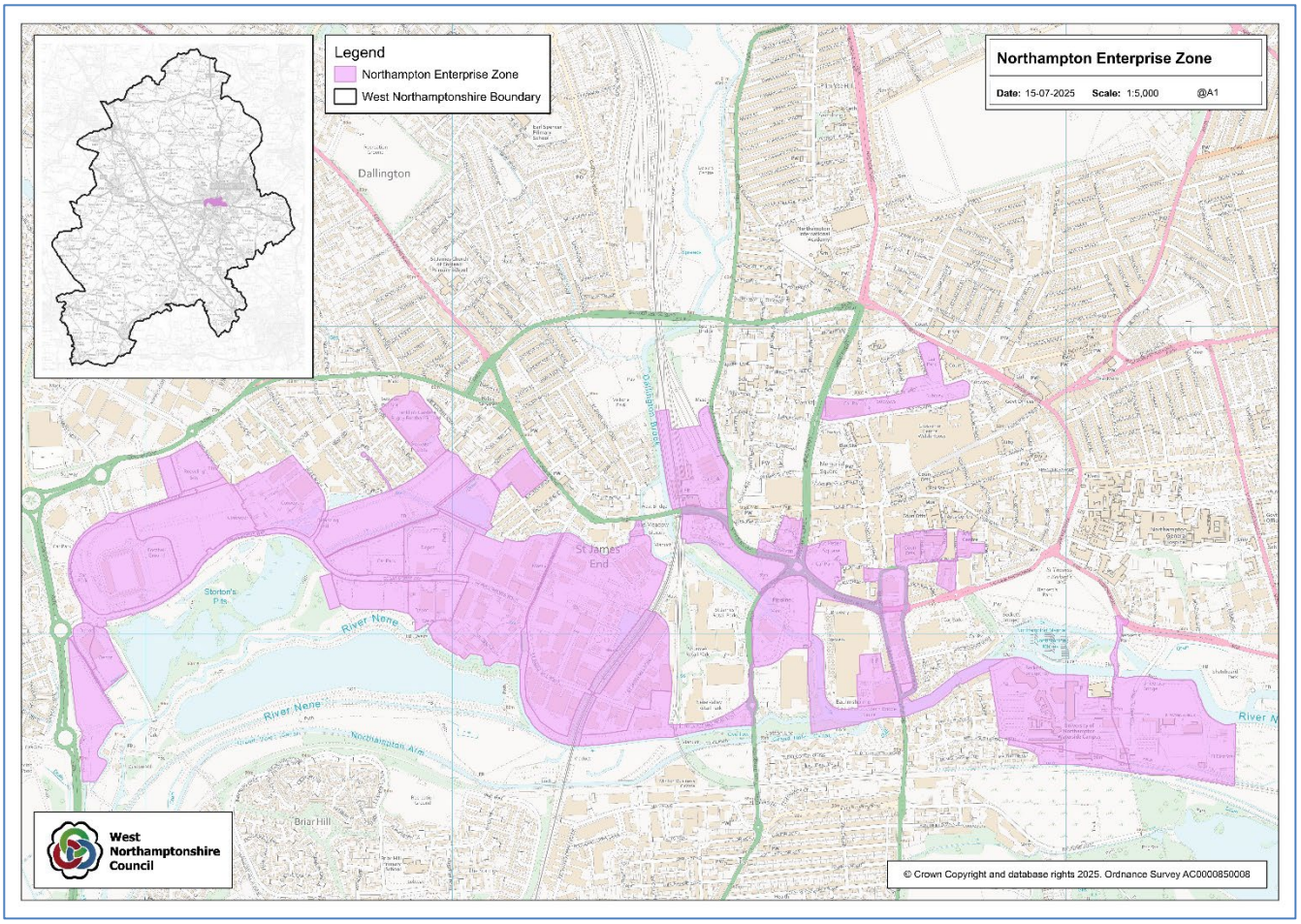


Figure 4: Northampton Waterside Enterprise Zone

5.4. University of Northampton

5.4.1 The University of Northampton was formed in 1999 following the amalgamation of a number of training colleges. It gained full university status as the University of Northampton in 2005 and remains the only university in Northamptonshire. It is therefore important that the University continues to be supported so that it can maintain and enhance its role over the plan period and beyond. The University's role in place making and embedding in Northampton's infrastructure was a key decision in the move to this £330 million Waterside Campus regeneration project on an unused derelict site in the Enterprise Zone.

5.4.2 It opened in September 2018 and is within 10 minutes' walk of the town centre. The Waterside campus provides not just teaching facilities at all levels from undergraduate degrees to doctorate qualifications, it also has facilities to support students, staff and students' families through the provision of a hotel, student accommodation and sports facilities. The university plays a crucial role in ensuring that Northampton produces graduates with the right skills to contribute towards the town's economy. It is essential that the University continues to be supported in equipping graduates with the skills needed to support the local

economy and meet local labour market needs. Its location in the Central Area will contribute to the town centre's viability and vitality, since students and their families will be taking advantage of the offer within the area including its culture, heritage, leisure and retail provision, adding to the town's investment and growth.

Policy N5 – Northampton, University of Northampton Waterside Campus

A. The role and contribution of the University of Northampton will be supported through the safeguarding of the site for education and ancillary uses which are required to serve the role and function of the University. Future development proposals should seek to enhance links between existing University facilities and the wider Northampton Central Area infrastructure, supporting the University's integration within the town, including through improved connectivity, and in accordance with the other relevant requirements of this Plan.

B. The Council will continue to support student accommodation and other relevant uses to meet the needs of existing and future students, staff, visitors and investors.

C. Development proposals should respond positively to the site's riverside setting and green and blue infrastructure network and demonstrate that flood risk, drainage and utility infrastructure constraints have been appropriately addressed in accordance with relevant Development Plan policies.

D. Proposals for this site should be accompanied by a site-specific Flood Risk Assessment meeting the design standard for the Upper Nene catchment through Northampton of a 0.5% probability (1 in 200 chance of occurring in any given year) event plus an allowance for climate change to protect against fluvial flooding. Surface water attenuation should be provided up to this standard.

Any proposal should include the safeguarding of suitable access for the maintenance of foul drainage infrastructure.

WNLP Objectives: 6, 7, 10, 11, 12, 14, 15

5.5. Provision for homes

5.5.1. A proportion of Northampton's new housing in the plan period will be met by planning permissions and allocations in existing adopted plans (the WNJCS and the Northampton Part 2 plan). These include the allocations for the Sustainable Urban Extensions.

5.5.2. A number of those allocated sites do not yet have the benefit of planning permission. Because of their limited scale, it is not the intention to re-allocate any

of the sites with a capacity of less than 50 units in this Plan, therefore, any of those sites that have not come forward after this Plan is adopted would be judged against the relevant policies in this Plan. Sites of more than 50 units are re-allocated in this Plan to provide certainty.

5.5.3. The spatial strategy prioritises regeneration and the use of brownfield sites within Northampton's Central Area. Local evidence, including the Central Area assessment, identifies more capacity for residential developments within the Central Area. Policy N3 addresses such regeneration needs by allocating regeneration sites.

5.5.4. There are three allocations for Sustainable Urban Extensions in the WNJCS which do not yet have the benefit of planning permission in whole or in part:

- Northampton North, allocated as N3 in the WNJCS, does not yet have planning permission for its northern part. An outline application has the benefit of a resolution to grant permission subject to the completion of a section 106 agreement. The southern part has permission and is under construction.
- Northampton West, allocated as N4 in the WNJCS, does not yet have planning permission for its southern part. The northern part has permission and is under construction.
- Northampton Upton Lodge, allocated as N9A in the WNJCS, does not yet have planning permission for its eastern part. An outline application has the benefit of a resolution to grant permission subject to the completion of a section 106 agreement. The western part of the allocation (Norwood Farm) has permission and is under construction.

5.5.5. To provide certainty, two of these sites are re-allocated in this plan as follows:

- Northampton North - the northern part of Northampton North is re-allocated. It is proposed to extend this to the north and retitle as Land East of the A43.
- Northampton West – the remaining part to the south of Roman Road is re-allocated in this Plan.

5.5.6. Northampton Upton Lodge has a resolution to grant, and permission is expected to be issued imminently, it is therefore not necessary to re-allocate this site.

5.5.7. Not all of the housing requirement for the plan period can be met through existing commitments and the regeneration sites. Further opportunities have been identified as follows:

- East of Wooldale Road
- North of Newport Pagnell Road
- Land West of the A43
- Land East of the A43 (extension of Northampton North)

- North of Buckton Fields
- South of Grange Park
- Land off Harlestone Road

These are set out in policy N6.

Policy N6 – Northampton, land allocated for residential and residential led development

The following sites, as identified on the Policies Map, are allocated or re-allocated for residential or residential-led development. The capacities identified are indicative only and are dependent on compliance with other policies in the Development Plan.

Sites re-allocated from the Northampton Part 2 Local Plan are identified with NLPP2. Sites re-allocated (in whole or part) from the West Northamptonshire Joint Core Strategy are identified with WNJCS:

Reference	Address	Indicative capacity	Relevant policy (non-exhaustive)
N6 (i)	35 – 45 Abington Street	250	
N6 (ii)	Cattlemarket Road	141	N3, N9
N6 (iii)	Four Waterside (part of mixed use)	60	
N6 (iv)	Greyfriars (part of mixed use) (NLPP2)	1000	N3, N10
N6 (v)	Marefair Heritage Park and Castle House	50	
N6 (vi)	Northampton railway station car park (NLPP2)	280	N3, N11
N6 (vii)	Northampton Railfreight (NLPP2)	362	N3, N11
N6 (viii)	St Edmund's Hospital	85	
N6 (ix)	Land west of Northampton South SUE (NLPP2)	361	
N6 (x)	Land west of Towcester Road (NLPP2)	230	
N6 (xi)	Land north of Milton Ham (NLPP2)	100	

Reference	Address	Indicative capacity	Relevant policy (non-exhaustive)
N6(xii)	Hill Farm Rise (NLPP2)	80	N12
N6 (xiii)	Pineham (NLPP2)	80	
N6 (xiv)	Land East of Wooldale Road	1,700	N13
N6 (xv)	Land North of Newport Pagnell Road	1,000	N14
N6 (xvi)	Land west of A43	2,900	N15
N6 (xvii)	Land east of A43	1,950	N16
N6 (xviii)	Northampton West (remaining)	350	N17
N6 (xix)	North of Buckton Fields	1,500	N18
N6 (xx)	The Green, Great Houghton (NLPP2)	650	N19
N6 (xxi)	South of Grange Park	850	N20
N6 (xxii)	Watering Lane (NLPP2)	265	
N6 (xxiii)	The Farm (NLPP2)	55	
N6 (xxiv)	Former Lings Upper School (NLPP2)	60	
N6 (xxv)	Land off Harlestone Road	100	

WNLP Objectives: 1, 7, 10, 11, 12

5.5.8. In most cases the combination of Policy N6 and other policies in this Plan provide sufficient policy guidance to bring the sites forward. In some cases, there are a number of constraints that need to be addressed and opportunities that need to be realised and additional policy is required. This additional policy is provided in the 'Site Specific Policies' section 5.10 below.

5.6. Supporting job creation

5.6.1. In addition to the jobs that will be created on the regeneration sites identified in this Plan, there will be opportunities for further job creation on land allocated for employment use. These sites were allocated in the Northampton Part 2 Local Plan and are re-allocated in this Plan. Further jobs growth will come from sites with planning permission and the Northampton Gateway site which is currently under construction (5.7 Strategic Distribution).

5.6.2. Not all of the anticipated job growth for the plan period can be met through existing commitments and the regeneration sites. A further opportunity has been identified at Junction 15 of the M1. This is included in Policy N7.

Policy N7 – Northampton, land allocated for employment

The following sites, as identified on the Policies Map, are allocated for employment use and must accord with the Development Plan.

Reference	Address	Area (ha)	No. of jobs (indicative)	Relevant policy (non-exhaustive)
N7 (i)	Sixfields East (NLPP2)	10.18	871	
N7 (ii)	Crow Lane (NLPP2)	2.92	94	
N7 (iii)	Martin's Yard (NLPP2)	1.4	194	
N7 (iv)	Land at Waterside Way (NLPP2)	0.98	445	
N7 (v)	South of Junction 15, M1	68		N23

WNLP Objectives: 7, 10, 14, 15

5.7. Strategic distribution

5.7.1. The Economic Growth chapter of this Plan identifies continuing demand for strategic logistics space. Some of that need will be met by existing provision including the Logistics Park at Junction 15 of the M1 which is currently under construction, further growth at DIRFT and through the proposed allocation to the south of Junction 16, M1.

5.7.2. The SEGRO Logistics Park Northampton Gateway (NG) facility is a large-scale logistics park located adjacent to J15 of the M1 with a Strategic Rail Freight Interchange (SRFI) that has been designated as a Nationally Significant Infrastructure Project (NSIP) and has a Development Consent Order (DCO) permitting development of up to 464,515 sq. m (5 million sq. ft) of distribution buildings. It consists of a 182 ha (450 acre) state-of-the-art multi-modal logistics development, which will accommodate around five million square feet of modern sustainable warehouse space and logistics facilities. It is anticipated that most schemes coming forward at the Segro Logistics Park will be in accordance with the DCO and will not, therefore, require planning permission.

5.7.3. The project aims to create in excess of 7,450 jobs and includes:

- A 14 ha (35 acres) Strategic Rail Freight Interchange
- An intermodal freight terminal capable of handling trains up to 775m in length
- Up to 5 million sq. ft of distribution buildings
- New road infrastructure and improvements on the A508, A45 and M1 J15
- A508 Bypass of Roade village (now complete)
- Numerous junction improvements on the surrounding road network
- Extensive landscaping, including new footways and cycleways
- Planting of 60,000 trees and 30,000 shrubs
- Over 32 ha (80 acres) of parkland and amenity grassland

5.7.4. Any planning applications submitted at the Northampton Gateway development will be considered in the context of policy EC14 in the Economic Growth Chapter, together with any other relevant policies.

5.7.5. As noted in the Economic Growth Chapter, existing provision will not meet all of the demand in the plan period and therefore there is a need to provide more land for strategic logistics.

5.7.6. This includes further provision proposed on a site south of junction 16, in close proximity to Northampton. This is dealt with in the Economic Growth chapter.

5.8. Burial space and related provision

5.8.1. Northampton's continued growth means that demand for burial space and cremations will also increase over the plan period, highlighting the need to plan for future requirements. Evidence shows that there are changing representations of faith communities in Northampton and this will need to be reflected in the future provision of burial space.

5.8.2. Northampton accommodates mainly large burial sites which are owned and managed by the Council, including Towcester Road cemetery and Kingsthorpe Cemetery, and a private crematorium. In addition, several churches also provide some burial/ interment capacity, but space is very limited and insufficient to cater for need. This Plan therefore aims to ensure that sufficient land is allocated and safeguarded to meet the identified requirements for burial space. A study commissioned by the Council concluded that, by 2029, there will be a deficit of burial space capacity of 4,011 plots. One of the sites identified in the study is under construction (Dallington).

5.8.3. The Council has duties both as the 'responsible authority' for the Northamptonshire Coroner Area and as a 'category 1' responder for civil contingencies to make provision for properly storing bodies of the deceased and enabling postmortems to take place. The current arrangements for this are fragile and increasingly expensive. The Council is therefore proposing to construct a new public mortuary on land at Riverside, to the south of Northampton.

Policy N8 – Northampton, sites for burial space

A. To meet the need for future burial spaces, the following sites, as identified on the Policies Map, are allocated for this use:

i. Land adjoining Kingsthorpe cemetery
ii. Land adjoining Towcester Road cemetery

B. When considering any proposals for extensions, consideration should be given to securing the enhancement of the roles that burial grounds play in the wider community, including their greenspace/amenity/ecological and heritage values. Opportunities to improve the provision to accommodate the requirements of religious groups and people of no religion, such as washing facilities, should also be included in any design considerations.

WNLP Objectives: 7, 10

5.9. Site specific policies

5.9.1. The following site-specific policies for sites within Northampton have been prepared to provide detailed guidelines on the types of developments that will be supported within the development areas, and the necessary work and considerations that need to be taken into account during the stages of preparing development proposals. Some of these policies were adopted in the Northampton Local Plan Part 2 and have been carried forward in this Plan. The Central Area Assessment (AECOM, March 2024) contains guiding principles for developments in the central area and any schemes proposed outside of the site specific areas below will be required to take these principles into account.

Northampton, Cattlemarket Road, the Plough and adjoining area (N3ii and N6ii)

5.9.2. These are prominent sites, located along the southern edge of the town centre. They are split into two key areas by Victoria Promenade, with the Cattlemarket Road part to the south of this road, and the Plough Hotel and restaurant to the north. There are opportunities to capitalise on this prime location through the development of high quality, heritage sensitive schemes whilst significantly improving the existing road network. These sites are located in the NWEZ where employment schemes are particularly promoted. However, it is accepted that other uses can also be accommodated, some of which can be used to support the role and function of the Enterprise Zone. The Central Area Assessment concluded that this area (which forms part of a wide area within the identified All Saints/ Derngate & Brewery/ Victoria quarters) should maintain a focus on employment, small enterprise and start-up businesses. It also recommended that iconic landmark buildings could be featured to define the character of the area.

5.9.3. The site is located on an important historic route into the town and surviving assets need to be retained and their setting respected. Adjoining the Cattlemarket Road site, the former Latimer and Crick building and Southbridge are included on the current local list. The Malt Shovel PH occupies part of site and has done since 1883 and the Plough Public House, Bridge Street is an 1890s coaching inn including 37 bedrooms, function rooms and associated car parking. Other historic single-storey buildings and a historic linked wall face Victoria Promenade.

5.9.4. Any proposal affecting the Cattlemarket site, the locally listed Plough and its surrounding area should take the opportunity to provide safer connections. For instance, the road layout around the Cattlemarket site can be rationalised, with downgrades to the A508, thereby providing a safer environment for residents. The potential to make St Peter's Way and Bridge Street more pedestrian friendly should be investigated through enhancements to the public realm.

5.9.5. A Heritage Impact Assessment (HIA) for the site has been undertaken. It

identified that there is medium archaeological potential on the site and that specialist surveys should be undertaken to understand the sensitivities. As such, an archaeological desk-based assessment should be undertaken initially.

5.9.6. Development of the site presents an opportunity to integrate the site better within the surrounding townscape and context. Any development should be carefully considered in terms of scale and massing, as well as to what extent key views along Bridge Street will be impeded. Development should also seek to retain the historic street pattern of this area

Policy N9 – Northampton, Cattlemarket Road, The Plough and adjoining area

A. The Council will support a comprehensive redevelopment/regeneration/refurbishment of the Cattlemarket Road area and its surrounding area, including the gyratory road network for a mix of uses, including residential, employment, hotel, leisure and ancillary retail. The Cattlemarket Road site itself is expected to deliver around 140 homes.

B. A detailed masterplan showing how the principles below will be incorporated will be required. Development across the two key areas north and south of Victoria Promenade will need to be considered in an integrated manner:

i. Development schemes will need to conform with the design criteria set out in Policy PL6 to cover matters such as height, materials, space standards, massing, density, and active frontages;
ii. Schemes will need to take account of, and capitalise on the surrounding townscape character, topography and heritage;
iii. Proposals for the site need to respect the integrity and significance of heritage assets and ensure that they are incorporated into the scheme in a sensitive manner, and that their characters are enhanced and continue to contribute to or become the key landmarks within this part of the Central Area. Proposals will need to preserve and enhance the significance and appreciation of the site, its heritage components and their setting. An archaeological desk-based assessment should inform the design and capacity of the site; and
iv. Proposals will need to be consistent with the diagram shown in Figure 5.

C. Proposals should be accompanied by a site-specific Flood Risk Assessment. It should also be subject to detailed assessment (including assessment of contaminated land) and the development should demonstrate how the use of Sustainable Urban Drainage Systems (SuDS) can be maximised. Any proposal should also take into account the fact that the site is included within the Upper Nene Catchment Local Standards for surface water drainage of 1 in 200 year plus an allowance for climate change to protect against pluvial flooding.

D. Proposals will need to address the current disconnect between the sites and the town centre. A range of proposals which will result in the following will be supported: realignment of Plough junction and its gyratory, better and safer pedestrian crossings,

and improved walking, wheeling and cycling connections to and from the town centre and its primary shopping area. A detailed Transport Assessment / transport plan will need to accompany the proposal.

E. Proposals will be required to make an appropriate contribution towards off site sustainable transport and highways mitigation measures as set out in the Local Plan's Strategic Transport Assessment (2026).

F. Mitigation measures are required to ensure that any disturbance to the heritage assets, resulting from the scheme, will be addressed.

G. Proposals will need to provide appropriate funding contributions towards healthcare infrastructure provision.

WNLP Objectives: 1, 7, 9, 10, 11, 12, 14, 15, 17

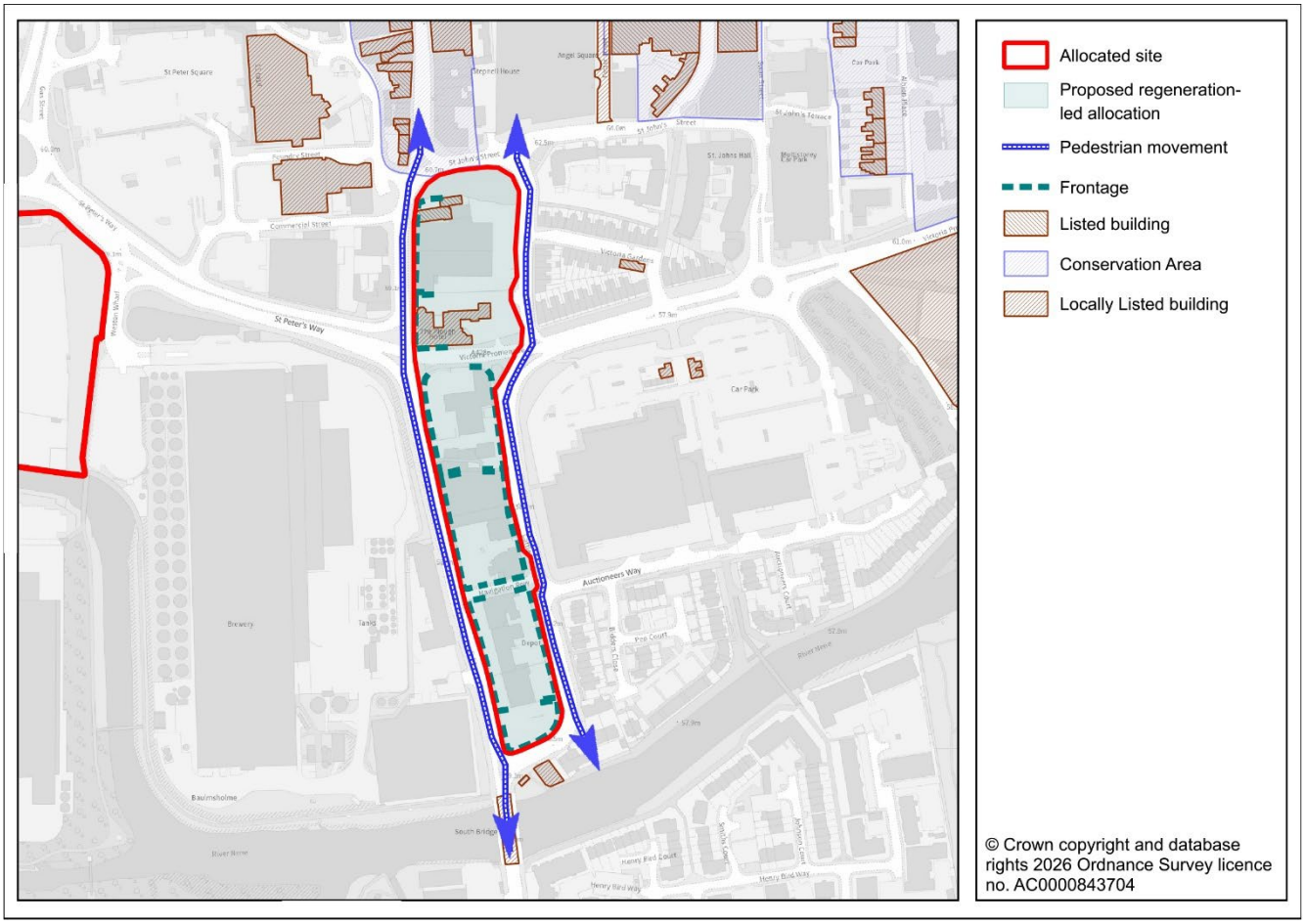


Figure 5: Development Principles for Cattlemarket Road, the Plough and adjoining area (N3ii and N6ii)

Northampton, Greyfriars development area (N3iv and N6iv)

5.9.7. The Greyfriars Development Area, formerly occupied by the bus station, is bounded by a range of mixed uses including employment and car parking facilities to the north, residential and commercial to the east, North Gate bus station and commercial to the west and south-west and predominantly retail and the Market Square further south. Its location within the town centre and the Primary Shopping Area makes the site ideal for a variety of mixed town centre uses including residential. The former Greyfriars bus station sits within the Greyfriars Development Area, which is being delivered through a public-private partnership and is one of the most significant mixed use brownfield development opportunities within West Northamptonshire, excluding the Enterprise Zone. It represents an opportunity to deliver change that will result in a positive impact on the town centre and its wider area. It also provides a key opportunity to create a landmark development through a comprehensibly masterplanned scheme with a scale and density conducive to the creation of a new mixed use neighbourhood in the town centre. The site is primarily in Council ownership, but a comprehensive approach to assembling third party ownerships is necessary to realise the significant economic, social and environmental benefits that will be achieved through the redevelopment. The Greyfriars Development Area also comprises the Mayorhold multi storey car park, Roadmender music venue, Victoria Street, Upper Mounts and Newlands, the Grade II listed Corn Exchange, Emporium Way and open spaces associated with the former gyratory system including East Island and West Island. The former Greyfriars bus station site is situated immediately to the north of the Grosvenor Shopping Centre. Mayorhold multi storey car park is located to the northwest of the vacant Greyfriars site, with Victoria Street car park to the north/northeast. The development area is approximately 5.7 ha in size.

5.9.8. The development area is currently dominated by two major roads that carry fast moving traffic, Lady's Lane and Greyfriars. The site slopes slightly down in the direction of the river. Pedestrian movement is demoted to subways and underpasses which in many areas no longer lead to active uses because of the demolition of the former bus station and antisocial behaviour. These poor connections have resulted in the northern part of the town centre becoming severed from the core. The redevelopment of the site provides an opportunity to create a more connected movement network, prioritising walking, wheeling and cycling, improving access to public transport, and strengthening links to the wider town centre, railway station and surrounding neighbourhoods.

5.9.9. It is surrounded by numerous heritage assets primarily locally and Grade II listed. These include the Grade II listed Mounts Baths, the Grade I listed Church of the Holy Sepulchre to the north-west, and the Grade II listed 18th century buildings along Sheep Street. To the east of the site is the Quaker Meeting House and the former G T Hawkins Factory (part originally Hornby and West), both of which are Grade II listed buildings. It lies within close proximity to heritage assets in the All Saints Conservation Area and is therefore within the setting of this conservation area, as well as the Holy Sepulchre and Boot and

Shoe Quarter conservation areas. Although the site can be accessed from the Grosvenor Centre, an opportunity exists to improve the connectivity and permeability of the site with its surrounding areas primarily to the north and south. The site is likely to contain non-designated heritage assets in the form of below ground archaeological remains.

5.9.10. The site therefore needs to be fully integrated into the town centre providing new north–south and east-west connections, new public spaces including green space and play space through the provision of a new town park and opportunities for residential-led mixed use development appropriate to its highly accessible town centre location. Development should enhance access for walking, wheeling and cycling and improve integration with the wider town centre.

5.9.11. A Heritage Impact Assessment (HIA) for the site has been undertaken. It identified archaeological potential on the site and that specialist surveys should be undertaken to understand the sensitivities. As such, an archaeological desk-based assessment should be undertaken as part of any future planning application in relation to the Greyfriars Development Area.

5.9.12. Development of the site presents an opportunity to integrate the site better within the surrounding townscape and context. Any development should be carefully considered in terms of height, scale and massing, ensuring a positive contribution to Northampton's skyline, townscape and sense of place. Particular regard should be had to the significance and setting of heritage assets, key views along Sheep Street, Lady's Lane, Upper Mounts and Greyfriars, and the amenity of existing and future occupiers.

Policy N10 – Northampton, Greyfriars development area

A. The comprehensive redevelopment of the Greyfriars Development Area will consist of high density, high-quality residential-led mixed-use town centre development which complements, expands and enhances the current town centre offer. The Council requires a comprehensive, masterplanned approach to realise high quality redevelopment and achieve the significant economic, social and environmental benefits envisioned in the Local Plan. This includes making substantial alterations to the existing road network to improve north-south connectivity to the Market Square and the wider town centre via Sheep Street, Emporium Way and Wood Street. East-west connectivity should also be enhanced to realise the active travel improvements envisioned in the LCWIP.

B. The Council will support around 1,000 residential units (combination of apartments, houses and purpose-built student accommodation) on the site alongside mixed uses including commercial, retail and leisure uses. The development area will also provide more town centre employment opportunities and ensure activity is spread throughout the day.

C. The following development proposals and principles will be supported in the development area:

i. Delivery of residential uses for multigenerational living to create a new urban neighbourhood, including purpose-built student accommodation;
ii. Delivery of mixed non-residential uses including commercial / office / retail / leisure uses focussed around West Island and Sheep Street to support activity throughout the day and into the evening;
iii. Leisure and recreation uses, including green spaces and play areas, providing the new town centre residents with facilities to support good standards of health and wellbeing;
iv. A bus and coach interchange;
v. Active ground floor uses throughout but mainly onto Wood Street, Emporium Way, Sheep Street and Greyfriars;
vi. Reinstatement of the historic urban grain and creation of better north / south permeability into the Market Square;
vii. Creation of a new town centre park; and
viii. Proposals need to include a scheme for accessible and functional connecting public open spaces along the route of the former Greyfriars Road to provide a buffer zone against the rear of the Grosvenor Centre, thereby establishing pockets of continuous public realm creating possibilities for east–west movement along the rear edge of the Grosvenor Centre. The linear park will provide substantial outdoor space for the residential community, support improved mobility with new connections and promote social interaction with spaces to relax and exercise.
ix. The Development Area may accommodate buildings of varying heights, including taller buildings where appropriate, where these contribute positively to the regeneration of the town centre and create a distinctive sense of place. The height, scale and massing of development should be informed by a comprehensive masterplan and contribute positively to Northampton's townscape and skyline, whilst demonstrating a positive response to heritage assets and their settings, local character, important views, and residential amenity.

D. As part of the development proposal, Greyfriars will either be closed or partially closed, with elements downgraded. Detailed design proposals, traffic modelling and Transport Assessments will need to be undertaken. Other considerations include connectivity into the town centre through Emporium Way and Wellington Street and changes to Lady's Lane, which could include closure, downgrading or having it run in both directions. By omitting the Greyfriars, a movement network of direct north-south and east-west connections through the site can be formed, creating convenient, safe, attractive and comfortable routes for walking, wheeling and cycling, linking the development area with the wider town centre, public transport facilities and surrounding destinations.

E. Any proposals should ensure that they:

i. Are of a high-quality design, using high quality materials which complement the surrounding area and public realm. Proposals should include the creation of key, unique landmark buildings that reflect the location of this site and Northampton town centre;
ii. Provide sympathetic design of an appropriate scale taking into account the historic

character of Sheep Street together with improved, safe and well-lit pedestrian, wheeling 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. Pre-existing surface connections should also be reinstated;

iii. Are outward looking and maximise external active frontages particularly at ground floor level;

iv. Are outward looking, well related, sympathetic and responsive to the character of designated and non-designated heritage assets of the surrounding areas;

v. Take views into and from the site into consideration, and respond to the slightly sloping nature of the topography towards the river;

vi. Provide appropriate levels of secure and safe vehicle parking which are consistent with parking requirements, taking account of the site's highly sustainable town centre location; and

vii. Demonstrate how they will reduce surface water run-off in the surrounding area.

F. Subject to detailed assessment (including an assessment of contaminated land), development on this site should maximise the use of Sustainable Drainage Systems (SuDS) and also be designed in a manner which takes existing sewers and water mains into account.

G. Any proposal should be accompanied by a site-specific Flood Risk Assessment. Any proposal should also take into account the fact that the site is included within the Upper Nene Catchment Local standards for surface water drainage of 1 in 200 year plus an allowance for climate change to protect against pluvial flooding.

H. An archaeological desk-based assessment will be required. Development should only occur once appropriate archaeological investigation has been carried out according to a strategy of mitigation; and

I. Proposals will need to provide appropriate funding contributions towards healthcare infrastructure provision; and

J. Proposals will be required to make an appropriate contribution towards off site sustainable transport and highways mitigation measures as set out in the local plan's Strategic Transport Assessment (2026).

WNLP Objectives: 1, 7, 9, 10, 11, 12, 14, 15

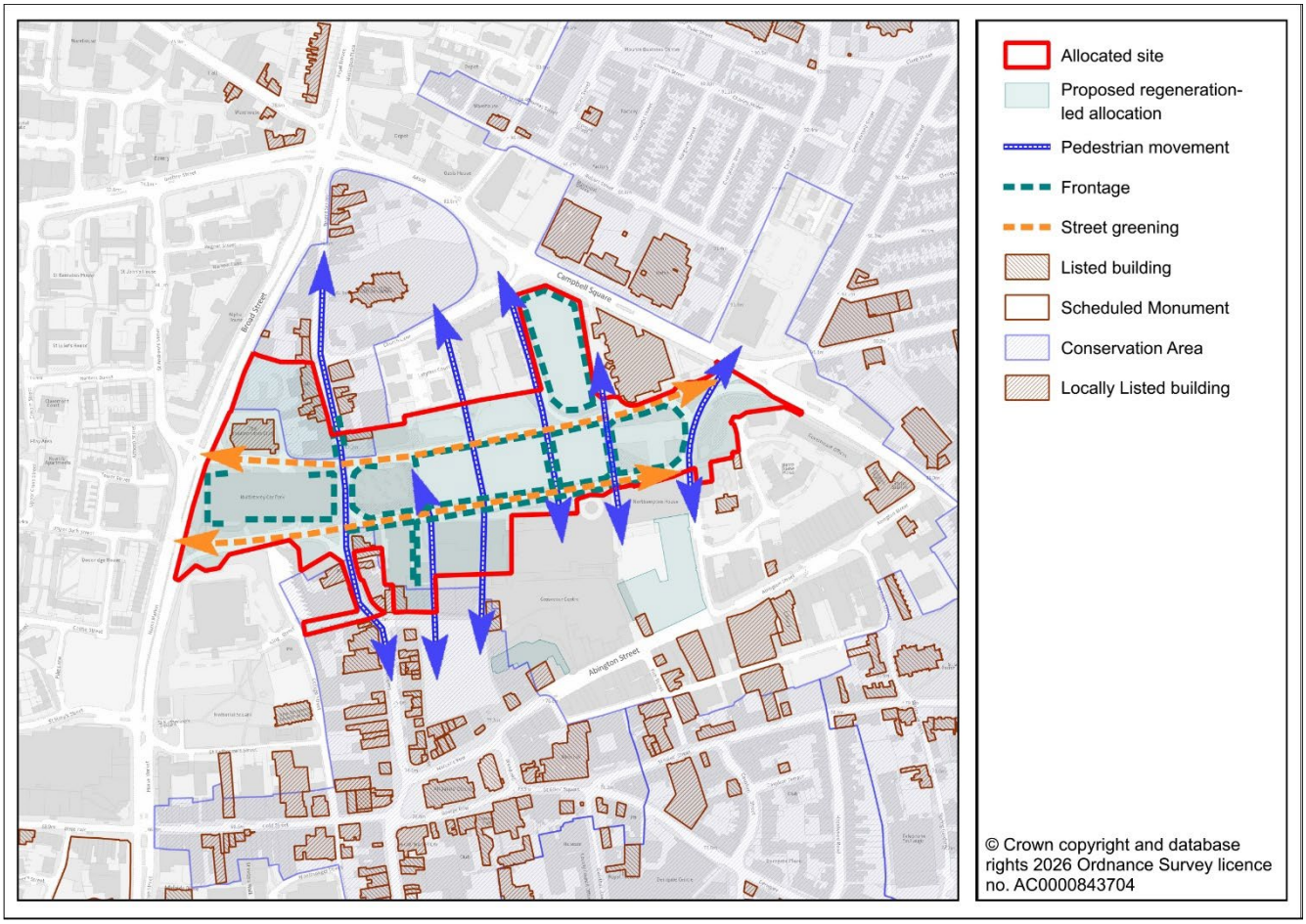


Figure 6: Development Principles for Greyfriars development area (N3iv and N6iv)

Northampton, Northampton Railway Station (N3vii and N6vi) and Railfreight (N3ix and N6vii)

5.9.13. The redeveloped Northampton Railway Station opened in 2015, providing a modern facility for rail passengers and visitors alike. The Northampton Local Plan Part 2 allocated the adjacent site for a mix of uses including residential, offices and multi storey car park. The Central Area Assessment recommended that this site, and the adjoining railfreight facility, provide an opportunity to increase scale and density in order to create a landmark mixed use new community in a gateway location.

5.9.14. The station accommodates a two-storey building, provision for taxis and a temporary decked car park. To the north, the site is currently used for railfreight, and further north is a small business area, a café and a lorry park. Also within the site is a scheduled monument and a listed building which form part of a range of heritage assets within and surrounding the site. The southern half of the site is located within the Enterprise Zone.

5.9.15. To the north and south of the site are employment areas, and to the east is

Spring Boroughs. To the west is a residential area and Victoria Park. The site is within 10 minutes' walk of Northampton's town centre. There is an opportunity to capitalise on the site's location for development to meet future passenger requirements as well as housing and commercial development needs. There is potential to consider a comprehensive and integrated development on this whole site, capitalising on its sustainable location on a rail network, close to the town centre and supporting modal shift. Its location also provides opportunity for high density development to be delivered.

5.9.16. The railway station also needs to be able to accommodate additional services including those that may arise as a result of opportunities relating to released capacity on the West Coast Main Line, including fast, long-distance services, East West Rail services and potential transport links to the north via the route of the former Northampton to Market Harborough railway.

5.9.17. The site is located in proximity to safeguarded waste management facilities. Development proposals will be required to demonstrate that they would not prejudice the continued operation of safeguarded minerals and waste infrastructure and should have regard to the safeguarding and land use conflict provisions of the Minerals and Waste Local Plan, including the application of the agent of change principle where appropriate.

5.9.18. There is an existing sewer in Anglian Water's ownership within the boundary of the site, and the site layout should be designed to take this into account.

5.9.19. Heritage Impact Assessments (HIA) have been undertaken on both parts of the site (car park and railfreight). The railfreight part of the site is considered to have a low – medium sensitivity and the car park, a high sensitivity.

5.9.20. Given the high sensitivity of the local heritage assets specialist surveys should be undertaken to understand those sensitivities. Archaeological desk-based assessments should be undertaken initially with a strategy of mitigation agreed with West Northamptonshire's archaeologist and Historic England.

5.9.21. Development of the railfreight part of the site presents an opportunity to integrate the site better within the surrounding townscape and context, creating a new neighbourhood whilst better revealing its archaeological significance. Development of the car park also presents an opportunity to integrate the site better within the surrounding townscape and context. The provision of public/access realm should be incorporated as part of the strategy to better reveal and enhance the Scheduled Ancient Monument to the south east of the Site which is currently obscured from view as a result of the overgrown vegetation. There is opportunity to improve the accessibility and the appreciation for the ruins of Northampton Castle through the removal of vegetation and reaffirm the significance of the monument.

Policy N11 – Northampton, Northampton Railway Station and Railfreight

A. Proposals will be supported which create a town centre gateway, anchor and multimodal transport hub, with better activation of the street scene and interactive elements such as water features, sculptures and playful elements, to create a visual link to the heritage of the area and to the wider Central Area. Schemes should:

i. Create a sense of arrival and identity;
ii. Diversify uses and facilities to unlock regeneration;
iii. Create connections;
iv. Promote active travel and safety; and
v. Create a green place to live, work and play.

B. The existing Northampton Railway Station building and associated buildings, platforms, tracks, infrastructure, security measures, car parking and associated services and facilities will be safeguarded to ensure that the provision of current and future accessible passenger railway services to and from Northampton will be maintained. This will also continue to contribute towards an increased modal shift towards rail usage whilst supporting the provision of on site and related employment. These safeguarded areas will include safeguarded road accessibility to allow for 24-hour servicing and emergency access to Northampton Railway Station via St Andrew's Road.

C. Subject to compliance with other policies in this Plan and material considerations, proposals to provide additional capacity to facilitate improved passenger railway services will be supported.

D. To secure the protection, enhancement and enjoyment of the character and setting of the adjacent listed building and its two adjoining listed walls that are located within the existing railway station site, public realm will be created between the heritage assets and the station building. Any proposal should result in an improvement to the sense of arrival to the town centre.

E. The development of a permanent and secure multi-storey car park on the site with access to the main railway station building will be supported in order to create sufficient on-site car parking, bicycle and motorcycle parking, as well as provision for people with / or affected by impaired mobility to cater for the future growing demand of rail usage.

F. Proposals will be required to make an appropriate contribution towards off site sustainable transport and highways mitigation measures as set out in the local plan's Strategic Transport Assessment (2026).

G. The Council will support the delivery of mixed-use development including residential, a multi-storey car park, commercial offices, co-working spaces, hotel and ancillary Class E uses. A scheme no higher than nine storeys will be acceptable in this location. The Council will also support the delivery of about 280 homes.

Railfreight

H. On the railfreight site, the Council will support the delivery of about 362 dwellings, subject to analysis of capacity, on the residual areas not required for commercial goods and/ or passenger rail services. A scheme which ranges between three and six storeys is considered acceptable. Residual areas not required for rail related services and are suitable for employment use including offices.

The whole site

I. Scale and height should generally transition from a higher point at the station and lower towards the north.

J. Development proposals will need to provide details of how accessible natural greenspace is to be provided at the northern end of the site. New development will also need to provide a contribution towards providing a woodland stepping-stone (a connected habitat) to the north of the site.

K. Opportunities should be sought to improve water flow around the site by reducing surface-water runoff and introducing areas of floodplain to reduce the risk of flooding, absorb water and reduce sediment run-off through the introduction of Sustainable Drainage Systems (SuDS).

L. Any development proposals need to demonstrate how the scheme is contributing towards improvements in pedestrian and cycle connections with the surrounding area, including connections to the town centre and to the green infrastructure network west of Chalk Lane. The following are to be incorporated into any master planning and/ or planning application proposals for the two sites:

M. Development should be high quality, recognising the significance of the Northampton Castle scheduled monument on-site and the Castle Complex scheduled monument to the south-east of the site. On and off-site heritage assets should be protected and enhanced and design and capacity will be informed by detailed archaeological investigations and assessments in advance of development. Given the high sensitivity of both sites on heritage assets, specialist surveys will need to be undertaken, both with regards to the archaeological sensitivities as well as the possible contamination.

N. Development should consider the following in an integrated manner:

i. Securing permeability within the site for pedestrians and cyclists;
ii. Improving safe connectivity, including direct pedestrian routes, between the site and Spring Boroughs residential area and the town centre; and
iii. Exploring opportunities for development to enhance the site's relationship to the Brampton Arm of the River Nene.

O. A detailed ecological assessment will be required to identify sensitive ecological receptors. This should include an appropriate suite of habitats, including for Open Mosaic Habitat on previously developed land (OMHPDL), species surveys carried out, suitable mitigation measures identified, and an appropriate assessment of Biodiversity Net Gain within the site design making suitable BNG provisions on site with a view to achieving LNRS measures.

P. Any development proposals need to demonstrate how they are contributing to improvements in air quality in the surrounding area. There are also opportunities improve water quality, particularly at the northern boundary of the railfreight site.

Q. Development proposals for this site should be accompanied by a site-specific Flood Risk Assessment. Any proposal should also take into account the fact that the site is included within the Upper Nene Catchment Local standards for surface water drainage of 1 in 200 year plus an allowance for climate change to protect against pluvial flooding.

R. Any proposal should include the safeguarding of suitable access for the maintenance of foul drainage infrastructure.

S. Proposals will need to provide appropriate funding contributions towards healthcare infrastructure provision.

WNLP Objectives: 1, 7, 9, 10, 11, 12, 14, 15, 17

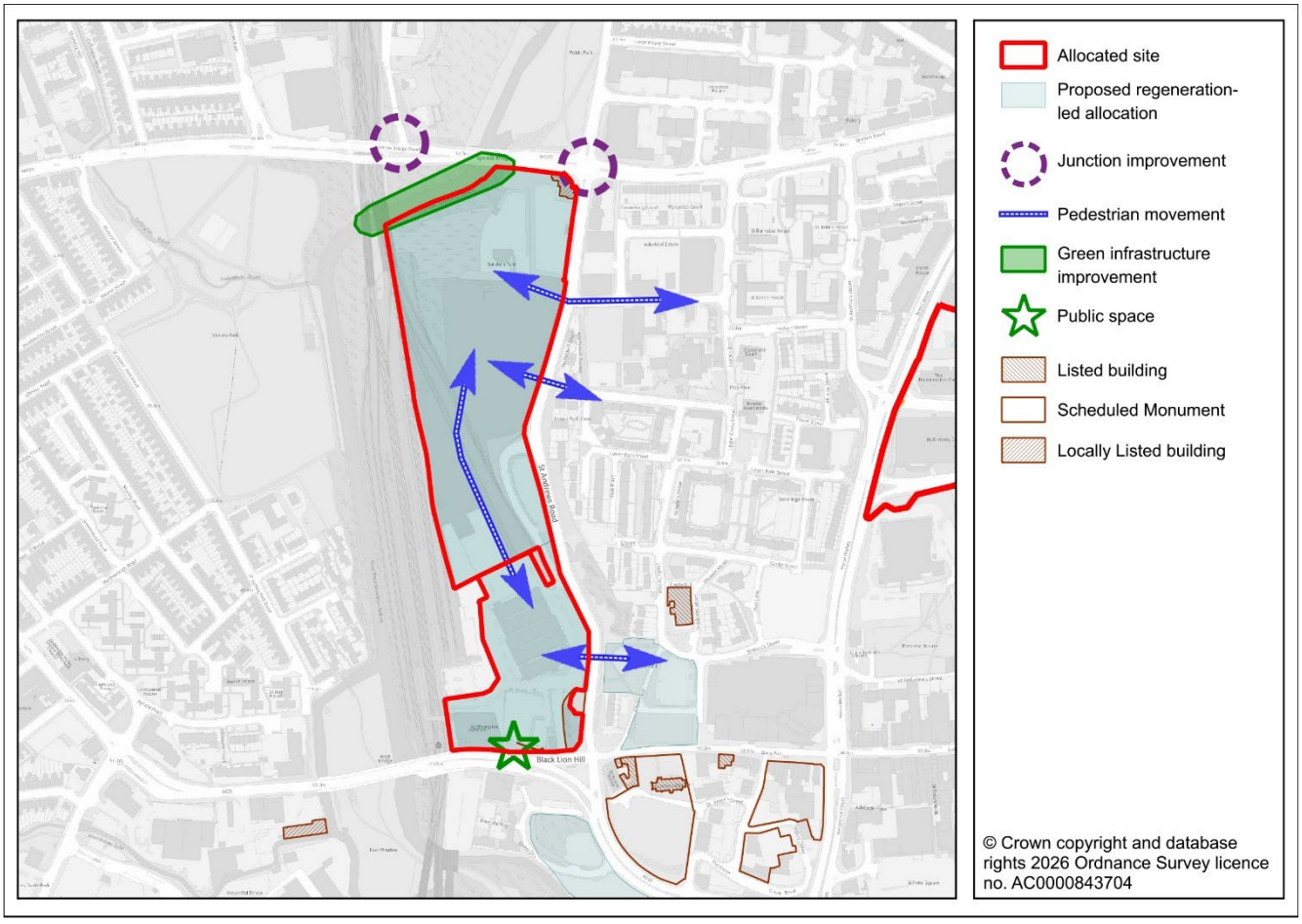


Figure 7: Development principles for Northampton Railway Station (N3vii and N6vi) and Railfreight (N3ix and N6vii)

Northampton, Hill Farm Rise, Hunsbury Hill (N6xii)

5.9.22. The site is approximately 4.44 hectares in size and is located in Hunsbury, south-west Northampton. It is surrounded by a mix of uses including the Mereway Neighbourhood Centre with Tesco Mereway, a library and a Church to the north-east, residential to the east and west and the railway line and a Local Wildlife Site to the south/ south-west.

5.9.23. The site adjoins a railway line, which then runs in a tunnel (Hunsbury Hill tunnel) under part of the site. The railway forms part of the Northampton Loop Line of the West Coast Main Line. Also adjoining the site is an area which is used for railway operational purposes including access. In addition, there is a significant number of trees on the site, particularly along the border. There is a possibility that the site also has some priority habitat grassland that may require protecting. The majority of the site is also a potential wildlife site.

Policy N12 – Northampton, Hill Farm Rise, Hunsbury Hill

A. Site N12 is allocated for residential development

B. Proposals for this site will make provision for all of the following:

i. Approximately 80 dwellings;
ii. Development which is consistent with the diagram shown in Figure 8;
iii. An ecological survey and landscape assessment which demonstrates the opportunities and constraints offered by the existing natural environment including the high presence of established trees, potential priority habitat grassland and potential wildlife site within the site, and how these are to be protected and/ or how any adverse impacts are to be mitigated against;
iv. Proposals that are designed in a manner which is sensitive towards the presence of the Local Wildlife Site adjoining the development site including the potential to make the site more resilient to visitor pressure;
v. Proposals that ensure that the operational requirements of the rail network, including access, are retained within the area shown hatched on Figure 8;
vi. The use of design and building materials, that demonstrably address that the adverse impacts from noise, particularly from the railway operations, will be reduced;
vii. Improved connectivity and accessibility to the Mereway neighbourhood centre to encourage walking and cycling;
viii. A site-specific Flood Risk Assessment;
ix. A detailed Transport Assessment that includes consideration of the impact of the scheme on the A45 and the M1;
x. An appropriate contribution towards off site sustainable transport and highways mitigation measures as set out in the Local Plan's Strategic Transport Assessment (2026); and
xi. Appropriate funding contributions towards healthcare infrastructure provision.

C. Subject to detailed assessment (including an assessment of contaminated land), development on this site should maximise the use of Sustainable Drainage Systems (SuDS) to reduce the rate of surface water run off.

WNLP Objectives: 1, 9, 10, 12

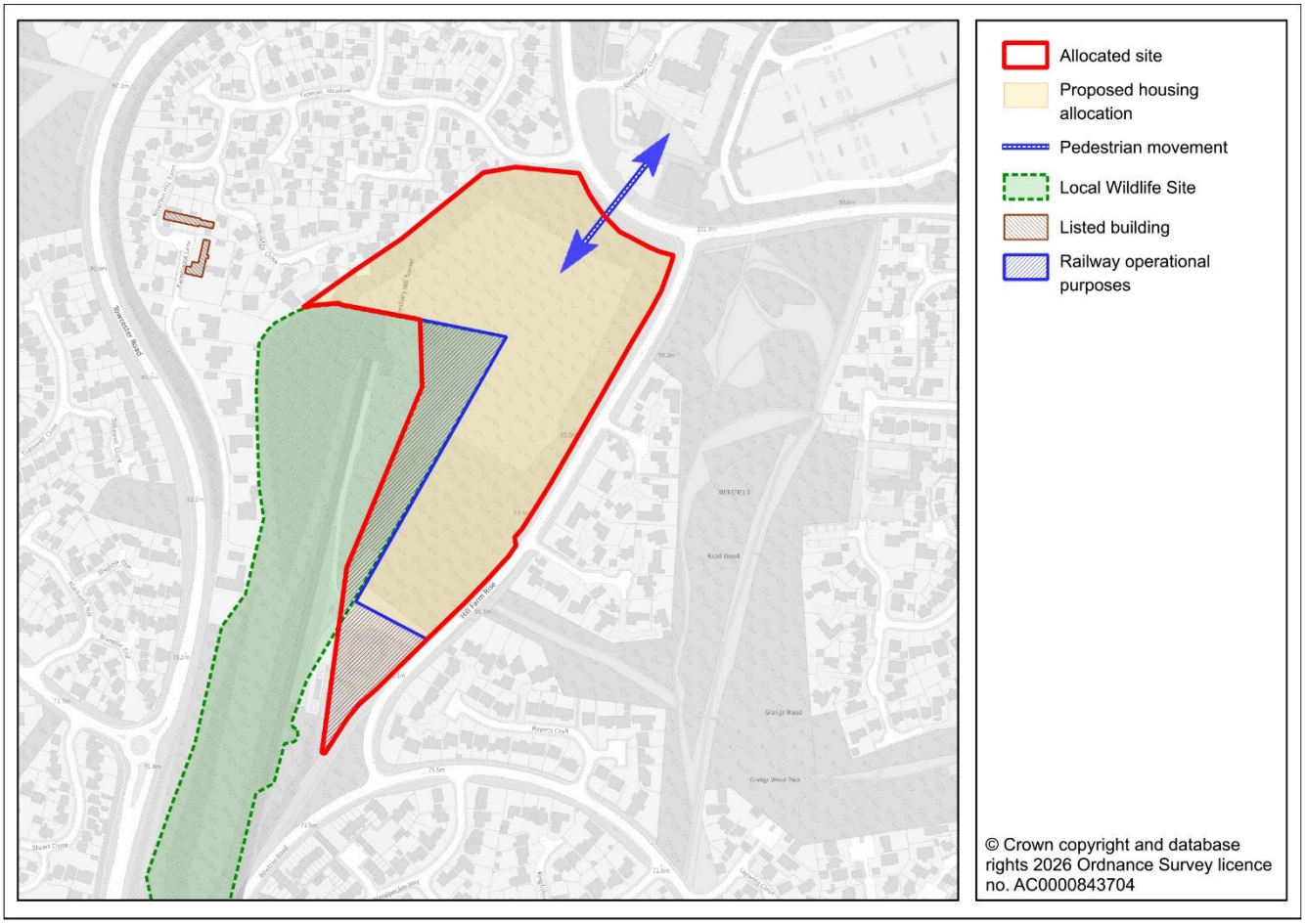


Figure 8: Development principles for Hill Farm Rise, Hunsbury Hill (N6xii)

Northampton, Land East of Wooldale Road (N6xiv)

5.9.24. The site to the east of Wooldale Road adjoins Wootton Fields residential area to the west and agricultural land to the east. It is crossed by public rights of way which will need to be accommodated in the development.

5.9.25. Wootton Brook passes through the site which provides an opportunity for a blue and green infrastructure corridor with sustainable drainage ponds and swales, therefore reducing the risk of flooding and creating new habitats at the heart of the development. It is envisaged that access would be gained from Newport Pagnell Road, Wooldale Road and Wootton Road. Opportunities should also be taken to create strong walking, cycling and public transport connections to

surrounding communities, services and facilities.

5.9.26. The site is located adjacent to Caroline Chisholm School, close to Northampton High School for Girls and existing facilities including a supermarket and medical centre. The Local Plan's Strategic Transport Assessment identifies opportunities to improve accessibility to a wider range of day-to-day services and facilities. Given the scale of development proposed, there is an opportunity to provide a local centre and supporting infrastructure that complements existing provision and helps meet day-to-day needs within comfortable walking and cycling distances.

5.9.27. The site is agricultural land Grade 2 and in parts, Grade 3. Flood Zones 2 and 3 run through the middle of the site roughly aligned with the route of Wootton Brook.

5.9.28. The site is within 5.9 km of the Upper Nene Valley Gravel Pits Special Protection Area (SPA). Proposals will need to address the requirements of policy EN15 including the need for on-site open space to reduce recreational impact on the SPA and overwintering bird surveys to establish whether the site is functionally linked to the SPA.

Policy N13 – Northampton, Land east of Wooldale Road

Site N13 is allocated for residential development.

A. Development proposals for this site must be informed by a masterplan, agreed by the Council, that must demonstrate how the site can come forward comprehensively.

B. Proposals for this site will make provision for all of the following:

i. Approximately 1,700 dwellings;
ii. Development which is consistent with the diagram shown in Figure 9;
iii. Appropriate infrastructure including education provision, a local centre, open space and a contribution towards leisure/sports provision;
iv. Structural greenspace and wildlife corridors which retain important existing landscape features including hedgerows, drainage corridors, woodlands and mature trees and include appropriate landscape enhancements in keeping with the landscape character type;
v. Proposals to prioritise active travel and public transport modes through the delivery of a sustainable and integrated transport network, based on Policies PL6 and TR1;
vi. Appropriate healthcare infrastructure contributions, which may include financial contributions or new primary care infrastructure. Where necessary, land may be required;
vii. An appropriate contribution towards off site sustainable transport and highways mitigation measures as set out in the Local Plan's Strategic Transport Assessment (2026); and

viii. Upper Nene Valley Gravel Pits Special Protection Area impacts, including the requirement for sensitive design to avoid the displacement of birds due to operational activity and the demonstration of compliance with the requirements of Policy EN15.

C. Proposals for the site will be informed by assessments and suitable mitigation related to:

i. Archaeological impact;
ii. Heritage impact;
iii. Landscape and visual impact;
iv. Ecological impact;
v. Highways and transport that includes consideration of the impact, including cumulative impact, of the scheme on the A45 and M1;
vi. Noise and Air Quality;
vii. Crime and disorder; and
viii. Minerals and waste.

D. Prior to submission, two years of overwintering bird surveys shall be undertaken to determine whether the site is used by overwintering Golden Plover / Lapwing and to identify whether it acts as functionally linked land to the Upper Nene Valley Gravel Pits Special Protection Area. If the site is found to be functionally linked land, appropriate mitigation will be required for the loss of habitat and the application accompanied by a Construction Environmental Management Plan (CEMP) that includes measures that avoid the displacement of protected birds from construction noise and construction activity including, where appropriate, restrictions on the timing of works.

E. Applications will need to consider the recreational impact of the development on the Upper Nene Valley Gravel Pits Special Protection Area. Liaison with Natural England and the Council will be required at the outset to establish the type of specific on-site open space that is required. This could include a Suitable Alternative Natural Greenspace (SANG) or Accessible High Quality Semi Natural Greenspace) or other agreed typology.

F. Subject to detailed assessment (including an assessment of contaminated land), development on this site should maximise the use of Sustainable Drainage Systems (SuDS) to reduce the rate of surface water run off.

G. Any proposal for this site should be accompanied by a site-specific Flood Risk Assessment considering the Plan's Strategic Flood Risk Assessment. Any proposal should also take into account the fact that the site is included within the Upper Nene Catchment Local standards for surface water drainage of 1 in 200 year plus an allowance for climate change to protect against pluvial flooding.

WNLP Objectives: 1, 9, 10, 12

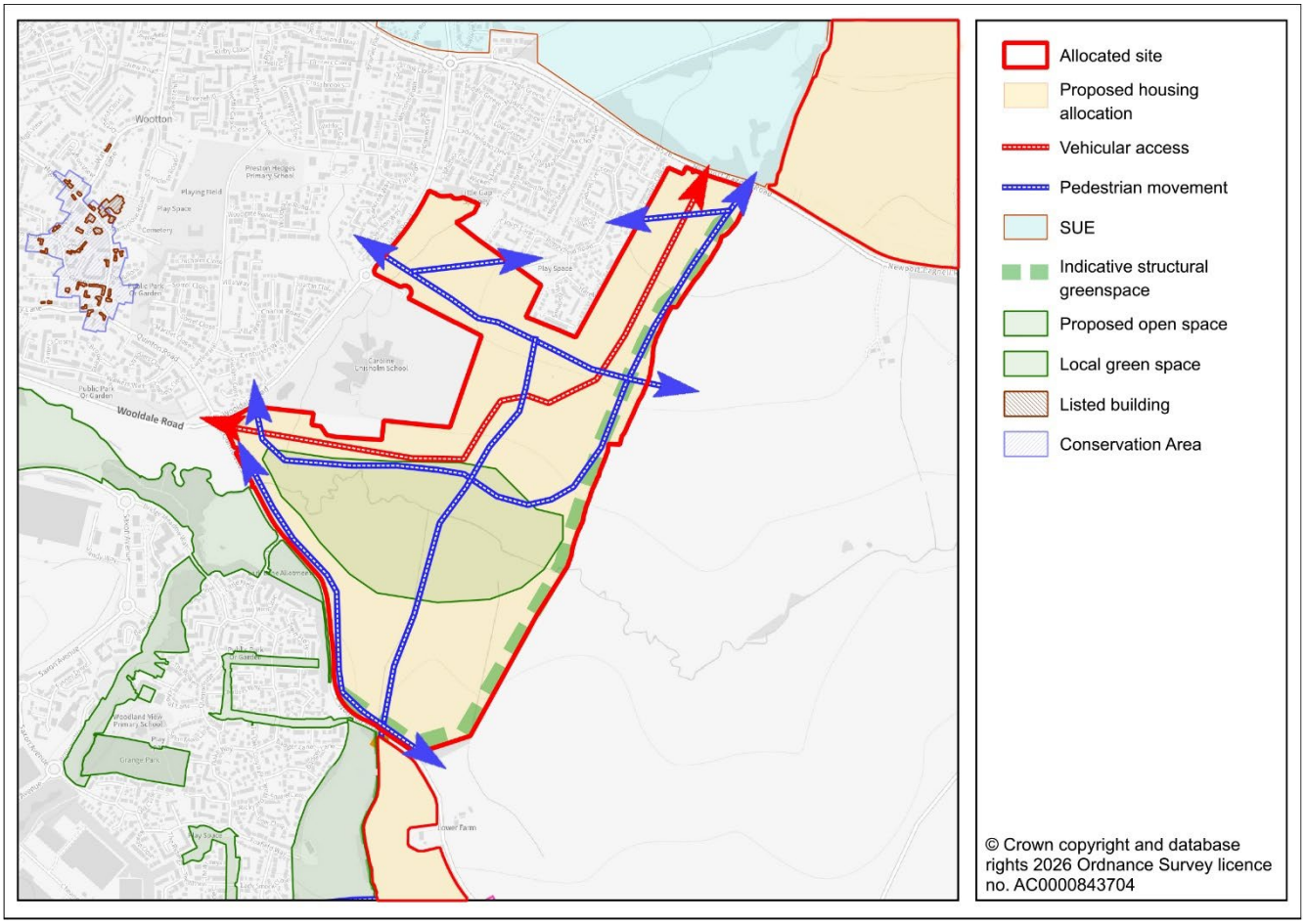


Figure 9: Development principles for Land east of Wooldale Road (N6xiv)

Northampton, Land north of Newport Pagnell Road (N6xv)

5.9.29. The site to the north of Newport Pagnell Road is situated close to Brackmills Industrial Estate to the north and adjoins the Brackmills South Sustainable Urban Extension. It is also located close to Brackmills Country Park Local Wildlife Site and Brackmills Small Wood Potential Wildlife site.

5.9.30. The site rises towards The Green and has existing woodland on its northern and eastern boundaries and part of its southern boundary which should, where possible, be retained and form part of a wider green infrastructure network for the site.

5.9.31. Opportunities should be taken to create strong walking, cycling and public transport connections to surrounding communities, services and facilities.

5.9.32. The site is located close to Caroline Chisholm School, and Northampton High School for Girls, and existing facilities including a supermarket and a medical

centre. Given the scale of development proposed and informed by the findings of the local plan's Strategic Transport Assessment there is an opportunity to deliver a local centre and supporting infrastructure that complements existing facilities and enhances access to day-to-day services within comfortable walking and cycling distances.

5.9.33. The site is agricultural land Grade 2 and in parts, Grade 3.

5.9.34. The site is within 5.9 km of the Upper Nene Valley Gravel Pits Special Protection Area (SPA). Proposals will need to address the requirements of policy EN15 including the need for on-site open space to reduce recreational impact on the SPA and overwintering bird surveys to establish whether the site is functionally linked to the SPA.

Policy N14 – Northampton, Land north of Newport Pagnell Road

Site N14 is allocated for residential development.

A. Development proposals for this site must be informed by a masterplan, agreed by the Council, that must demonstrate how the site can come forward comprehensively.

B. Proposals for this site will make provision for all of the following:

i. Approximately 1,000 dwellings;
ii. Development which is consistent with the diagram shown in figure 10;
iii. Appropriate infrastructure including appropriate education provision, a local centre, open space and a contribution towards leisure/sports provision;
iv. Structural greenspace and wildlife corridors which retain important existing landscape features including hedgerows, drainage corridors, woodlands and mature trees and include appropriate landscape enhancements in keeping with the landscape character type;
v. Proposals to prioritise active travel and public transport modes through the delivery of a sustainable and integrated transport network, based on Policies PL6 and TR1;
vi. Appropriate healthcare infrastructure contributions, which may include financial contributions or new primary care infrastructure. Where necessary, land may be required;
vii. An appropriate contribution towards off site sustainable transport and highways mitigation measures as set out in the Local Plan's Strategic Transport Assessment (2026); and
viii. Upper Nene Valley Gravel Pits Special Protection Area impacts, including the requirement for sensitive design to avoid the displacement of birds due to operational activity and the demonstration of compliance with the requirements of Policy EN15.

C. Proposals for this site will be informed by assessments and suitable mitigation related

to:

i. Archaeological impact;
ii. Landscape and visual impact;
iii. Ecological impact;
iv. Highways and transport that includes consideration of the impact, including cumulative impact, of the scheme on the A45 and M1;
v. Noise and Air Quality;
vi. Crime and disorder; and
vii. Minerals and waste.

D. Prior to submission, two years of overwintering bird surveys shall be undertaken to determine whether the site is used by overwintering Golden Plover / Lapwing and to identify whether it acts as functionally linked land to the Upper Nene Valley Gravel Pits Special Protection Area. If the site is found to be functionally linked land, appropriate mitigation will be required for the loss of habitat and the application accompanied by a Construction Environmental Management Plan (CEMP) that includes measures that avoid the displacement of protected birds from construction noise and construction activity including, where appropriate, restrictions on the timing of works.

E. Applications will need to consider the recreational impact of the development on the Upper Nene Valley Gravel Pits Special Protection Area. Liaison with Natural England and the council will be required at the outset to establish the type of specific on-site open space that is required. This could include a Suitable Alternative Natural Greenspace (SANG) or Accessible High Quality Semi Natural Greenspace) or other agreed typology.

F. Subject to detailed assessment (including an assessment of contaminated land), development on this site should maximise the use of Sustainable Drainage Systems (SuDS) to reduce the rate of surface water run off.

G. Any proposal for this site should be accompanied by a site-specific Flood Risk Assessment considering the Plan's Strategic Flood Risk Assessment. Any proposal should also take into account the fact that the site is included within the Upper Nene Catchment Local standards for surface water drainage of 1 in 200 year plus an allowance for climate change to protect against pluvial flooding.

WNLP Objectives: 1, 9, 10, 12

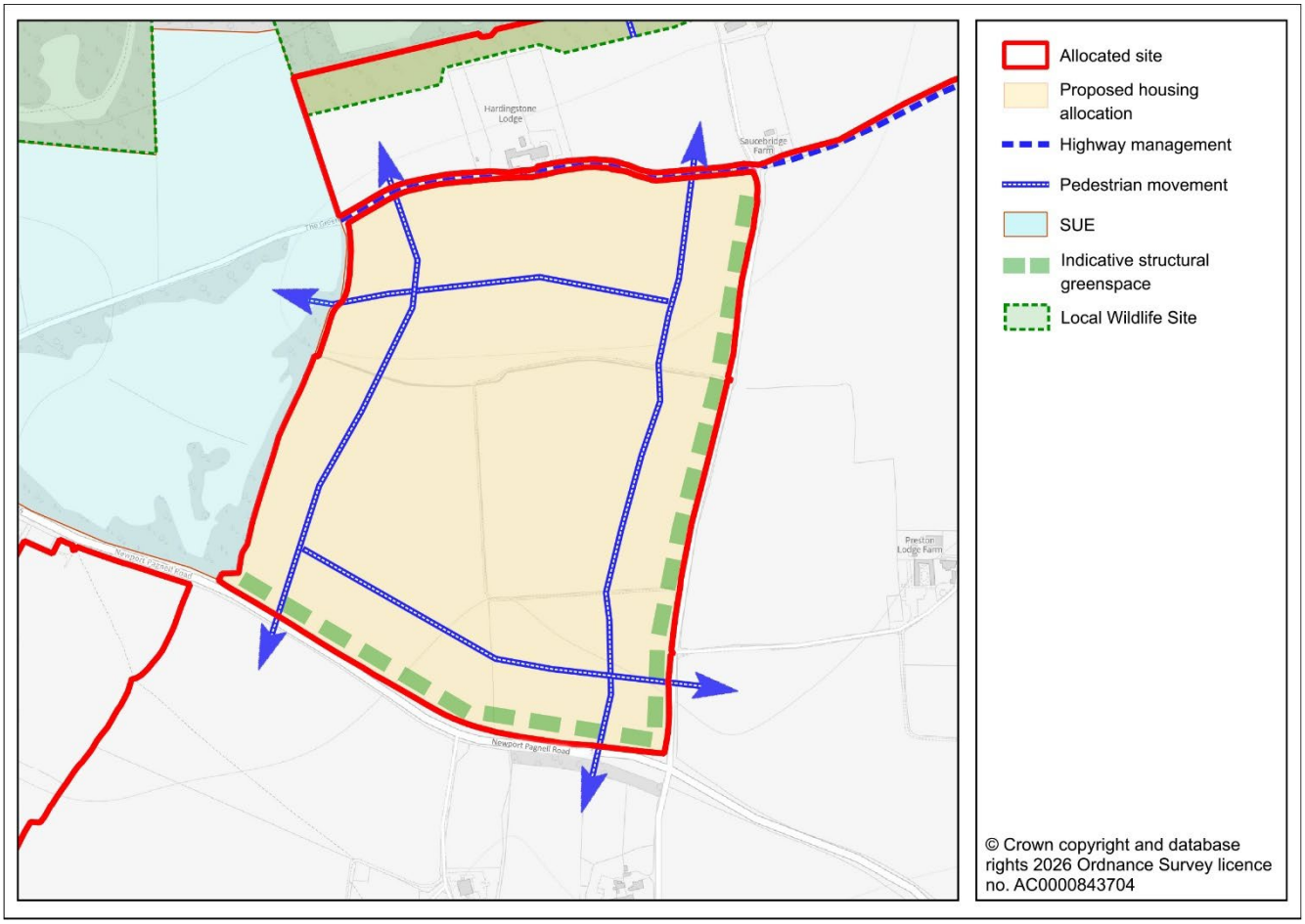


Figure 10: Development principles for Land north of Newport Pagnell Road (N6xv)

Northampton, Land west of the A43 (N6xvi)

5.9.35. The area of land to the west of the A43 accommodates a farm and agricultural land. The site is located to the northeast of Moulton and to the west of the Northampton North SUE.

5.9.36. Whilst the A43 provides a strategic road connection for the site, opportunities should be sought to create strong walking, cycling and public transport connections to surrounding communities, services and facilities.

5.9.37. Its location close to Moulton means that access to local facilities exists including local shops, primary school, a church, Moulton College and other facilities. Given the scale of development proposed and informed by the findings of the local plan's Strategic Transport Assessment, there is an opportunity to provide a local centre and supporting infrastructure that complements existing provision and enhances access to day-to-day services within comfortable walking and cycling distances.

5.9.38. Moulton also has a conservation area and a number of listed buildings. The site contains a Listed Building (Rectory Farmhouse) and there are two Listed Buildings in close proximity. The impact of the development on the setting of those assets will need to be assessed.

5.9.39. The impact on the relationship to the existing urban area and Moulton also needs to be carefully considered with proposals for this site needing to be informed by a masterplan, agreed by the Council, that must demonstrate how the site can come forward comprehensively. This includes showing structural greenspace and wildlife corridors which retain important existing landscape features including hedgerows, drainage corridors, woodlands and mature trees and include appropriate landscape enhancements in keeping with the Landscape Character Type. Proposals should also protect and reinforce existing woodland, tree belts and hedgerow networks, including those associated with the A43 corridor, to support biodiversity, habitat connectivity, landscape character, flood resilience and climate adaptation. There is also a requirement to appropriately address the relationship of the development to Moulton village to ensure the character of the village and the amenities of its residents are not harmed. This will include the provision of the sites vehicular access coming from the A43 with active travel links only to the village from the south western corner of the site.

5.9.40. Similarly, the masterplan should identify linkages with the North of Northampton SUE to the east of the site and consider the relation of the proposed development to that community and its facilities.

5.9.41. The site is located within Flood Zone 1 with a small element of flood zone 2 and 3 following the watercourse in the sites south western corner. The land is classified as Grade 2 agricultural land.

5.9.42. Due to its location within 5.9 km of the upper Nene Valley Gravel Pits Special Protection Area, all proposals will need to address the requirements of policy EN15.

5.9.43. The majority of this site was included in the version of this plan which was consulted on in spring 2024. This plan proposes a northward extension and an increased capacity.

Policy N15 – Northampton, Land west of the A43

Site N15 Northampton, Land West of the A43 is allocated for residential development.

A. Proposals for this site must be informed by a Masterplan, agreed by the Council that must demonstrate how the site can come forward comprehensively.

B. Proposals for this site will make provision for all of the following;

i. Approximately 2,900 dwellings;
ii. Development which is consistent with the diagram shown in Figure 11;
iii. Appropriate education provision of a scale and form sufficient to meet the needs arising from the development;
iv. A local centre, including appropriately scaled retail provision, community facilities and health-related uses;
v. Open space and appropriate contribution towards leisure/sports provision;
vi. Structural greenspace and wildlife corridors which retain important existing landscape features including hedgerows, drainage corridors, woodlands and mature trees and include appropriate landscape enhancements in keeping with the Landscape Character Type;
vii. Proposals to prioritise active travel and public transport modes through the delivery of a sustainable and integrated transport network, based on Policies PL6 and TR1;
viii. Provide for a gap between any development and Moulton village;
ix. Active travel links with the facilities in Moulton Village;
x. Appropriate healthcare infrastructure contributions, which may include financial contributions or new primary care infrastructure. Where necessary, land may be required;
xi. An appropriate contribution towards off site sustainable transport and highways mitigation measures as set out in the Local Plan's Strategic Transport Assessment (2026); and
xii. Upper Nene Valley Gravel Pits Special Protection Area impacts, including the requirement for sensitive design to avoid the displacement of birds due to operational activity and the demonstration of compliance with the requirements of Policy EN15.

C. Proposals for the site will be informed by assessments and suitable mitigation related to:

i. Archaeological impact;
ii. Heritage impact: addressing potential effects on the existing listed building or potential assets and the surrounding villages, including conservation area in Moulton Village;
iii. Landscape and visual impact;
iv. Ecological impact;
v. Highways and transport including cumulative impact of the scheme on the A43;
vi. Flood Risk and water and water recycling infrastructure;
vii. Noise and Air Quality including the impacts of noise and pollution from the A43;
viii. Crime and disorder; and
ix. Minerals and waste.

D. Prior to submission, two years of overwintering bird surveys shall be undertaken to determine whether the site is used by overwintering Golden Plover / Lapwing and to identify whether it acts as functionally linked land to the Upper Nene Valley Gravel Pits Special Protection Area. If the site is found to be functionally linked land, appropriate mitigation will be required for the loss of habitat and the application accompanied by a Construction Environmental Management Plan (CEMP) that includes measures that avoid the displacement of protected birds from construction noise and construction activity including, where appropriate, restrictions on the timing of works.

E. Subject to detailed assessment (including an assessment of contaminated land), development on this site should maximise the use of Sustainable Drainage Systems (SuDS) to reduce the rate of surface water run off.

F. Any proposal for this site should be accompanied by a site-specific Flood Risk Assessment considering the Plan's Strategic Flood Risk Assessment. Any proposal should also take into account the fact that the site is included within the Upper Nene Catchment Local standards for surface water drainage of 1 in 200 year plus an allowance for climate change to protect against pluvial flooding.

WNLP Objectives: 1, 9, 10, 12

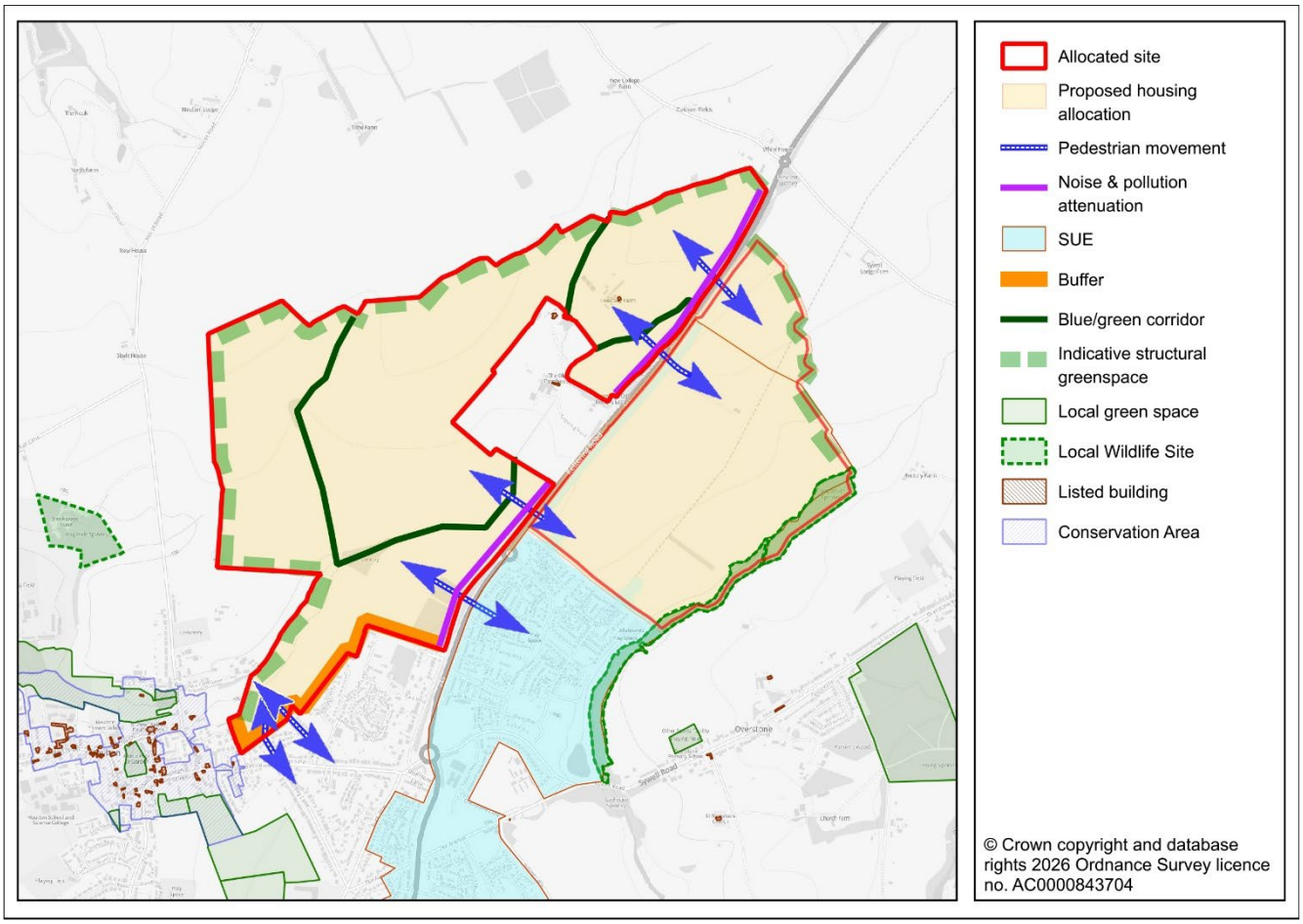


Figure 11: Development principles for Northampton, West of the A43 (N6xvi)

Northampton, East of A43 (N6xvii)

5.9.44. The majority of this site was included in the version of this plan which was consulted on in spring 2024. This plan proposes a northward extension and an increased capacity.

5.9.45. The WNJCS allocated the Northampton North Sustainable Urban Extension (SUE)

as one of eight strategic extensions around Northampton, intended to deliver a balanced mix of homes, jobs, community facilities and green infrastructure. The southern part of the SUE, has planning permission in its entirety and has now been substantially implemented, delivering new housing, green infrastructure and supporting transport improvements.

5.9.46. To ensure the continued and coordinated delivery of growth at the northern edge of Northampton, the remaining part of Northampton North SUE, which doesn't yet have the benefit of planning permission, is reallocated in this Local Plan, together with additional adjacent land to the north.

5.9.47. The extended site is a sustainable location for development beyond the existing urban area, benefiting from its proximity to employment areas at Round Spinney and Moulton Park, and good access to the A43 corridor. The local plan's Strategic Transport Assessment identifies opportunities to build upon existing sustainable transport infrastructure and improve accessibility by walking, cycling and public transport. Development of the remaining land will consolidate the earlier phases and deliver a coherent, high-quality and well-connected neighbourhood.

5.9.48. The site occupies an area of gently undulating arable farmland which rises slightly from the south-west towards the north and east. The landscape is generally of low to medium sensitivity, as identified in the Northampton Landscape Sensitivity and Green Infrastructure Study (2013). The area's relatively contained topography and presence of mature tree belts—particularly Cowpasture Spinney (a 50–60 metre wide belt along the eastern edge) and a significant area of mature trees protected by Tree Preservation Orders (TPOs) provide a high degree of visual containment from longer-distance views, although openness increases towards the north. These natural features form important landscape elements and ecological corridors.

5.9.49. While parts of the site are of low ecological interest, these woodland belts and watercourses are locally significant habitats. Cowpasture Spinney is designated as a Local Wildlife Site. Proposals for the site must protect and enhance these features, providing opportunities for biodiversity enhancement and habitat connectivity through the creation of new green corridors and open spaces. Particular regard should be had to the protection and reinforcement of woodland, tree belt and hedgerow networks associated with the A43 corridor, recognising their role in supporting biodiversity, habitat connectivity, landscape character, flood resilience and climate adaptation.

5.9.50. The site is well located in relation to existing employment areas offering opportunities for sustainable travel patterns between homes, workplaces, and education. The implemented phase has already begun to deliver elements of a sustainable transport network. The remaining land will build upon this framework, enhancing connections for public transport, cycling and walking, and

providing safe and direct routes to adjoining neighbourhoods and the town centre.

5.9.51. Given its proximity to the A43, proposals must address potential impacts from traffic noise and air quality. Proposals will therefore need to be supported by detailed assessments and incorporate mitigation measures—for example, strategic planting, landscaped buffers, and building orientation—to ensure a high-quality living environment.

5.9.52. The reallocated, extended, site must be informed by assessments of landscape and visual impact, ecology, and flood risk.

5.9.53. Sustainable drainage measures should build on the natural watercourse network of Billing Brook and provide multifunctional green spaces that also support biodiversity, visual amenity, and climate resilience.

5.9.54. To secure a coherent extension, the whole of the allocation must be planned and delivered in a comprehensive and coordinated manner, through an agreed masterplan and infrastructure delivery plan. This will ensure that transport, utilities, and social infrastructure are delivered in step with housing and that the completed development forms a distinctive and integrated neighbourhood on the northern edge of Northampton.

Policy N16 – Northampton, East of the A43

Site N16 is allocated for residential development.

A. Proposals for this site must be informed by a Masterplan agreed by the Council that must demonstrate how the site can come forward comprehensively.

B. Proposals for this site will make provision for all of the following:

i. Approximately 1,950 dwellings;
ii. Development which is consistent with the diagram shown in Figure 12;
iii. Appropriate open space/sports provision, education provision, and a new local centre incorporating appropriately scaled retail, community, health and other supporting infrastructure within comfortable walking and cycling distances, as identified through the Strategic Transport Assessment;
iv. A mobility hub to facilitate a sustainable and integrated transport network, incorporating safe and direct walking, wheeling, cycling and public transport routes with strong connections to nearby neighbourhoods, the town centre and surrounding green corridors;
v. An integrated network of public open space, play areas and green corridors connecting to Cowpasture Spinney and the wider countryside;
vi. Structural greenspace and wildlife corridors which retain important existing landscape features including hedgerows, drainage corridors, woodlands and mature trees and

include appropriate landscape enhancements in keeping with the Landscape Character Type;

vii. Full integration with the Northampton North SUE, including coherent access, layout and design;

viii. Retained and reinforced green infrastructure buffers to maintain a clear rural-urban transition and to protect the character of the surrounding countryside and villages such as Overstone, Moulton and Sywell;

ix. Appropriate healthcare infrastructure contributions, which may include financial contributions or new primary care infrastructure. Where necessary, land may be required;

x. An appropriate contribution towards off site sustainable transport and highways mitigation measures as set out in the Local Plan's Strategic Transport Assessment (2026), and

xi. Upper Nene Valley Gravel Pits Special Protection Area impacts, including the requirement for sensitive design to avoid the displacement of birds due to operational activity and the demonstration of compliance with the requirements of Policy EN15.

C. Proposals for the site will be informed by assessments and suitable mitigation related to:

i. Archaeological and heritage impact: A heritage and archaeological assessment, addressing potential effects on known or potential assets and the setting of surrounding villages;

ii. Landscape and visual impact;

iii. Ecological impact;

iv. Highways and transport;

v. Flood risk considering the Plan's Strategic Flood Risk Assessment;

vi. Water recycling infrastructure;

vii. A noise and air quality assessment, identifying and incorporating mitigation for potential impacts from the A43;

viii. Crime and disorder; and

ix. Minerals and waste.

D. Prior to submission, two years of overwintering bird surveys shall be undertaken to determine whether the site is used by overwintering Golden Plover / Lapwing and to identify whether it acts as functionally linked land to the Upper Nene Valley Gravel Pits Special Protection Area. If the site is found to be functionally linked land, appropriate mitigation will be required for the loss of habitat and the application accompanied by a Construction Environmental Management Plan (CEMP) that includes measures that avoid the displacement of protected birds from construction noise and construction activity including, where appropriate, restrictions on the timing of works.

WNLP Objectives: 1, 9, 10, 12

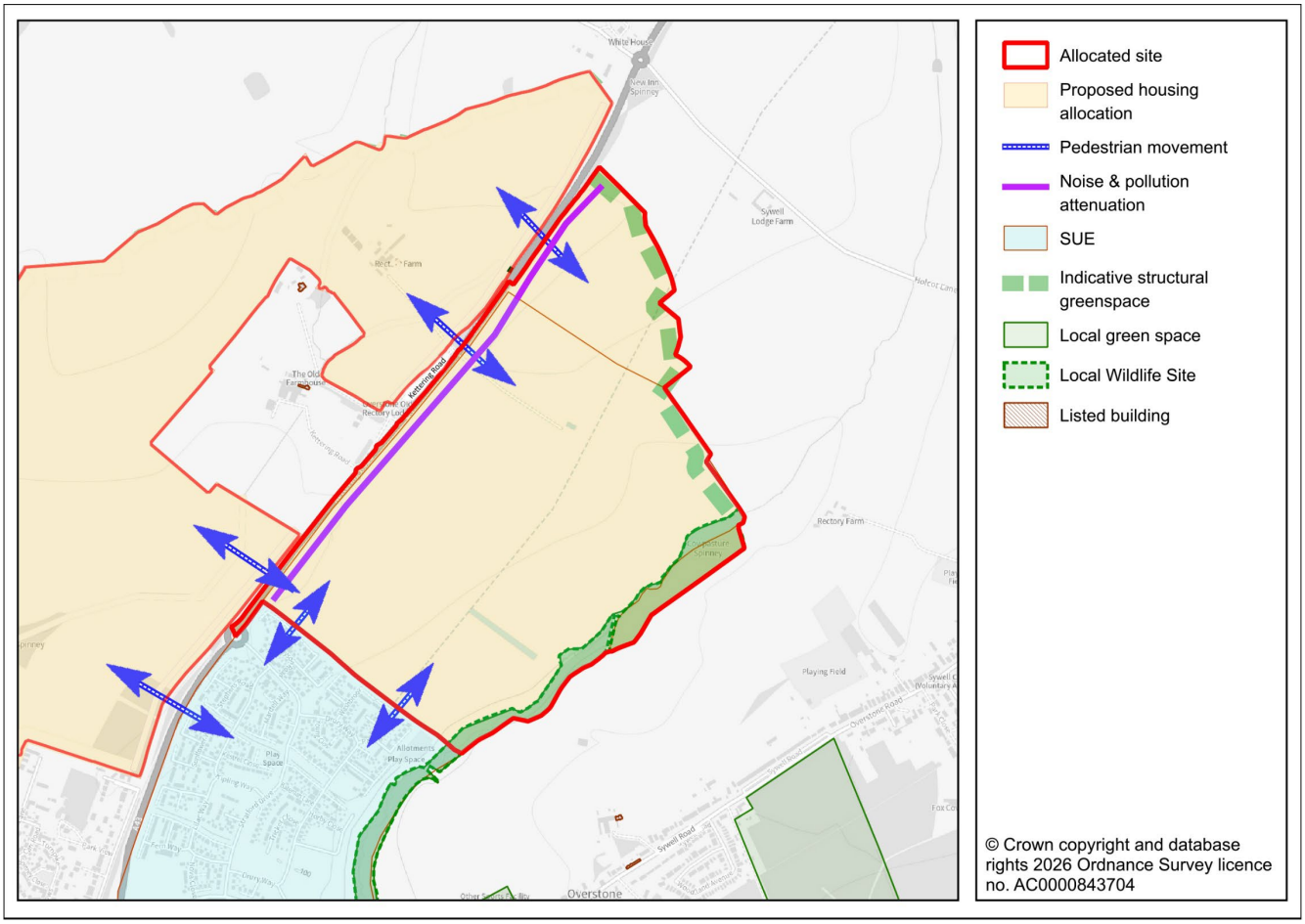


Figure 12: Development principles for Northampton, East of A43 (N6xvii)

Northampton, Northampton West (Remaining) (N6xviii)

5.9.55. The Northampton West Sustainable Urban Extension (SUE) was originally allocated in the WNJCS as one of eight strategic growth locations intended to accommodate a balanced mix of housing, community facilities, green infrastructure and sustainable transport links. Within the northern part of the allocation several parcels have gained planning permission, with some now completed or under construction. The southern part of the SUE, located south of Roman Road, has not progressed as anticipated. To maintain a coherent approach to the growth at the western edge of Northampton and ensure the delivery of the reminder of this strategic location, the remaining land within the original allocation which doesn't yet have the benefit of planning permission, is reallocated in this Local Plan. This will secure a policy framework for the site, enabling the delivery of a high-quality, sustainable neighbourhood.

5.9.56. The original Northampton West SUE occupies land on the western edge of Northampton, adjoining the established residential neighbourhoods of Duston and New Duston. The site presents a varied rural-urban interface. The village of Harpole lies in close proximity to the south, accessed via Upper High Street,

while open countryside extends to the west. To the north and east, the site adjoins land forming part of Northampton West SUE. Development proposals should have regard to the Harpole Conservation Area Appraisal, particularly in relation to the contribution made by the surrounding landscape, field patterns, hedgerows and open setting to the significance of the Conservation Area.

5.9.57. The landscape character of the site is defined by its gently undulating topography, lower-lying landform and transitional edge-of-town setting. The Northampton Landscape Sensitivity and Green Infrastructure Study identifies this area as being of low to medium landscape sensitivity, making it capable of accommodating change providing that development responds positively to local landforms, views and settlement edges. Much of the land sits within the lower parts of the local topography, with the 115m contour marking a notable change in landform. This contour also provides a natural threshold that helps preserve the setting and separation of nearby villages, including Harpole, and will continue to inform the extent and form of development.

5.9.58. There are no designated heritage assets or strategic floodplain constraints affecting the site. Ecological interest is generally limited due to the predominance of arable land, hedgerows, ditches and woodland edges provide opportunities to reinforce and extend habitat networks. Green infrastructure and habitat creation will therefore play a central role in delivering biodiversity enhancements and integrating development into the wider landscape.

5.9.59. The North West Bypass has been constructed on the eastern side of the site, providing a strategic connection from A4500 through New Sandy Lane to A428 Harlestone Road and A5199 Welford Road, significantly improving vehicular movement and network resilience in this part of the area. The presence of the completed road now influences access arrangements, traffic distribution and opportunities for sustainable travel within the reallocated site.

5.9.60. Green infrastructure plays a critical role in shaping the character and form of the southern part of the Northampton West SUE. The site sits within a transitional landscape where the western edge of Northampton meets open countryside and the smaller rural settlement of Harpole. This edge-of-settlement context requires careful design to maintain the distinct identity of surrounding villages and to ensure new development is visually and physically well integrated into its landscape setting.

5.9.61. A key feature of the local spatial framework is the Green Wedge separating Harpole village from the allocation site. This long-established wedge forms an important break in development, preserving the open rural setting of Harpole, safeguarding its historic village form, and preventing coalescence with the expanding urban area of Northampton. The Green Wedge also provides opportunities for enhanced biodiversity, recreational access and landscape buffering.

5.9.62. Across the wider site, opportunities remain to enhance green infrastructure through new habitat corridors, improved connectivity to existing rights of way, and integration with open spaces and structural planting within the implemented parts of the wider Northampton West SUE. These elements are essential to ensure development is visually assimilated into the surrounding landscape and contributes to long term ecological resilience.

5.9.63. The scale of planned growth in the western area of Northampton means that delivery is expected to progress in a coordinated and phased manner across multiple parcels and developers. This approach allows housing output to be managed effectively while ensuring that supporting infrastructure, community facilities and green spaces come forward at the right time. The southern part of the SUE is well placed to contribute positively to this wider programme of growth, building on existing momentum and benefitting from the infrastructure foundations already in place.

5.9.64. The site includes land within a Mineral Safeguarding Area and is in proximity to existing and proposed minerals and waste facilities. Development proposals should demonstrate compliance with relevant Minerals and Waste Local Plan policies.

5.9.65. A comprehensive masterplan will guide the remaining development, ensuring coherence with earlier phases and providing clarity on design quality, green infrastructure, sustainable transport and community needs.

Policy N17 – Northampton, Northampton West (remaining)

Site N17 is allocated for residential development.

A. Proposals for this site must be informed by a Masterplan agreed by the Council.

B. Proposals for this site will make provision for all of the following:

i. Approximately 350 dwellings;
ii. Development which is consistent with the diagram shown in Figure 13;
iii. Appropriate open space/sports provision, to support access to day-to-day services within comfortable walking and cycling distances as identified through the Strategic Transport Assessment and other relevant evidence base documents;
iv. Structural greenspace and wildlife corridors, aligned with landscape principles including the protection of the 115m contour and the provision of a green buffer to Harpole and Harlestone;
v. A mobility hub to facilitate a sustainable and integrated transport network that prioritises active travel and public transport modes with strong connections to nearby neighbourhoods, the town centre and surrounding green corridors, in accordance with Policies PL6 and TR1;

vi. An appropriate contribution towards off site sustainable transport and highways mitigation measures as set out in the Local Plan's Strategic Transport Assessment (2026);
vii. Appropriate funding contributions towards healthcare infrastructure provision; and
viii. Upper Nene Valley Gravel Pits Special Protection Area impacts, including the requirement for sensitive design to avoid the displacement of birds due to operational activity and the demonstration of compliance with the requirements of Policy EN15.

C. Proposals for the site will be informed by assessments and suitable mitigation related to:
i. A heritage and archaeological assessment;
ii. A landscape and visual impact assessment;
iii. Ecological impact;
iv. Highways and transport: A Transport Assessment demonstrating safe access, adequate capacity at key routes and junctions including Roman Road, Upper High Street towards Harpole, New Sandy Lane and the roundabout where Roman Road meets New Sandy Lane;
v. Flood Risk considering the Plan's Strategic Flood Risk Assessment;
vi. Water recycling infrastructure;
vii. Noise and Air Quality: including any impacts from the Roman Road and New Sandy Lane;
viii. Crime and disorder; and
ix. Minerals and waste.

WNLP Objectives: 1, 9, 10, 12

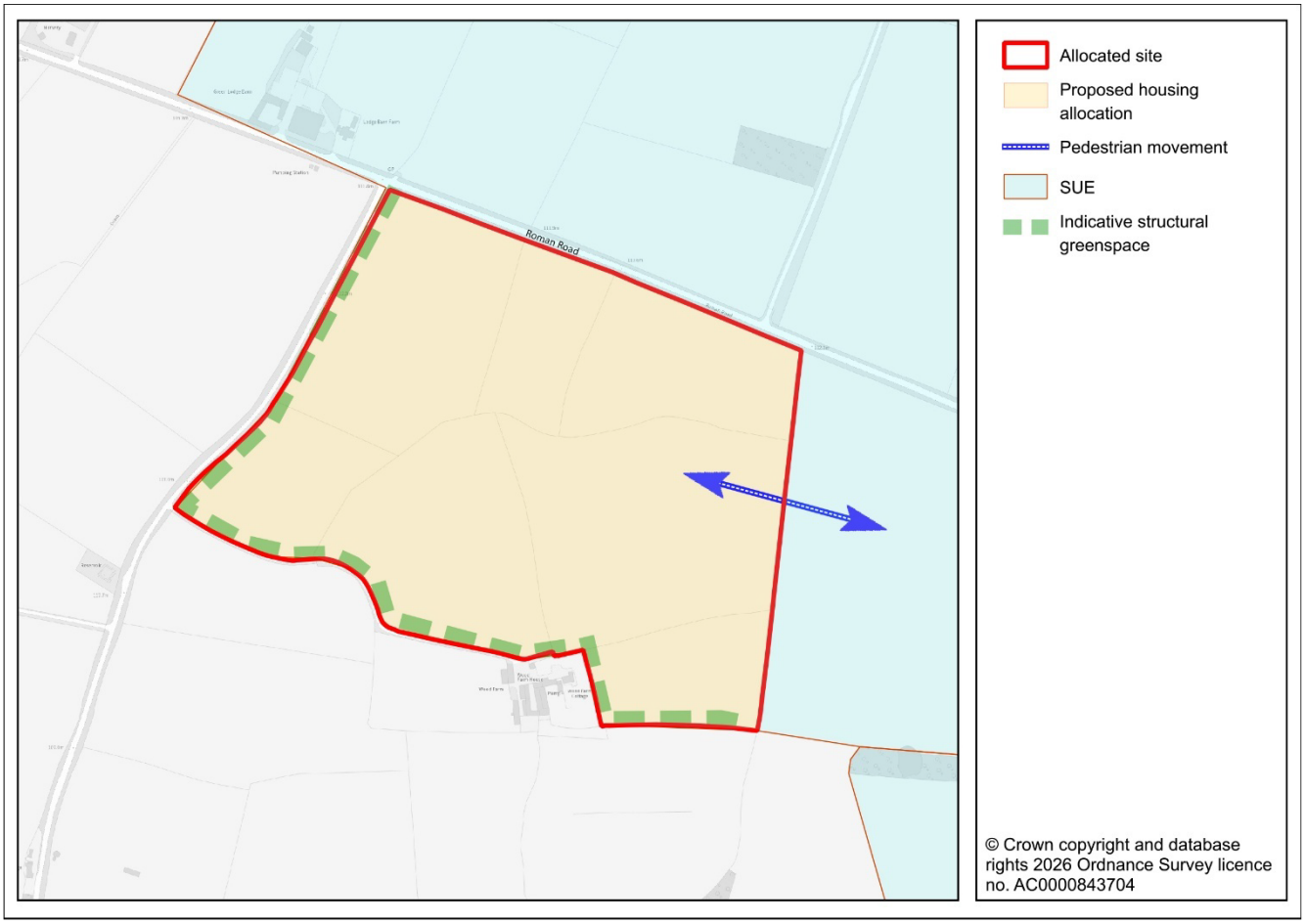


Figure 13: Development principles for Northampton, Northampton West (Remaining) (N6xviii)

Northampton, North of Buckton Fields (N6xx)

5.9.66. The North of Buckton Fields site lies immediately north of the Northampton North of Whitehills SUE, a strategic allocation in the WNJCS. The Northampton North of Whitehills SUE is now substantially progressed which has established new residential neighbourhoods, movement routes and green infrastructure creating a strong and logical framework for the continued growth of Northampton in this location. Its location provides a natural and coherent opportunity to extend the planned growth area and consolidate the emerging northern edge of Northampton in a sustainable pattern consistent with the overall strategic approach.

5.9.67. The North of Buckton Fields site comprises predominantly agricultural land forming the next tier of land north of the developing urban edge. Its context is, however, sensitive as the West Northamptonshire Landscape Sensitivity Assessment (2025) identifies the land as being of Medium–High landscape sensitivity, reflecting its visual relationship with the surrounding countryside and its role in the setting of nearby heritage assets.

5.9.68. The site contains an ancient monument, Boughton bowl barrow. Immediately to the east, across the A508 Harborough Road North, lies Boughton Hall, a Grade II Registered Historic Park and Garden. This nationally recognised landscape features mature parkland planting, historic views and a distinctive estate character, all of which require careful consideration. Development must therefore be informed by a detailed heritage impact assessment to ensure that built form, scale, layout and landscape treatment preserve the ancient monument and enhance the setting of both the ancient monument and the Registered Park and Garden.

5.9.69. The site also contains a former quarry, the extent and condition of which will need to be fully understood through site investigation. This may influence ground conditions, development layout, green infrastructure design and opportunities for habitat creation or public open space.

5.9.70. Ecologically, the site includes a Potential Wildlife Site and directly adjoins a Local Wildlife Site along its western edge, which runs contiguously with the Brampton Valley Way and the Northampton & Lamport Railway Line. It also lies within the wider ecological network associated with the Nene Valley Nature Improvement Area, an important corridor for biodiversity enhancement. Development must therefore be supported by detailed ecological assessment, retaining and enhancing key habitats, establishing connected green corridors and delivering meaningful Biodiversity Net Gain.

5.9.71. Infrastructure provision will build upon the network already established through the Northampton North of Whitehills SUE. Proposals should deliver safe and direct connections for walking, wheeling, cycling and public transport into the existing neighbourhoods and towards Northampton. Contributions may be required towards education, utilities, green infrastructure, open space and community facilities. A masterplan agreed with the Council will ensure that development forms a well-designed, landscape-led and heritage-sensitive extension to the emerging northern neighbourhood of Northampton.

Policy N18 – Northampton, North of Buckton Fields

Site N18 is allocated for residential development.

A. Proposals for this site must be informed by a Masterplan agreed by the Council.

B. Proposals for this site will make provision for all of the following:

i. Approximately 1,500 dwellings;
ii. Development which is consistent with the diagram shown in Figure 14;
iii. Appropriate education provision of a scale and form sufficient to meet the needs arising from the development;
iv. A local centre, including appropriately scaled retail provision, community facilities and

health-related uses;

v. A sustainable and integrated transport network, incorporating safe and direct walking, wheeling, cycling and public transport routes, with strong connections to nearby neighbourhoods, the town centre and surrounding green corridors;

vi. Structural greenspace and wildlife corridors which retain important existing landscape features including hedgerows, drainage corridors, woodlands and mature trees and include appropriate landscape enhancements in keeping with the Landscape Character Type; and

vii. Appropriate healthcare infrastructure contributions, which may include financial contributions or new primary care infrastructure. Where necessary, land may be required.

C. Proposals for the site will be informed by assessments and suitable mitigation related to:

i. Archaeological and heritage impact, addressing potential effects on known or potential assets and the surrounding villages, to include detailed mitigation to preserve the scheduled monument within the site and enhancements to the setting of both the scheduled monument within the site and the Grade II Registered Park and Garden at Boughton Hall;

ii. Landscape and visual impact;

iii. Ecological impact, including the Potential Wildlife Site, adjoining Local Wildlife Site and the Nene Valley Nature Improvement Area, securing appropriate investigation mitigation and opportunities for habitat creation and Biodiversity Net Gain;

iv. Upper Nene Valley Gravel Pits Special Protection Area impacts, including the requirement for sensitive design to avoid the displacement of birds due to operational activity and the demonstration of compliance with the requirements of Policy EN15;

v. Highways and transport including cumulative impacts on the A508 Harborough Road, Brampton Lane and the North West Bypass;

vi. Flood risk and water and water recycling infrastructure to ensure that any proposal for this site is accompanied by a site-specific Flood Risk Assessment and maximise the use of Sustainable Drainage Systems (SuDS) to reduce the rate of surface water run off;

vii. Noise and air quality;

viii. Crime and disorder; and

ix. Minerals and waste.

D. Prior to submission, two years of overwintering bird surveys shall be undertaken to determine whether the site is used by overwintering Golden Plover / Lapwing and to identify whether it acts as functionally linked land to the Upper Nene Valley Gravel Pits Special Protection Area. If the site is found to be functionally linked land, appropriate mitigation will be required for the loss of habitat and the application accompanied by a Construction Environmental Management Plan (CEMP) that includes measures that avoid the displacement of protected birds from construction noise and construction activity including, where appropriate, restrictions on the timing of works.

WNLP Objectives: 1, 9, 10, 12, 13

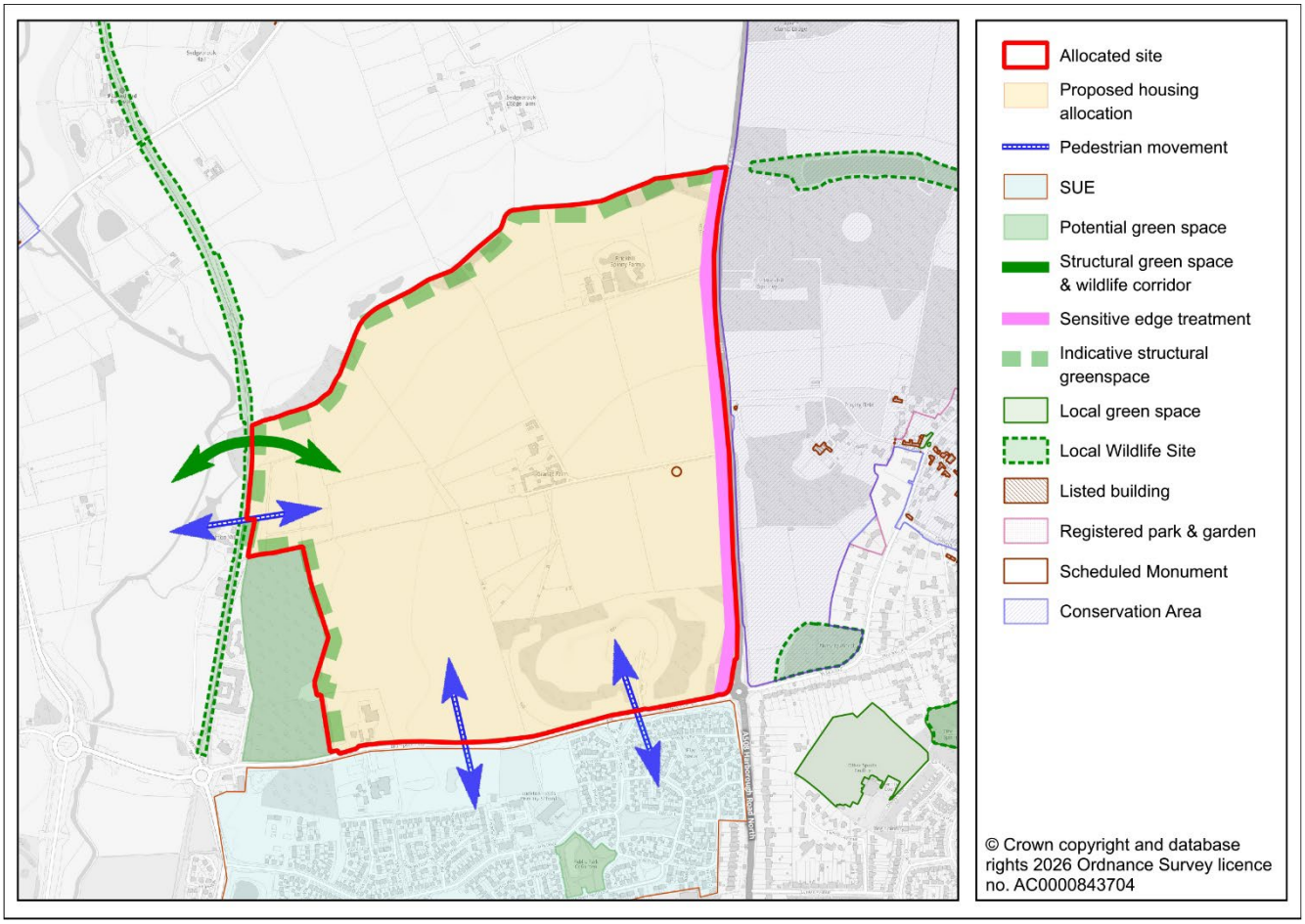


Figure 14: Development principles for Northampton, North of Buckton Fields (N6xix)

Northampton, The Green, Great Houghton (N6xix)

5.9.72. The site is located to the south-west of Great Houghton Village, part of which is within a Conservation Area and accommodates listed buildings. It lies to the east of the South of Brackmills Sustainable Urban Extension. This is primarily agricultural land. It borders onto a designated woodland area which creates a buffer from Brackmills Employment Area. This agricultural land is relatively flat, and there are some electricity pylons across pockets of the site. It is therefore important to ensure that there is a reasonable buffer created between this existing village and the new development on The Green to ensure that the setting of the conservation area and its heritage assets can be respected and protected, and the identity of the village is maintained. There will also be an opportunity to provide semi natural stepping-stones (connected habitats) adjacent to and within the site that will provide habitat links.

5.9.73. The allocated site is within 5.9 km of the Upper Nene Valley Gravel Pits Special Protection Area (SPA) / Ramsar site. In accordance with the Upper Nene Valley Gravel Pits SPA Supplementary Planning Document and the WNJCS Policy EN4

(which will be replaced by Policy EN15 when this Plan is adopted), development will need to demonstrate through the development management process that there will be no significant adverse effects on the integrity of the SPA and Ramsar site and the species for which the land is designated including the loss of supporting habitat. Development should be undertaken in a sensitive manner, ensuring that disturbance from construction and operational activities do not impact upon the SPA/Ramsar bird features. Two years of overwintering bird surveys may be required in accordance with Policy EN15 and the Habitats Regulations Assessment.

5.9.74. Previous overwintering bird surveys undertaken on the site have informed the Habitats Regulations Assessment process. Any future development proposals will be required to demonstrate compliance with the latest requirements of Policy EN15 and supporting ecological evidence.

5.9.75. A Heritage Impact Assessment (HIA) for the site has been undertaken. Given the high archaeological potential of the site, a programme of archaeological investigation consisting of geophysical surveys and targeted evaluation trenches takes place. specialist surveys should be undertaken to understand the sensitivities. A strategy of mitigation will need to be agreed with West Northamptonshire's archaeologist and Historic England.

5.9.76. Development should be set away from the south western boundary of Great Houghton and a buffer zone between the proposed development and the existing settlement will be required. This seeks to safeguard the significance of the Great Houghton Conservation Area as an isolated historic settlement surrounded by open fields and retain the buffer zone between Brackmills employment area and the surrounding area. Through the retention of the buffer zone between the new development and Great Houghton, opportunities for ecological enhancement within the northern portion of the Site would be established. Opportunities for ecological enhancement within the northern portion of the site should be explored as part of the development.

5.9.77. There is an existing sewer in Anglian Water's ownership within the boundary of the site, and the site layout should be designed to take these into account. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing sewers should be located in highways or public open space. If this is not possible a formal application to divert Anglian Water's existing assets may be required.

5.9.78. The site includes land within a Mineral Safeguarding Area and is in proximity to existing and proposed minerals and waste facilities. Development proposals should demonstrate compliance with relevant Minerals and Waste Local Plan policies.

5.9.79. The Strategic Transport Assessment identifies opportunities to improve access to day-to-day services and facilities through active travel, public transport and supporting infrastructure. Given the scale of development proposed, opportunities should be taken to enhance connections to surrounding communities, services, facilities and employment areas.

Policy N19 – Northampton, The Green, Great Houghton

A. Residential development of about 650 dwellings will be supported at The Green, Great Houghton, subject to the following criteria being met:

i. Prior to submission, two years of overwintering bird surveys shall be undertaken to determine whether the site is used by overwintering Golden Plover / Lapwing and to identify whether it acts as functionally linked land to the Upper Nene Valley Gravel Pits Special Protection Area. If the site is found to be functionally linked land, appropriate mitigation will be required for the loss of habitat and the application accompanied by a Construction Environmental Management Plan (CEMP) that includes measures that avoid the displacement of protected birds from construction noise and construction activity including, where appropriate, restrictions on the timing of works.;

ii. Upper Nene Valley Gravel Pits Special Protection Area impacts, including the requirement for sensitive design to avoid the displacement of birds due to operational activity and the demonstration of compliance with the requirements of Policy EN15

iii. Schemes should be of high-quality design, and must take into account and be sensitive to the significance and the setting of the Great Houghton Conservation Area, evident through a Heritage Impact Assessment;

iv. Proposals should include suitable measures to mitigate the impact of additional traffic generated by the development. The principal access to the site should be from The Green west of Saucebridge Farm, west of the junction of The Green with the unnamed road which leads south at this point, and the development should seek to minimise additional traffic eastwards from this point towards Great Houghton village and the Bedford Road. The intention should be to reduce traffic using The Green to the east, or routes through the allocation to travel between the Newport Pagnell Road and the Bedford Road or vice versa;

v. Provision of a sustainable and integrated transport network that prioritises active travel and public transport modes, in accordance with Policies PL6 and TR1;

vi. Appropriate open space/sports provision, education provision and other infrastructure, as identified through the Strategic Transport Assessment and other relevant evidence base documents, to support access to day-to-day services within comfortable walking and cycling distances;

vii. Proposals will be informed by air quality and noise impact assessments due to proximity to the Brackmills Industrial Estate;

viii. Applications on the site will need to be accompanied by an archaeological assessment that considers any archaeological potential on the site;

ix. Proposals must be accompanied by a landscape vision for the site including details of how views across the site into and out of the village of Great Houghton will be managed, especially views of the Grade II* listed church. The location and layout of

the SANG must assist in achieving the landscape vision for the site;

x. The safeguarding of suitable access for the maintenance of foul drainage infrastructure is maintained;

xi. A Suitable Alternative Natural Greenspace (SANG) will be secured;

xii. Proposals for the site will be informed by assessments and suitable mitigation related to crime and disorder;

xiii. Minerals and waste; and

xiv. Proposals must be informed by a masterplan for the whole allocation which will be expected to:

a. Take into consideration the surrounding townscape character and remain sensitive to the existing small-scale residential development within Great Houghton to the east and Hardingstone to the west;

b. Provide suitable transport links to neighbouring developments, including neighbourhood centres and facilities;

c. Manage and control vehicular access to and from the site to the northern / eastern section of The Green near to the village of Great Houghton, and minimise traffic arising from the development passing through Great Houghton; and

d. Connect the site to nearby Brackmills Country Park and surrounding areas including pedestrian and cycling provision to secure connectivity and permeability within the site, to the employment area to the north, the proposed residential areas to the west along The Green and towards Great Houghton as shown on Figure 15;

B. Provide a SANG within the area identified in Figure 15 which provides the following:

i. Protection, enhancement and / or creation of habitats in line with other policies of this Plan;

ii. Accessibility for residents' recreation including an off-lead dog walking area;

iii. A circular walking route around the SANG and eastern development area;

iv. A clear separation between the developed site and the village of Great Houghton in order to protect its setting and the heritage assets of the village;

v. Formal and informal open space;

vi. A SANG car park;

vii. If any part of the SANG is proposed off-site, the SANG will need to be adjoining the site; and

viii. Ensure built development (other than as may relate to recreation and SANG functions) only takes place outside the SANG, the broad location of which is defined in Figure 15.

C. Subject to detailed assessment (including assessment of contaminated land), development on this site should maximise the use of Sustainable Drainage Systems (SuDS) to reduce the rate of surface water run-off.

D. Proposals for this site should be accompanied by a site-specific Flood Risk Assessment considering the Plan's Strategic Flood Risk Assessment and meeting the design standard for the Upper Nene catchment through Northampton of a 0.5% probability (1 in 200 chance of occurring in any given year) event plus an allowance for climate

change to protect against fluvial flooding. Surface water attenuation should be provided up to this standard.

E. Proposals for this site must provide appropriate funding contributions towards healthcare infrastructure provision.

F. Proposals for this site must provide an appropriate contribution towards off site sustainable transport and highways mitigation measures as set out in the Local Plan's Strategic Transport Assessment (2026).

WNLP Objectives: 1, 7, 9, 10, 12, 13

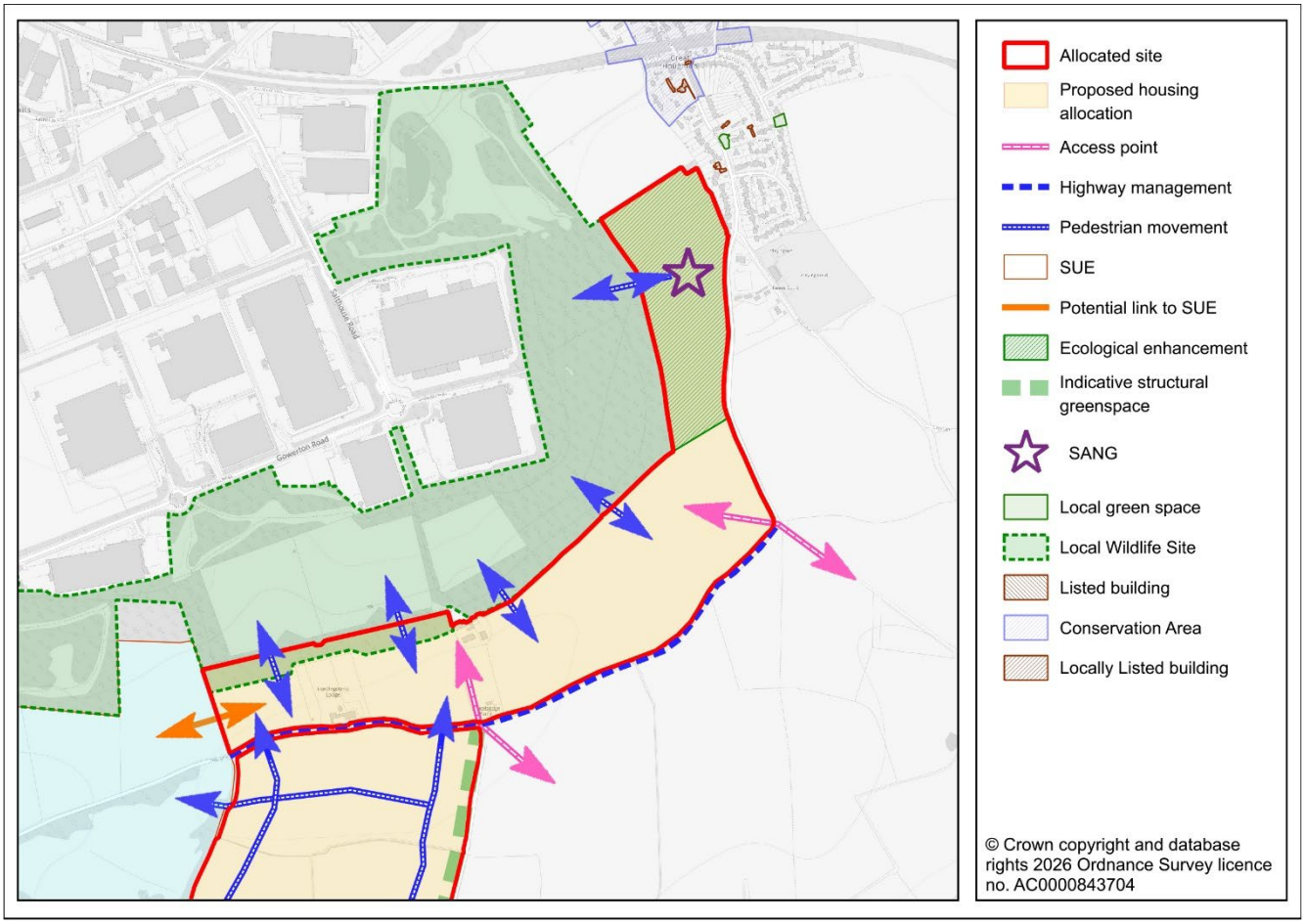


Figure 15: Development principles for The Green, Great Houghton (N6xx)

Northampton, South of Grange Park (N6xxi)

5.9.80. There is an existing sewer in Anglian Water's ownership within the boundary of the site, and the site layout should be designed to take these into account. This

existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing sewers should be located in highways or public open space. If this is not possible a formal application to divert Anglian Water's existing assets may be required.

5.9.81. The Grange Park site is located on the southern edge of Northampton, forming part of the transition between built-up area and the wider rural landscape. The site is bounded to the north-east by Wootton Road, which provides direct access towards the nearby village of Quinton and links to the local road network. To the south-east the site adjoins open agricultural land, reinforcing its role as part of Northampton's rural setting. To the south-west the site is defined by the M1, with Junction 15 located in close proximity, offering strategic access to the motorway network. To the west, the site adjoins the established Grange Park residential area, as well as an existing employment area, offering opportunities for integration with existing homes, jobs and local services. The site therefore occupies a strategically accessible location while also sitting at an interface between urban and rural character areas.

5.9.82. The Strategic Transport Assessment identifies opportunities to improve access to day-to-day services and facilities through active travel, public transport and supporting infrastructure. Given the scale of development proposed, opportunities should be taken to enhance connections to surrounding communities, services, facilities and employment areas, reducing reliance on private car travel and supporting sustainable travel choices.

5.9.83. Foxfield Country Park lies immediately to the west of the site and forms an important recreational and landscape asset at the Northampton's rural edge. Immediately west to the site, a significant area of mature trees protected by Tree Preservation Orders (TPOs) adjoins the existing residential and employment areas, providing a well-established landscape structure at this interface. These trees, along with the network of hedgerows and the stream running north–south through the site, form important baseline features that should inform site layout, open space provision and biodiversity enhancements. While the majority of the site comprises large agricultural fields and a plying field with limited internal vegetation, this offers opportunities for meaningful new green infrastructure, habitat creation and public access routes. Development proposals should seek to strengthen ecological networks, enhance biodiversity and improve connectivity between existing habitats, green infrastructure assets and surrounding green corridors.

5.9.84. West Northamptonshire landscape sensitivity assessment (2025) identifies the Grange Park area as part of a semi-rural agricultural landscape of medium to large-scale arable fields, hedgerows and a gently undulating landform. The area demonstrates Low to Medium landscape sensitivity but also includes locally valued long-distance views from nearby villages such as Hackleton across the wider

landscape, including towards Grange Park. Key sensitivities include maintaining separation between settlements, protecting watercourse corridors, and safeguarding public rights of way that provide recreational access to the countryside. These considerations indicate the landscape has some capacity to accommodate development, provided built form is sensitively sited, responds to the landform, and incorporates strong landscape buffering.

5.9.85. Noise and air quality are important considerations given the proximity of the M1 and its associated traffic movements. Baseline noise levels along the south-western edge of the site are elevated, and the motorway contributes to poorer air quality in its immediate corridor. Development will therefore require a combination of design-led mitigation, strategic landscape planting, and appropriate building orientation and layout to ensure a high standard of residential amenity and compliance with national and local air quality objectives.

5.9.86. The site is entirely within Flood Zone 1, although the stream corridor and several lower-lying areas are subject to occasional surface water flooding. Development will therefore need to incorporate sustainable drainage solutions that both manage risk and enhance blue–green infrastructure networks.

5.9.87. There are no known designated or non-designated heritage assets within the site. However, its rural context and views to nearby villages necessitate careful heritage-sensitive design, particularly where development interfaces with public rights of way and historic landscape features.

5.9.88. Overall, the site represents a strategically accessible and deliverable location, capable of supporting new homes as part of a comprehensively planned residential community that respects its rural setting, enhances local landscape character, and connects safely and sustainably with existing neighbourhoods and nearby villages.

5.9.89. The site includes land within a Mineral Safeguarding Area and is in proximity to existing and proposed minerals and waste facilities. Development proposals should demonstrate compliance with relevant Minerals and Waste Local Plan policies, including ensuring that mineral resources are not unnecessarily sterilised and that nearby minerals and waste operations are not prejudiced by incompatible development.

5.9.90. The site is within 5.9 km of the Upper Nene Valley Gravel Pits Special Protection Area (SPA). Proposals will need to address the requirements of policy EN15 including the need for on-site open space to reduce recreational impact on the SPA and overwintering bird surveys to establish whether the site is functionally linked to the SPA. Two years of overwintering bird surveys may be required in accordance with Policy EN15 and the Habitats Regulations Assessment.

5.9.91. Previous overwintering bird surveys undertaken on the site have informed the

Habitats Regulations Assessment process. Any future development proposals will be required to demonstrate compliance with the latest requirements of Policy EN15 and supporting ecological evidence, including consideration of functionally linked land and recreational impacts on the Upper Nene Valley Gravel Pits Special Protection Area where relevant.

Policy N20 – Northampton, South of Grange Park

Site N20 is allocated for residential development.

A. Proposals for this site must be informed by a Masterplan agreed by the Council.

B. Proposals for this site will make provision for all of the following:

i. Approximately 850 dwellings;
ii. Development which is consistent with the diagram shown in Figure 16;
iii. Upper Nene Valley Gravel Pits Special Protection Area impacts, including the requirement for sensitive design to avoid the displacement of birds due to operational activity and the demonstration of compliance with the requirements of Policy EN15
iv. Appropriate open space/sports provision, education provision and other infrastructure, as identified through the Strategic Transport Assessment and other relevant evidence base documents, to support access to day-to-day services within comfortable walking and cycling distances;
v. Provision of a sustainable and integrated transport network that prioritises active travel and public transport modes, in accordance with Policies PL6 and TR1;
vi. Structural greenspace and wildlife corridors which retain important existing landscape features including hedgerows, drainage corridors, woodlands and mature trees and include appropriate landscape enhancements in keeping with the Landscape Character Type;
vii. Appropriate funding contributions towards healthcare infrastructure provision; and
viii. An appropriate contribution towards off site sustainable transport and highways mitigation measures as set out in the Local Plan's Strategic Transport Assessment (2026).

C. Proposals for the site will be informed by assessments and suitable mitigation related to:

i. Archaeological impact;
ii. Heritage impact: Demonstration that development preserves the rural setting of nearby historic villages, maintains separation between settlements, and protects locally valued views, including those experienced from Hackleton and Quinton;
iii. Landscape and visual impact: A landscape-led masterplan responding to the undulating landform, incorporating substantial structural planting, safeguarding the TPO woodland adjoining existing development, providing landscape buffers to the country park, and protecting key rural views. Development must avoid coalescence and reinforce the rural edge of Northampton;

iv. Ecological impact: Retention and enhancement of the TPO trees, hedgerows and the stream corridor, with biodiversity-led green infrastructure that delivers measurable Biodiversity Net Gain. Proposals must protect and enhance local ecological networks and create new habitats integrated into open space provision;

v. Highways and transport: A Transport Assessment demonstrating safe access, capacity at key routes and junctions including Wootton Road, connection to the existing Grange Park residential area and M1 Junction 15;

vi. Flood Risk and water recycling infrastructure: A strategy for the management of surface water flooding, utilising sustainable drainage systems that enhance the stream corridor, blue–green infrastructure and water quality. Proposals must ensure adequate foul drainage and water recycling infrastructure is in place;

vii. Noise and air quality: including mitigation of noise and air quality impacts from the M1;

viii. Crime and disorder; and

ix. Minerals and waste.

D. Applications will need to consider the recreational impact of the development on the Upper Nene Valley Gravel Pits Special Protection Area. Liaison with Natural England and the council will be required at the outset to establish the type of specific on-site open space that is required. This could include a Suitable Alternative Natural Greenspace (SANG) or Accessible High Quality Semi Natural Greenspace) or other agreed typology.

E. Prior to submission, two years of overwintering bird surveys shall be undertaken to determine whether the site is used by overwintering Golden Plover / Lapwing and to identify whether it acts as functionally linked land to the Upper Nene Valley Gravel Pits Special Protection Area. If the site is found to be functionally linked land, appropriate mitigation will be required for the loss of habitat and the application accompanied by a Construction Environmental Management Plan (CEMP) that includes measures that avoid the displacement of protected birds from construction noise and construction activity including, where appropriate, restrictions on the timing of works.

WNLP Objectives: 1, 7, 9, 10, 12, 13

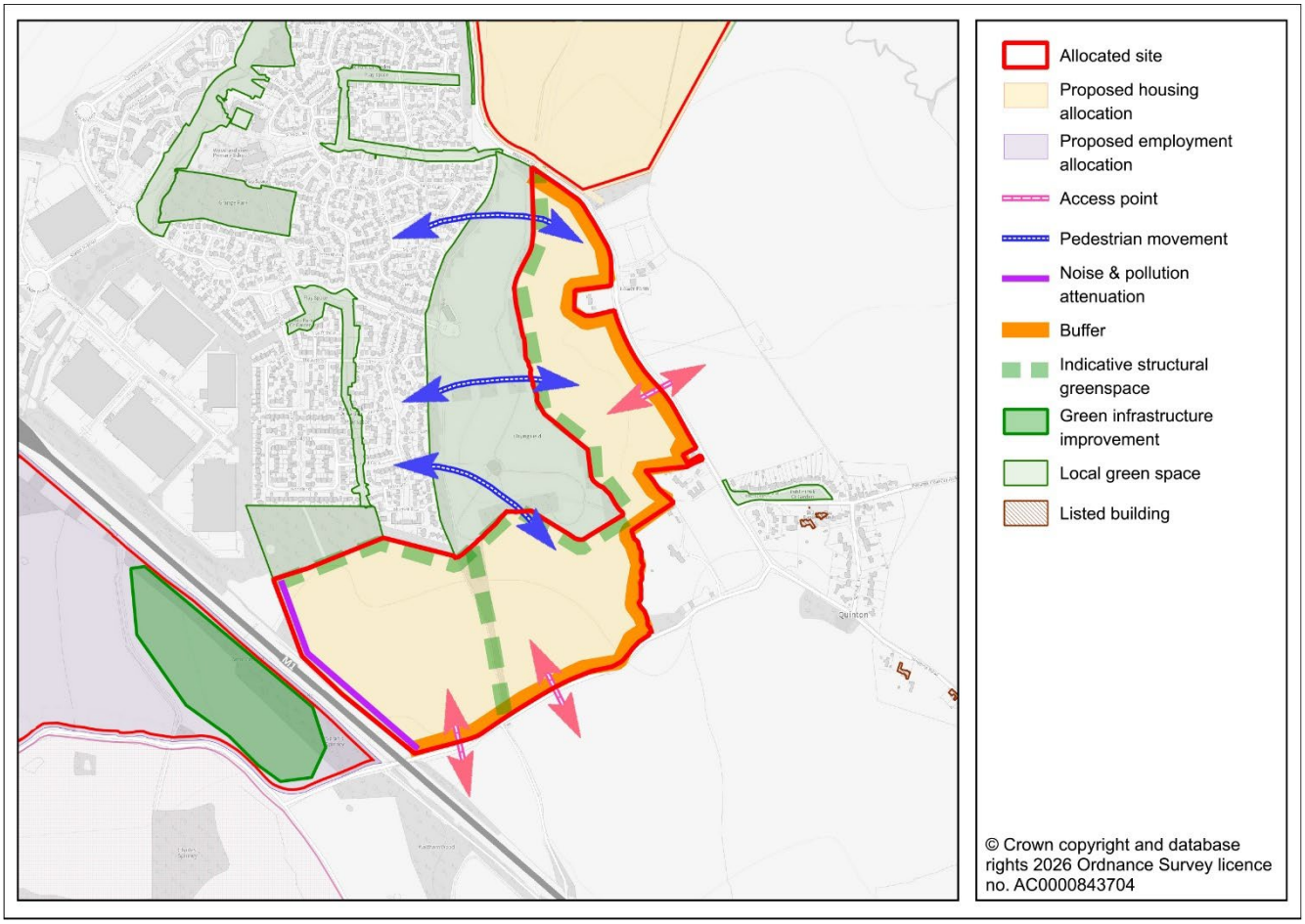


Figure 16: Development principles for Northampton, South of Grange Park (N6xxi)

Northampton, Martin's Yard extension (N7iii)

5.9.92. Martin's Yard is an existing safeguarded employment area which is predominantly occupied by local light engineering, waste disposal and recycling companies. They provide a valuable service for the local community, and there are very few areas which offer these services in Northampton. There are ongoing requirements from existing and interested occupiers to expand and invest in the area. Its expansion will contribute towards meeting demand as well as modernise the area and improve the ecological value of the residual land not required for employment.

5.9.93. The area which is proposed for extension is a vacant site of around 1.4ha, which was previously used for landfill. It contains superficial deposits of clay, silt and gravel. It is currently scrubland and marshland and is dominated by semi-improved grassland and scrub containing Japanese knotweed and disturbed ground. It is located within a Local Wildlife Site and the Brampton Valley Arm of the sub regional Green Infrastructure corridor. There needs to be careful management for the lifetime of the development to ensure that the LWS does not become degraded. To the north is the Kingsthorpe Local Nature Reserve.

5.9.94. The former Northampton to Market Harborough railway corridor lies in the wider area and is now largely occupied by the Brampton Valley Way. The West Northamptonshire Council Rail Action Plan (adopted in June 2026) identifies the route as having potential strategic transport value and proposes that further feasibility work be undertaken to consider its future use as a rail corridor. Development proposals should therefore have regard to any potential interaction with strategic transport infrastructure and demonstrate that future transport options are not unnecessarily prejudiced.

5.9.95. The site lies adjacent to established employment, waste management and recycling uses within Martin's Yard. Future development proposals should have regard to the operational requirements of these existing uses and seek to avoid the creation of land use conflicts that could prejudice their continued operation. Proposals should demonstrate, where necessary, how potential impacts arising from existing activities, including noise, dust, odour and vehicle movements, have been appropriately considered in accordance with relevant policies of the Northamptonshire Minerals and Waste Local Plan.

Policy N21 – Northampton, Martin's Yard extension

A. The Council supports the extension of the Martin's Yard employment area for employment purposes to meet local demand, subject to the following criteria and principles shown in Figure 17:

i. The extension for employment use will be restricted to the area shown;
ii. A Transport Assessment will be undertaken to assess the ability of the existing highway and access to adequately cater for the existing and proposed development;
iii. Ecological and green infrastructure enhancements and net biodiversity gains need to be delivered in the area shown or in the site's vicinity, taking into account its location within the Brampton Valley Arm and located immediately south of the Kingsthorpe Local Nature Reserve. There are opportunities to provide woodland stepping-stones (a connected habitat) adjacent to the site;
iv. A landscape barrier will be required between the employment area and the residual land;
v. The layout of the development should be designed to take into account any existing sewers and water mains within the site;
vi. Subject to detailed assessment (including an assessment of contaminated land), development on this site should maximise the use of Sustainable Drainage Systems (SuDS); and
vii. Any application must demonstrate how it will improve water quality in the surrounding area; and
viii. An appropriate contribution being made towards off site sustainable transport and highways mitigation measures as set out in the Local Plan's Strategic Transport Assessment (2026).

B. Any proposal for this site should be accompanied by a site-specific Flood Risk Assessment. Any proposal should also take into account the fact that the site is included within the Upper Nene Catchment Local standards for surface water drainage of 1 in 200 year plus an allowance for climate change to protect against pluvial flooding.

WNLP Objectives: 2, 14, 15

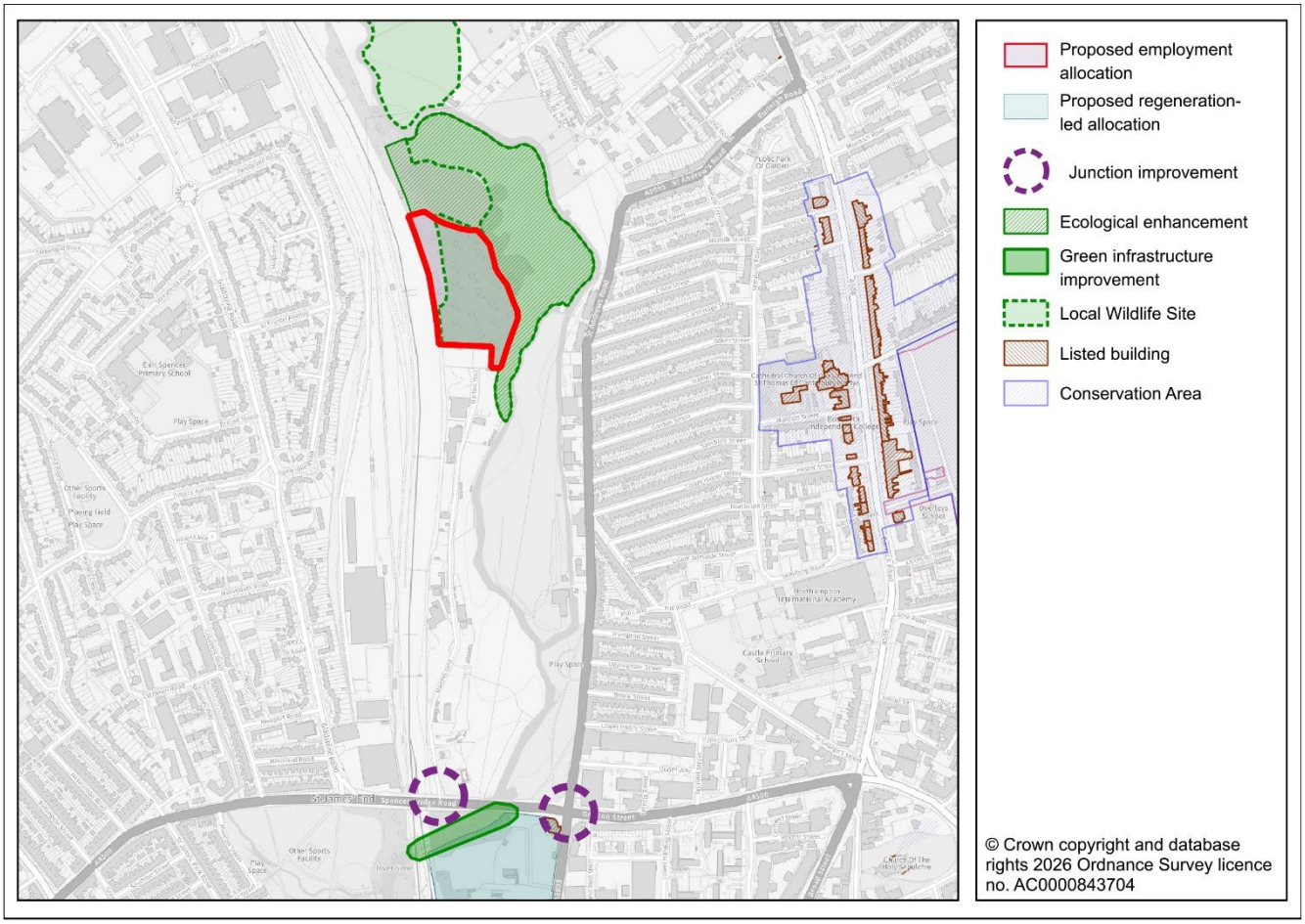


Figure 17: Development principles for Martin's Yard Extension (N7iii)

Northampton, Horizon House, St Peter's Way (N3vi)

5.9.96. Horizon House sits in front of the site of a former large gas holder in the Central Area of Northampton, just south of the town centre. It is a Victorian industrial building which was formerly used as offices for the Corporation gas works and is locally listed.

5.9.97. The whole site was previously owned by National Grid and formed part of an old gas works that once covered a wider area. Horizon House has the potential to be renovated and extended additional office space with the remainder consisting of landscaping and parking. The use could meet overspill demand from occupiers who require something similar to those available at the Vulcan Works. In total, the site could accommodate in the region of 25,000 sq. m of office and commercial floorspace.

5.9.98. A Heritage Impact Assessment (HIA) for the site has been undertaken. Given the probability of archaeological potential on the site specialist surveys should be undertaken to understand the sensitivities. As such, an archaeological desk-based assessment should be undertaken initially with a strategy of mitigation agreed with West Northamptonshire's archaeologist and Historic England.

5.9.99. Development here presents an opportunity to integrate the site better within the surrounding townscape and context. The development should take into consideration the re-use/conversion of the locally listed building in the northern part of the site. Development within the immediate vicinity of this asset should also be carefully considered in terms of scale and massing. There is an opportunity to preserve and enhance views from Towcester Road looking towards the area from the south.

Policy N22 – Northampton, Horizon House, St Peter's Way

A. Proposals which will bring Horizon House back into effective office use will be supported. Proposals for extending the building, to incorporate additional office spaces will also be supported. Around 25,000 sq. m of commercial floorspace will be supported.

B. Any proposed office spaces will need to be designed in a manner that will offer modern units, together with shared workspaces for collaborative work, workshops, community facilities and cultural influences.

C. Any refurbishment will need to be undertaken sensitively in light of its status as a heritage asset. Any proposal will need to be of a high quality that preserves and enhances the significance and appreciation of Horizon House, in its historical capacity as the former Corporation Gas Works offices and also its Victorian structure. Its setting and the impact on other heritage assets, including St Peter's Church (a Grade I listed building), which is located to the north west of the site and on a higher elevation, will also form part of the consideration. The development should take into consideration the re-use/conversion of the locally listed building in the northern part of the site. Development within the immediate vicinity of this asset should be carefully considered in terms of scale and massing.

D. Any proposal will need to ensure that inactive frontages are minimised by providing ground floor activities.

E. Development proposals will need to provide details of how accessible natural greenspace is to be provided from the site to its surrounding areas, including the River Nene. Any proposal will need to demonstrate how the River Nene can be integrated into the scheme in terms of its use as natural blue infrastructure, whilst enhancing its role and function within the Central Area branch of the river.

F. Proposal must secure permeability within the site for walking, cycling and wheeling, and those with mobility concerns particularly to the town centre, public transport hubs and

across the river. Any proposals must also improve the safety along the river, providing better access, overlooking and safety measures including lighting and the reduction of foliage.

G. Proposals must make an appropriate contribution towards off site sustainable transport and highways mitigation measures as set out in the Local Plan's Strategic Transport Assessment (2026).

H. Opportunities should be sought to improve water flow around the site by reducing surface-water runoff and introducing areas of floodplain to reduce the risk of flooding, absorb water and reduce sediment run-off.

I. Subject to detailed assessment (including an assessment of contaminated land), development on this site should maximise the use of Sustainable Urban Drainage Systems (SuDS).

J. Proposals should be accompanied by a site-specific Flood Risk Assessment. Any proposal should also take into account the fact that the site is included within the Upper Nene Catchment Local standards for surface water drainage of 1 in 200 year plus an allowance for climate change to protect against pluvial flooding.

K. Any proposal should include the safeguarding of suitable access for the maintenance of foul drainage infrastructure.

L. A minimum of 8m wide access is required at all times to ensure that repair and maintenance of flood defences can be carried out.

WNLP Objectives: 1, 7, 10, 11, 14, 15

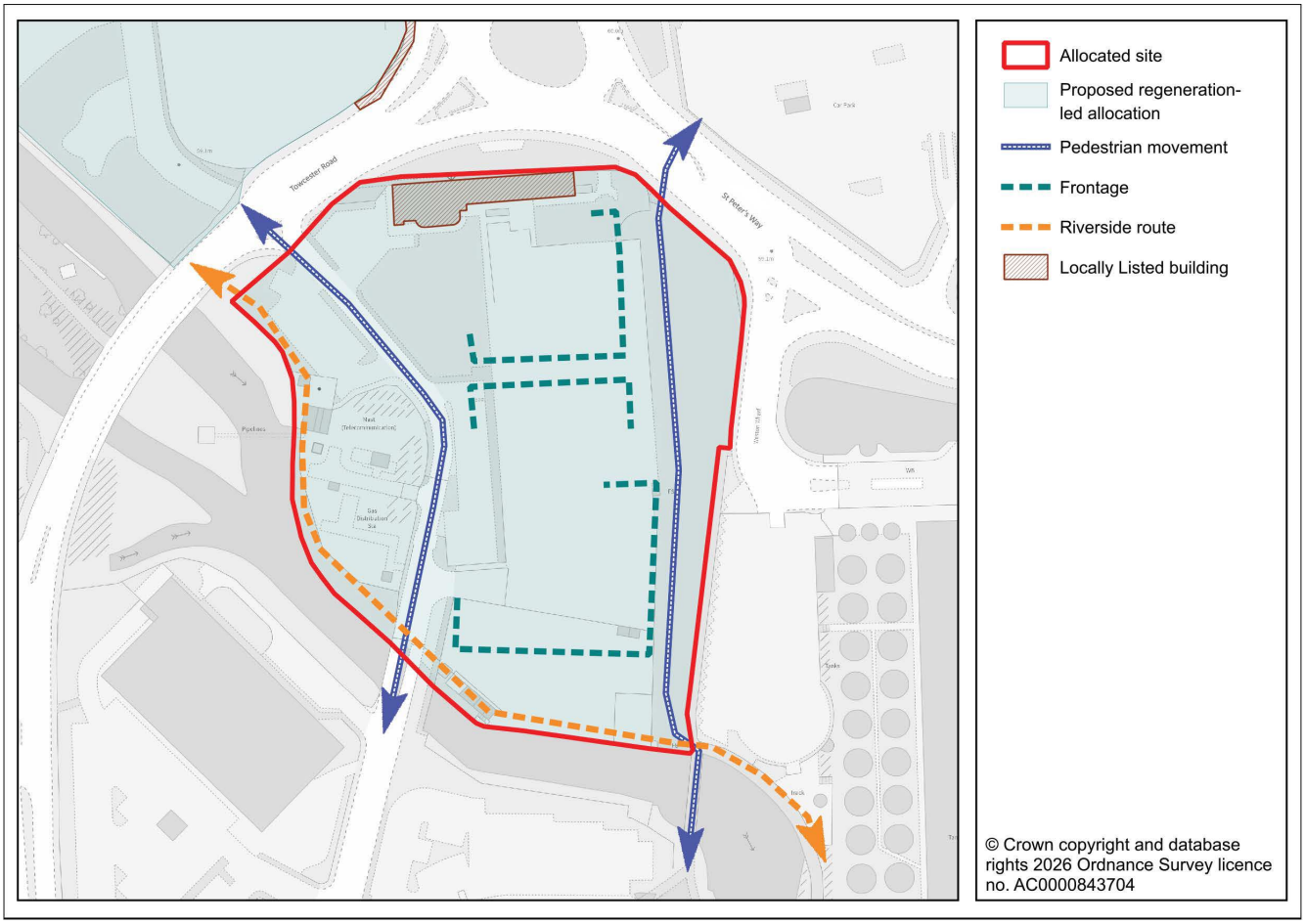


Figure 18: Development principles for Horizon House, St Peter's Way (N3vi)

Northampton, South of Junction 15, M1

5.9.100. Land to the south of junction 15 of the M1 provides an opportunity to provide a facility in close proximity to the motorway and adjacent to the rail freight terminal which is currently being constructed.

5.9.101. Its location south of Collingtree and Grange Park, and within 5 – 10 minutes journey time of Northampton town centre, mean that the site is accessible to labour supply within a short distance of the site. To the south is the village of Roade, which has connections to the A5 and Milton Keynes. In addition, connection to a strategic railfreight interchange will allow the industry to perform and progress in a sustainable manner.

5.9.102. To the north of the site, on the other side of Junction 15, there are other uses including commercial, hotel and leisure. To the south of the allocation the Historic Park and Garden of Courteenhall provides an attractive backdrop to the site. Proposals will need to respond to this designated heritage asset with both a strategic landscape assessment of the whole site and a detailed heritage impact assessment required prior to the design of the scheme in order to inform the

height of any proposed buildings, layout and extent of the development.

5.9.103. Proposals will also need to demonstrate that they are following a design-led approach, that sees the delivery of contextually appropriate high-quality buildings situated within an attractive landscape setting. Applicants should demonstrate measures that will enhance the development's sustainability and address the environmental issues as set out in Chapter 4 of this plan. In addition, proposals should seek to maximise opportunities for sustainable travel, including the provision of safe and convenient active travel connections to Northampton and integration with existing and proposed walking and cycling networks where feasible and deliverable.

5.9.104. Due to its location an assessment will be required to identify if the site is functionally linked land to the Upper Nene Valley Gravel Pits SPA.

Policy N23 – Northampton, South of Junction 15 M1

Site N23 is allocated for 68 Ha of strategic warehousing development.

A. An integrated, coordinated and comprehensive planning approach will be taken for the site and a masterplan must be prepared, in consultation with the local planning authority and the local highway authority, and other statutory undertakers prior to the submission of a planning application covering the development of the whole site. This should include consideration of impacts on the Upper Nene Valley Gravel Pits Special Protection Area, including the requirement for sensitive design to avoid the displacement of birds due to operational activity and the demonstration of compliance with the requirements of Policy EN15

B. Prior to submission, two years of overwintering bird surveys shall be undertaken to determine whether the site is used by overwintering Golden Plover / Lapwing and to identify whether it acts as functionally linked land to the Upper Nene Valley Gravel Pits Special Protection Area. If the site is found to be functionally linked land, appropriate mitigation will be required for the loss of habitat and the application accompanied by a Construction Environmental Management Plan (CEMP) that includes measures that avoid the displacement of protected birds from construction noise and construction activity including, where appropriate, restrictions on the timing of works.

C. The proposed development should be designed in a manner which will reduce the impact of the scale and massing of the buildings on the local character of the area.

D. A detailed strategic landscape assessment of the whole site will be required to deliver a high quality landscaped setting within and around the boundary of the proposal. The assessment needs to demonstrate how the scheme will respect the undulating character of the landscape and the setting of the Courteenhall registered park and garden.

E. A detailed heritage impact assessment will be required for the whole site, to be agreed with the Local Planning Authority in consultation with Historic England, prior to the design of the scheme in order to inform the height of any proposed buildings, layout and extent of the development. This will explicitly include an assessment of the height of any new buildings and impact on the Courteenhall Registered Park and Garden as well as detailed consideration of any impacts on designated and non- designated heritage assets. Subject to the assessment being agreed, a programme of informed mitigation should be included with any application.

F. A detailed ecological assessment will be required to identify sensitive ecological receptors. Including an appropriate suite of habitat and species surveys carried out, suitable mitigation measures identified, and an appropriate assessment of Biodiversity Net Gain within the site design making suitable BNG provisions on site with a view to achieving LNRS measures.

G. Proposals will be required to be supported by a detailed Transport Assessment that includes consideration of the impact of the scheme, including cumulative impact, on the A45, A508 and the M1.

H. Proposals will be required to make an appropriate contribution towards off site sustainable transport and highways mitigation measures as set out in the Local Plan's Strategic Transport Assessment (2026).

I. Subject to detailed assessment (including an assessment of contaminated land), development on this site should maximise the use of Sustainable Drainage Systems (SuDS) to reduce the rate of surface water run off.

J. Any proposal for this site should be accompanied by a site-specific Flood Risk Assessment. Any proposal should also take into account the fact that the site is included within the Upper Nene Catchment Local standards for surface water drainage of 1 in 200 year plus an allowance for climate change to protect against pluvial flooding.

WNLP Objectives: 7, 10, 14, 15

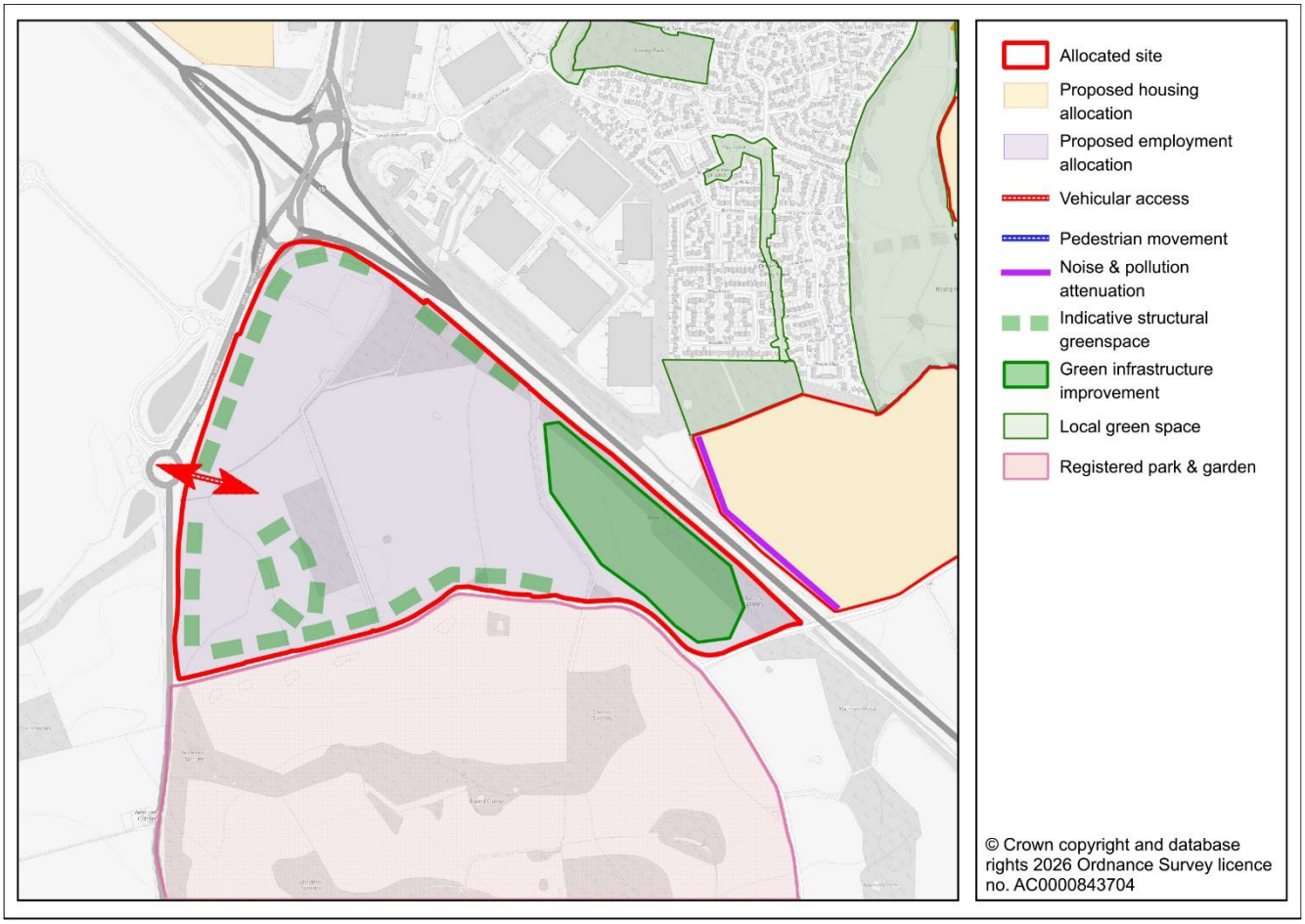


Figure 19: Development principles for Northampton, South of Junction 15, M1

Chapter 6: Making Great Places - Daventry

6.1. Introduction

6.1.1. Daventry was a small market town until the 1960s when it was identified as a location for overspill development from Birmingham. As a consequence, the population of Daventry has grown over the years from about 4,000 in 1950 to around 28,000 in 2021.

6.1.2. In the early 2000s, the former Daventry District Council supported the further growth of the town in order to support the town centre, which was in need of some revitalisation and regeneration. Various options studies and masterplans were commissioned by the Council to assist in the development of planning policy.

6.1.3. The WNJCS supports the regeneration of the town including through significant new retail floorspace in the town centre and through the allocation of land for a sustainable urban extension to the north east for about 4,000 houses. At the time the plan was adopted, it was expected that 2,600 of these would be built in the plan period (up to 2029).

6.2. Daventry today

6.2.1. Various schemes to regenerate Daventry have been implemented, including the Abbey Retail Park, the 'iCon' building and more recently the 'Arc' cinema development. However, some of the more ambitious schemes such as the significant additional retail floorspace which was initially planned for the north of the High Street and subsequently off Ashby Road have not come to fruition.

6.2.2. The town retains its historic core, which comprises several shopping streets with a high number of listed buildings, surrounded by areas of high density and terraced housing. It benefits from a recently reviewed conservation area designation and related Article 4 directions in the central area. Daventry has local green links comprising wide landscaped verges which are a particular feature related to its history as a planned expanded town. The Country Park, centred on Daventry Reservoir with links to the canal network, is a key component of the green infrastructure network which connects the town to the wider countryside. Borough Hill, which wraps around the south eastern edge of the town, is a significant historic landscape feature and scheduled monument.

6.2.3. The Daventry Development Link Road, which provides a route from Daventry to Northampton and the M1, bypassing Flore and Weedon was opened in 2019.

Homes

6.2.4. From the start of the WNJCS plan period (2011) to 2025 the number of homes

built per year has averaged 150 (2257 in total) within a range of 2 to 306.

6.2.5. At Micklewell Park a scheme is under construction for 450 homes. An extension to this development was allocated in the Settlements and Countryside Local Plan (S&CLP) for 250 homes and planning applications are expected on the extension in 2026. An additional area to the north of the existing extension is proposed in this Plan for 180 homes, giving a total of approximately 430 homes.

6.2.6. Development is also underway on a site to the south west of Daventry allocated in the S&CLP. This site was allocated for 1,100 homes, but permission has been granted in full for 140 dwellings on part and in outline for up to 1,100 on the remaining part. Both schemes are under construction. Reserved Matters Approval has been granted for 418 dwellings on the part with outline for 1,100. Given the progress made on this site it is anticipated it will be built out completely in the plan period.

6.2.7. Land to the north east of Daventry is allocated for 4,000 dwellings in the WNJCS. An outline planning application is expected to be determined shortly. However, because the planning application has not been determined, it is re-allocated in this Plan.

Employment and economic growth

6.2.8. Employment floorspace in the town is concentrated in a small number of large industrial/commercial estates located to the north west and south east of the town. Daventry International Rail Freight terminal located some six miles to the north continues to grow and provides employment opportunities for residents of the town. The S&CLP identified the need to provide employment land to accommodate small scale businesses in the town, and accordingly a number of allocations were made to facilitate this.

6.2.9. Of those allocations: Land to the North West of Nasmyth Road has planning permission and is substantially under construction; Land off Newnham Drive has been partly completed and part has planning permission, a small part remains undeveloped and is re-allocated in this Plan; The Knoll has been developed.

Town Centre

6.2.10. A study of the town centre in 2022 concluded that the centre has a relatively good balance of independents and multiples and that the retail offer is anchored by its three main foodstores. It had a vacancy level of 13.1%, below the national average of 14.1%. The report also observed that the centre has benefitted from significant new investment over recent years including the new 4-screen cinema.

6.3. Strategy for Daventry

6.3.1 The strategy for Daventry is to support continued growth, recognising its role in the settlement hierarchy.

Policy D1 – Spatial Strategy for Daventry (Sub-Regional Centre)

The role of Daventry as a Sub-Regional Centre will be supported and enhanced by the following:

i. Providing for new homes within the town confines, remaining development at Daventry South West and Micklewell Park; the Micklewell Park Extension allocated in the Settlements and Countryside Local Plan and extended in this Plan (D3); Daventry North of Middlemore site allocated in this Plan (D4); and Daventry North East allocated in the West Northamptonshire Joint Core Strategy and re-allocated in this Plan (D5);
ii. Supporting economic investment in Employment Areas in accordance with policy EC2;
iii. Supporting new employment opportunities in the town centre, at land off Newnham Drive (Policy D8), Daventry South East Gateway (Policy D9), and land North West of Nasmyth Road allocated in the Settlements and Countryside Local Plan and local employment opportunities at Daventry North East;
iv. Supporting mixed use development and protecting open space to the north and west of the town centre (policy D6);
v. Supporting re-development or re-use of the former Council offices at Lodge Road (Policy D7);
vi. Enhancing the vitality and viability of the town centre in accordance with the placemaking and town centre policies (EC7);
vii. Improvements to connectivity and active travel in accordance with Policy D2;
viii. Providing for sports, leisure and tourism development through new development, redevelopment and re-use of existing buildings, and better use of civic, open and green spaces;
ix. Supporting proposals that protect, connect and extend green and blue links within and around Daventry;
x. Developing a green and blue infrastructure network for the town including the canal corridor, disused railway line, Draycote Reservoir, Daventry Country Park and Borough Hill and new greenspace associated with major development sites;
xi. Supporting high quality and well-designed proposals that secure the long-term conservation and where appropriate, enhancement of the historic environment in accordance with policies EN1, EN2, EN3, EN4 and EN5; and
xii. Recognising the importance the town's identity, character and setting and preventing its coalescence with neighbouring villages by requiring proposals within the designated areas of Green Wedge to be in accordance with policy EN8, and resisting development outside the confines for Daventry unless it complies with the exceptions set out in Policy R5.

WNLP objectives: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 17

6.4. Connectivity

6.4.1. Chapter 14: Transport, identifies the over-arching strategic context for transport matters; however, it is additionally acknowledged that sustainable transport connections within Daventry, as well as between the town and its rural hinterland are vital.

6.4.2. In 2025, the Council adopted the Daventry Local Cycling and Walking Infrastructure Plan (LCWIP), which identifies where important improvements to walking, cycling and wheeling routes within the town, as well as identifying opportunities for new and improved links with nearby surrounding settlements, are required.

6.4.3. The Local Transport Plan, adopted March 2025, also identifies multi-modal improvements that would positively contribute to Daventry's strategic connectivity and travel safety.

Policy D2 – Daventry, connectivity and travel

A. Measures to promote sustainable transport modes such as walking, cycling and wheeling will be supported, this will include the provision or retention of links which provide ready access between:

- Daventry Town Centre, Defined Employment Areas, other services/facilities and residential areas;
- Daventry and surrounding rural settlements;
- Daventry and Long Buckby Station; and
- Interdependent rural settlements

B. Measures to support active travel to and through the town centre, to key destinations such as the country park, secondary schools and surrounding villages through the enhancement and improvement of the public realm and its connectivity will be supported. In particular, opportunities to promote and improve walking and cycling will be supported, with priority given to those identified in the most up to date LCWIP.

C. Proposals will be supported that make optimum use of waterways and disused railway lines, having due regard to heritage interest, as well as developing networks of green spaces as sustainable transport routes.

D. Where practical, proposals should incorporate appropriate infrastructure to support electric (or other sustainable fuel type) vehicle charging.

E. Support opportunities to enhance, promote and improve public transport links including the regeneration of Daventry bus station.

WNLP objectives: 1, 2, 7, 8, 9, 10, 14

6.5 Provision of new homes

6.5.1 Daventry already has a significant pipeline of housing commitments, but in order to play its role in meeting the increased housing need further allocations are proposed in this plan. The pipeline includes windfall opportunities that may arise within the settlement confines.

6.5.2 Homes at Daventry will be provided as follows:

a. Allocation at Micklewell Park Extension in the S&CLP and carried forward and proposed to be extended in this Plan (D3);
b. Allocation at Daventry South West in the S&CLP which has the benefit of planning permission and is under construction;
c. Proposed allocation for residential development North of Middlemore (D4)
d. Allocation at Daventry North East in the WNJCS which is re-allocated in this Plan (D5); and
e. Planning permissions and windfall sites within the confines of Daventry.

There is also the potential for further housing at the former Council offices at Lodge Road, which are allocated in this Plan for regeneration.

Daventry, Micklewell Park Extension

6.5.3 Micklewell Park is situated to the north of Daventry, to the east of the A361. The site to the south of this allocation was granted outline planning permission in 2015 and has subsequently gained the benefit of Reserved Matters approval in two phases. Phase 1 is currently under construction. The southerly site includes land for a local centre, a site for a 2 form of entry primary school along with a network of open space and landscaping measures.

6.5.4 The site allocated at D3 forms a northerly extension which was tested in its original extent through the S&CLP. It is considered to form a suitable location for residential development and has been extended in this Plan to accommodate a total of around 430 homes. It is important that the proposals for this northern extension include appropriate measures to mitigate the impacts on the landscape. In addition, it is important that the development protects the setting of Welton village and avoids settlement coalescence.

6.5.5 A high level heritage impact assessment (HIA) for the site reviewed existing historic environment evidence in order to assess the potential effects that could arise from the allocation. Due to the archaeological potential of the site, the HIA recommended that a more detailed desk based assessment is undertaken. This will identify the nature of the archaeological resource, the need for any additional investigation work and will inform an appropriate mitigation strategy. All works should be agreed in advance with the Planning Archaeologists.

Policy D3 – Daventry, Micklewell Park Extension

Site D3 is allocated for residential development.

A. Proposals for this site must be informed by a Masterplan, agreed by the Council, that must demonstrate how the site will come forward comprehensively, and fully integrated with the site to the south which has extant planning permission and is under construction.

B. Proposals for this site will make provision for all of the following;

i. Approximately 430 dwellings;
ii. Structural greenspace and wildlife corridors which protect and enhance the Grand Union Canal Conservation Area and its setting, and include appropriate landscape enhancements to mitigate the impact on the setting of Welton village and the Green Wedge;
iii. Retention of the area of Green Wedge to the north and east of the site;
iv. Necessary provision of or contributions to infrastructure including off-site contributions to leisure/sports facilities in the Daventry area;
v. Provision for public transport;
vi. Proposals to encourage walking, cycling and wheeling, taking advantage of the availability of active travel routes in the locality;
vii. Appropriate funding contributions towards healthcare infrastructure provision; and
viii. Development which is consistent with the diagram shown in figure 20

C. Development of the site will be informed by assessments and suitable mitigation related to:

i. Archaeological and heritage impact;
ii. Landscape and visual impact;
iii. Ecological impact;
iv. Highways and transport;
v. Flood Risk and water and water recycling infrastructure;
vi. Noise and Air Quality;
vii. Crime and disorder; and
viii. Minerals and waste.

WNLP objectives: 1, 2, 3, 4, 5, 7, 8, 9, 10, 12, 13

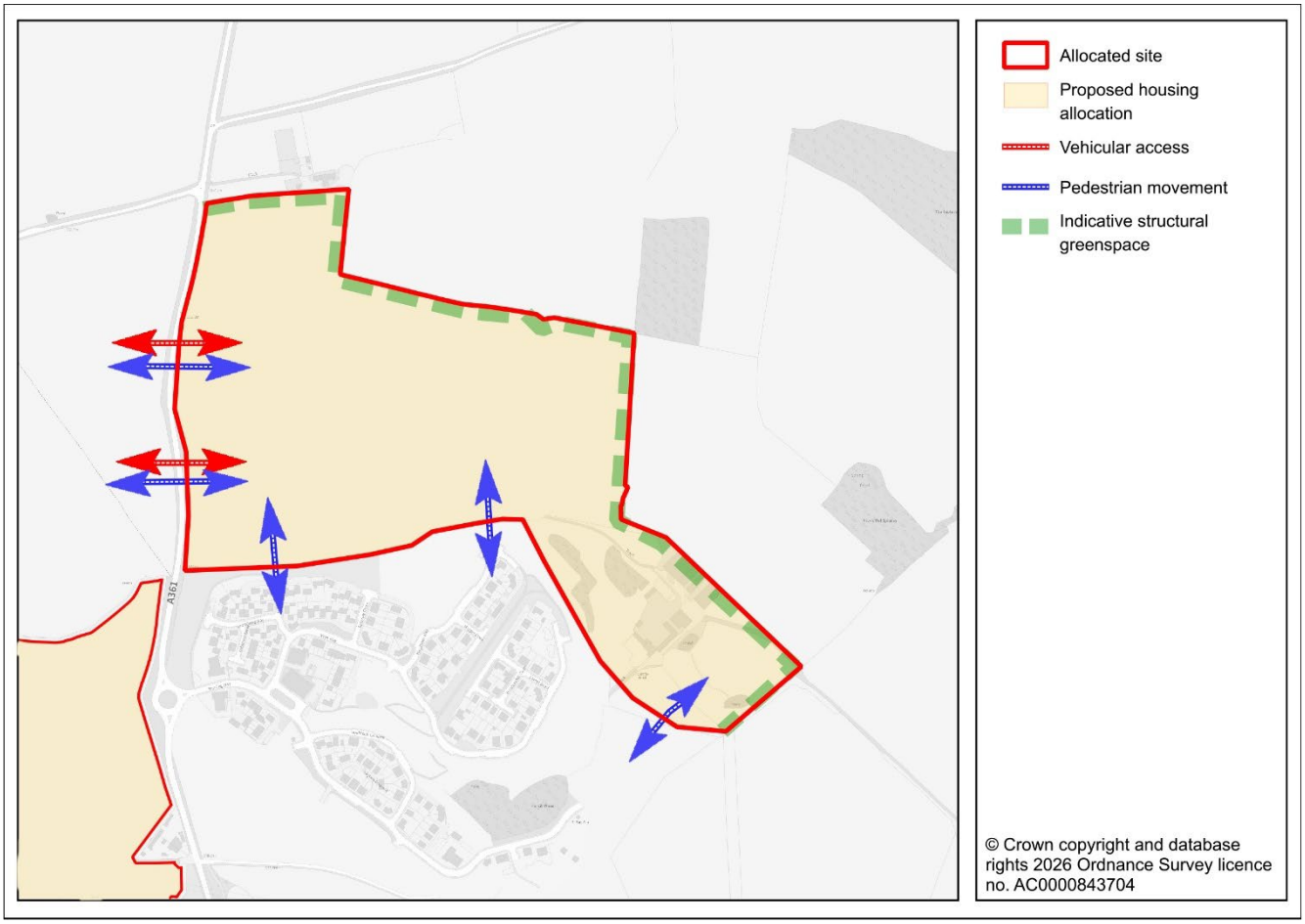


Figure 20: Development principles for Daventry, Micklewell Park

Daventry, North of Middlemore

6.5.6 The site is located north of Daventry town, the existing Middlemore residential area lies immediately to the south, to the east are the A361 and Micklewell Park development which is currently being built out. The site is predominantly agricultural land and contains well defined field boundaries, areas of woodland along its northern boundary and a sloping topography towards Braunston. To the west of the site is the Daventry to Braunston footpath and cycleway which runs alongside the disused railway line. An area of Green Wedge is located to the west and south west of the site.

6.5.7 A particular feature of the site is the Braunston Tunnel which forms part of the Grand Union Canal Conservation Area and is visible as a hedgerow lined track and two airshafts running east-west through the site, the west entrance to the tunnel is Grade II listed and outside the site boundary. The route of the Grand Union Canal Conservation Area should be retained as a green infrastructure heritage corridor as part of the development. This corridor should incorporate a footpath to link the tunnel portals and facilitate access to the towpath. The tunnel ventilation shafts are an integral part of the canal landscape and should be sensitively

enhanced as part of the corridor treatment. The western end of the corridor should be retained as green space to preserve the rural character of the conservation area.

6.5.8 A high level HIA for the site reviewed existing historic environment evidence in order to assess the potential effects that could arise from the allocation. Due to the presence of the Braunston Tunnel, airshafts and archaeological potential within the site and proximity to a number of listed buildings, the HIA recommends that a more detailed archaeological desk based assessment is undertaken. This will identify the nature of the archaeological resource, the need for any additional investigation work and will inform an appropriate mitigation strategy. All programmes of work should be agreed in advance with the Planning Archaeologists and Historic England.

6.5.9 The site's location adjoining Daventry means that access exists to a wide range of services, facilities and employment opportunities. The relationship with the existing urban area and the presence of the Grand Union Canal needs to be carefully considered and proposals will need to be informed by a masterplan, that will demonstrate how the site can come forward comprehensively. This includes structural greenspace and wildlife corridors which retain important existing heritage and landscape features including the Braunston Tunnel, hedgerows, woodlands, mature trees and drainage corridors. Landscape enhancements will be required to be in keeping with the landscape character type and should take topography into account.

6.5.10 The Grand Union Canal Transfer Project proposes to transfer water from the Midlands to the South East. The project would utilise existing canal infrastructure around Daventry. The project will be a Nationally Significant Infrastructure Project (NSIP) and the Development Consent Order is expected to be submitted in summer 2027. If it is approved, implications for this site will need to be addressed.

6.5.11 The masterplan will need to address the relationship and linkages of the development with Middlemore, Micklewell Park and Heartlands, including provision of active travel links and vehicular access from the A361.

Policy D4 – Daventry, North of Middlemore

Site D4 is allocated for residential development.

A. Proposals for this site must be informed by a masterplan, agreed by the Council, to demonstrate how the site will come forward comprehensively.

B. Proposals for this site will make provision for all of the following:

i. Approximately 720 dwellings;
ii. Retention of the route of the Braunston Tunnel of the Grand Union Canal Conservation

Area as a green infrastructure heritage corridor, incorporating a footpath and the ventilation shafts, to protect and enhance it and its setting;

iii. Structural greenspace and wildlife corridors which retain important existing landscape features including hedgerows, woodlands, mature trees and drainage corridors and include appropriate landscape enhancements in keeping with the landscape character type;
iv. Integration with the existing urban area, particularly Middlemore, Micklewell Park and Heartlands employment area;
v. Proposals to encourage walking, cycling and wheeling, taking advantage of the availability of active routes in the locality;
vi. Appropriate infrastructure including open space, community facilities, and an off-site contribution towards leisure/sports facilities in the Daventry area; and
vii. Appropriate funding contributions towards healthcare infrastructure provision; and
viii. An appropriate contribution towards off site sustainable transport and highways mitigation measures as set out in the Local Plan's Strategic Transport Assessment (2026).
ix. Development which is consistent with the diagram shown in figure 21.

C. Development of the site will be informed by assessments and suitable mitigation related to:

i. Archaeological and heritage impact;
ii. Landscape and visual impact;
iii. Ecological impact;
iv. Highways and transport;
v. Flood Risk and water and water recycling infrastructure;
vi. Noise and Air Quality;
vii. Crime and disorder; and
viii. Minerals and waste.

WNLP objectives: 1, 2, 3, 4, 5, 7, 8, 9, 10, 12, 13

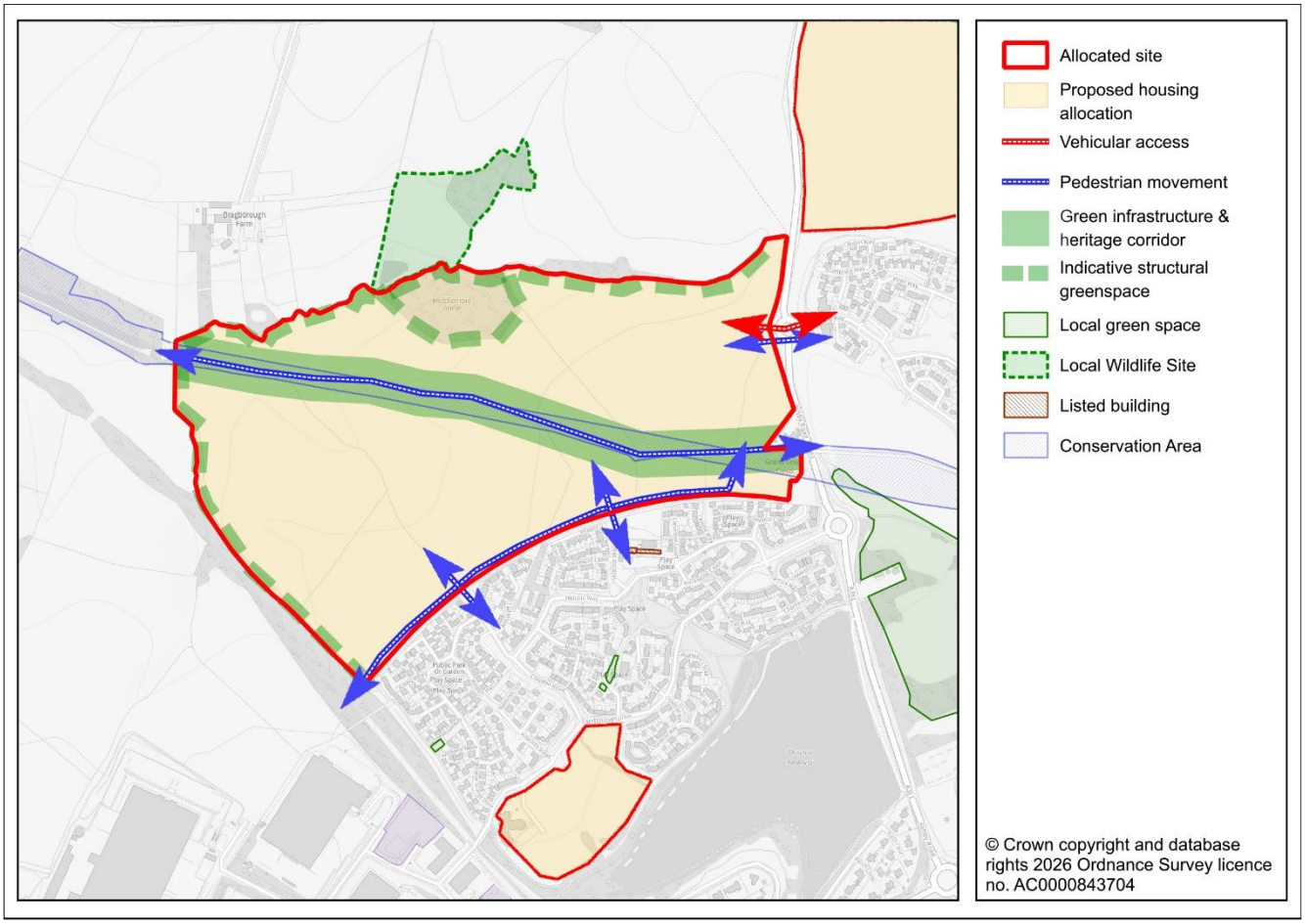


Figure 21: Development principles for Daventry, North of Middlemore

Daventry, North East

6.5.12 The WNJCS allocated the Daventry North East SUE for approximately 4,000 dwellings, associated services, facilities and infrastructure. The proposed canal arm project has since been abandoned, and the Daventry Development Link Road was completed in 2019. Although the principle of development was established through the WNJCS and an outline planning application was received in 2020, it remains undetermined. The site is re-allocated in this Plan with updated infrastructure requirements.

6.5.13 If the Grand Union Canal Transfer Project Development Consent order is approved, implications for this site will need to be addressed.

6.5.14 Recent assessment work undertaken as part of the live planning application suggests that the capacity of the site is approximately 3,400 rather than 4,000 as indicated in the WNJCS policy.

Policy D5 – Daventry, North East

Site D5 is allocated for residential development.

A. Proposals for this site must be informed by a masterplan, agreed by the Council, to demonstrate how the site will come forward comprehensively.

B. Proposals for this site will make provision for all of the following:

i. Approximately 3400 dwellings;
ii. Appropriate infrastructure including meeting the educational needs arising from this development, a local centre of an appropriate scale incorporating, community facilities, local employment opportunities and an off-site contribution to leisure/sports facilities in the Daventry area;
iii. An open space network incorporating structural greenspace, blue space and wildlife corridors that connect to existing habitats;
iv. An extension to Daventry Country Park to include sustainable access links to the Monksmoor development to the west, in accordance with policy D10;
v. An integrated transport network focused on sustainable transport modes, walking, cycling and wheeling, with strong links to the town centre, Southbrook and Long Buckby Railway Station; An appropriate contribution towards off site sustainable transport and highways mitigation measures as set out in the Local Plan's Strategic Transport Assessment (2026);
vi. Access to the Grand Union Canal towpath and a financial contribution towards improving the towpath surface; and
vii. Appropriate funding contributions towards healthcare infrastructure provision; and
viii. Development which is consistent with the diagram shown in figure 22.

C. Development of the site will be informed by assessments and suitable mitigation related to:

i. Archaeological and heritage impact;
ii. Landscape and visual impact;
iii. Ecological impact;
iv. Highways and transport;
v. Flood Risk, including location of built development outside the wet day breach extent, and water recycling infrastructure;
vi. Noise and Air Quality;
vii. Crime and disorder; and
viii. Minerals and waste.

WNLP objectives: 1, 2, 3, 4, 5, 7, 8, 9, 10, 12, 13

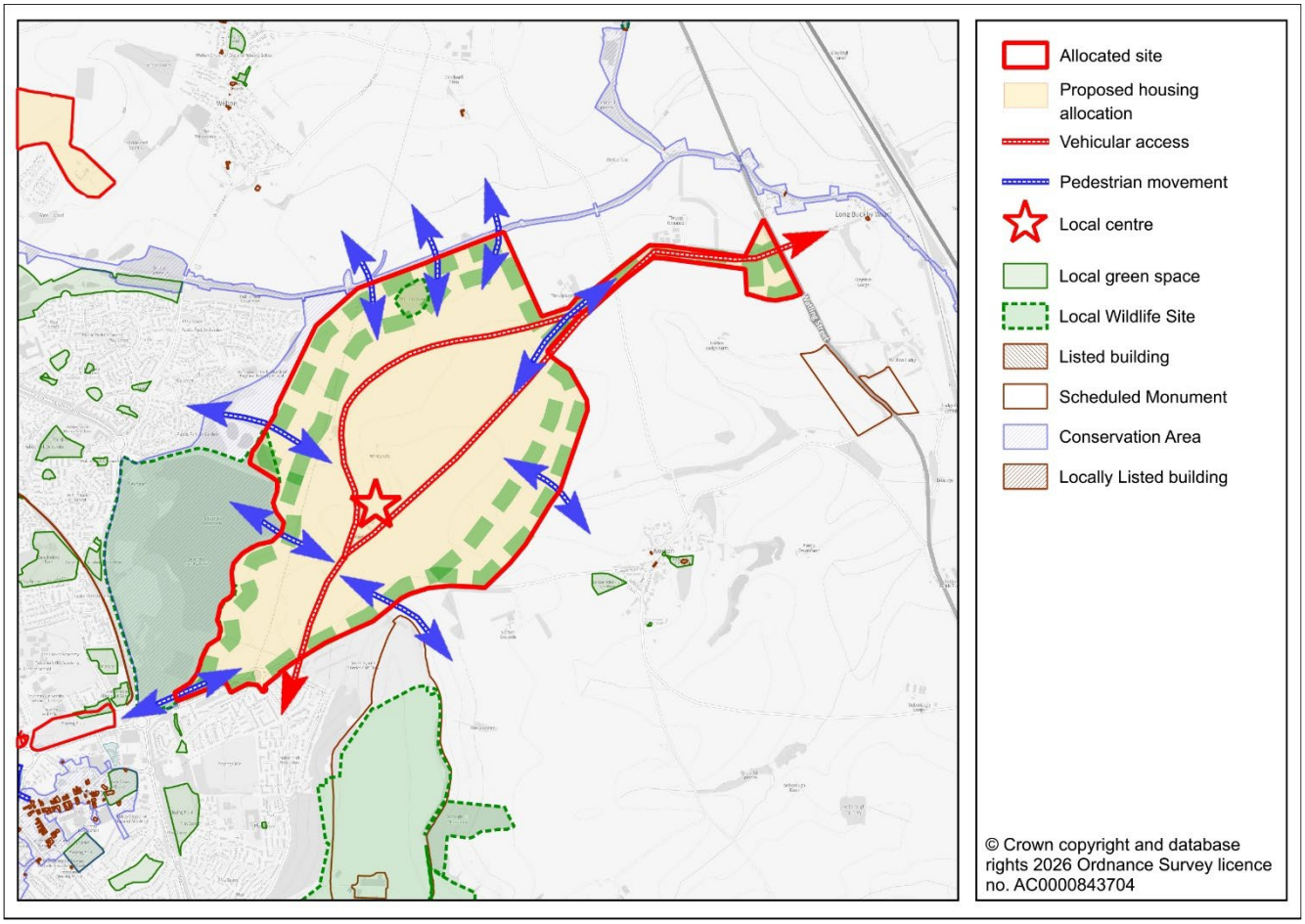


Figure 22: Development principles for Daventry, North East

6.6. Regeneration and Economic Growth

6.6.1. Opportunities for regeneration and economic growth at Daventry will be provided as follows:

a. allocation for mixed uses to the north and west of the town centre in the S&CLP which is carried forward in an amended form into this Plan;
b. allocations for employment uses at Newnham Drive and South East Gateway in the S&CLP which are carried forward into this Plan;
c. planning permissions and windfall sites.

There is also the potential for further employment at:

d. the former Council offices at Lodge Road, which are allocated in this Plan for regeneration.

Daventry, Land North and West of the Town Centre

6.6.2. Land to the north and west of the town centre has previously been identified as a potential new canal arm off the Grand Union Canal, and for major new retail provision. Both schemes have since been abandoned. Part of the area has also been considered for a secondary school.

6.6.3. The eastern part of this area, i.e. land to the north of Eastern Way has been nominated for designation as a Local Green Space. It is considered that it meets the tests in the NPPF and therefore this Plan proposes its designation as an LGS. Part is already registered as a Village Green and was designated as a Local Green Space through the SCLP. Part of the site may be needed to provide car parking and sport and play space for the adjacent Daventry Hill School. This area may be secured by fencing.

6.6.4. The remainder of the site will need to provide or improve links to the primary shopping area through public realm and environmental improvements. Such links should include legible walking, cycling and wheeling routes that accommodate the distinct needs of different users including those visiting for leisure and others who may be commuting to the town centre. It is these linkages and the opportunity for a gateway location to the town centre that justify the provision of some town centre uses in this edge of centre location as part of an appropriate mix of uses to ensure the area is active during the day and in the evening. Good quality open space, including green space, should form part of the development. Any proposals will be led by a masterplan that has been agreed by the Council as local planning authority that can demonstrate how the site can come forward comprehensively.

6.6.5. Proposals must be accompanied by a transport strategy that will include how walking and cycling links will be incorporated into the development, how the development will contribute towards modal shift and also set out how any increased demand for car parking will be accommodated whilst mitigating the impacts resulting from any potential loss of car parking.

6.6.6. Given the proximity of the site to the town centre it is suitable for a variety of uses.

6.6.7. A high level HIA for the site reviewed existing historic environment evidence in order to assess the potential effects that could arise from the allocation. Development presents the opportunity to integrate the site better with the surrounding townscape and context. Due to the archaeological potential of the site, the HIA recommended that a more detailed archaeological desk based assessment is undertaken. This will identify the nature of the archaeological resource, the need for any additional investigation work and will inform an appropriate mitigation strategy. All works should be agreed in advance with the Planning Archaeologists.

Policy D6 – Daventry, Land North and West of the Town Centre

A. The eastern part of D6 (north of Eastern way) is protected by its designation as Local Green Space, provision may be made within part of this Local Green Space to provide parking and sport and play space for the adjoining Daventry Hill School.

B. The western part of Site D6 is allocated for mixed uses.
i. Residential (C2/C3)
ii. Office (E(g))
iii. Hotel (C1)
iv. Leisure Sui Generis
v. Restaurant / Pub (E(b)) & Sui Generis
vi. Health (E(e))

C. Development proposals for the western part of this site must be informed by a masterplan, agreed by the Council, that must demonstrate how the site can come forward comprehensively.

D. Proposals for the western part of this site will make provision for all of the following:
i. Suitable and legible pedestrian and cycle links that accommodate the distinct needs of different users linking to the town centre, including those passing through the site, through design and layout and by utilising public realm;
ii. An appropriate contribution towards off site sustainable transport and highways mitigation measures as set out in the local plan's Strategic Transport Assessment (2026);
iii. Siting, configuration and orientation of the buildings such that they are sympathetic to and optimise key views into and out of the site;
iv. Development of the tourism potential of the area through the addition of quality public space;
v. Appropriate funding contributions towards healthcare infrastructure provision; and
vi. Development which is consistent with the diagram shown in figure 23.

E. Development of the site will be informed by assessments and suitable mitigation related to:
i. Archaeological and heritage impact;
ii. Landscape and visual impact;
iii. Ecological impact;
iv. Highways and transport;
v. Flood risk and water and water recycling infrastructure;
vi. Noise and air quality;
vii. Crime and disorder; and
viii. Contamination.

WNLP objectives: 1, 2, 3, 4, 5, 7, 8, 9, 10, 12, 13, 14, 15, 17

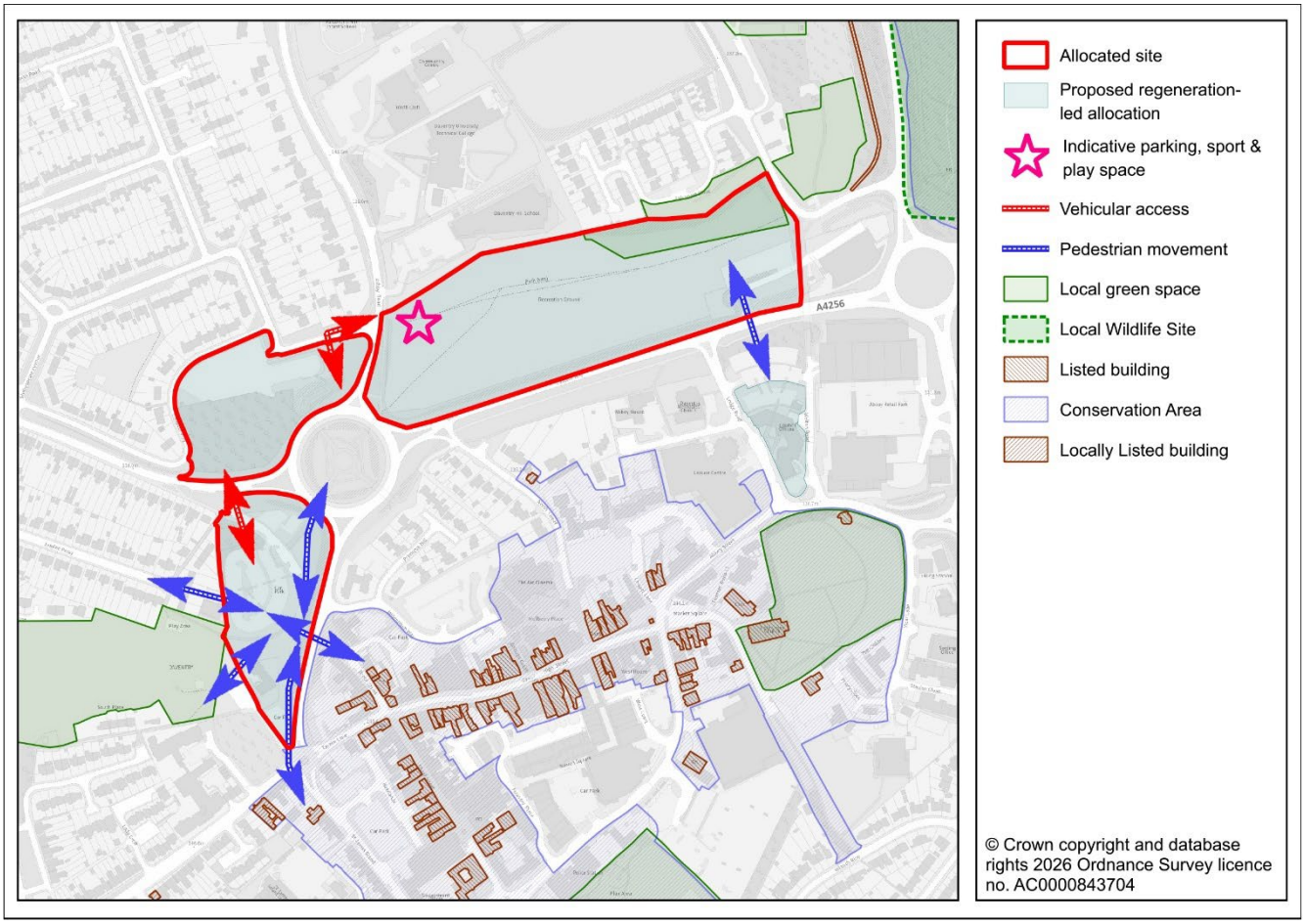


Figure 23: Development principles for Daventry, Land North and West of the Town Centre

Daventry, Former Council Offices, Lodge Road

6.6.8. The offices formerly occupied by Daventry District Council and latterly West Northamptonshire Council are now redundant. They are located on the edge of the town centre, but given recent trends it is unlikely that a building of this size would attract a retail occupier. The site is considered suitable for a range of uses, including residential use.

6.6.9. A high level HIA for the site reviewed existing historic environment evidence in order to assess the potential effects that could arise from the allocation. Development presents the opportunity to integrate the site better with the surrounding townscape and context. Due to the archaeological potential of the site, the Council will require some form of archaeological mitigation before it is developed. Where practical this would be preceded by a programme of investigation to help understand the extent and character of surviving archaeological assets. All programmes of work should be agreed in advance with the Planning Archaeologists.

Policy D7 – Daventry, Former Council Offices, Lodge Road

A. Proposals to utilise the former Council offices for town centre uses will be encouraged.

B. Proposals for this site could involve re-use or re-development of and should:

i. Make the best use of land whilst responding sensitively to the proximity of the Grade I listed Church of the Holy Cross;
ii. Respond positively to level changes;
iii. Respond positively to surrounding buildings to create attractive liveable space; and
iv. Retain mature landscaping to Eastern Way where possible.

C. Development of the site will be informed by assessments and suitable mitigation related to:

i. Archaeological and heritage impact;
ii. Ecological impact;
iii. Highways and transport;
iv. Flood risk and water and water recycling infrastructure;
v. Noise and air quality; and
vi. Crime and disorder

WNLP objectives: 1, 2, 3, 4, 5, 7, 8, 9, 10, 12, 13, 14, 15, 17

Daventry, Land off Newnham Drive

6.6.10. This site lies within the Heartlands employment area and provides an opportunity for further economic development. It forms part of a wider allocation in the S&CLP, the remainder of which has now either been constructed or has planning permission. The site is adjacent to a residential area separated only by an historic railway cutting, which is now a cycleway, therefore any uses on the site as well as the design and layout, will need to carefully consider neighbouring residents and ensure any development does not adversely impact on their amenity with noise and light being particularly important considerations. Any proposals should also relate well to the existing units within the employment area and respond to the character of the surrounding area by ensuring the form, layout and design of any proposals are consistent. Walking and cycle links from the site to the rest of the employment area should be provided.

Policy D8 – Daventry, Land off Newnham Drive

Site D8 is allocated for E(g), B2 or B8 uses.

A. Proposals for this site should:

i. Optimise the design and layout to ensure that development does not result in adverse amenity impacts on neighbouring residents;
ii. Relate well to the existing employment area;
iii. Provide walking and cycling links from the site to the remainder of the employment area and the neighbouring residential area;
iv. Provide an appropriate contribution towards off site sustainable transport and highways mitigation measures as set out in the local plan's Strategic Transport Assessment (2026);
v. Set out further details of any required mitigation relating to water and water recycling infrastructure and any necessary phasing arrangements; and
vi. Comply with the Northamptonshire Minerals and Waste Local Plan.

WNLP objectives: 1, 2, 5, 7, 8, 9, 13, 14

Daventry, South East Gateway

6.6.11. The Daventry South East Gateway site is a priority for regeneration. The Gateway sites are located north and south of the A45 (London Road) to the south east of the town in a prominent gateway location. It is brownfield and greenfield land and currently features a mixture of uses which, whilst serving important functions in their own right, do not portray an attractive, welcoming arrival point into Daventry. This area therefore provides an opportunity to improve this important, strategic gateway to Daventry town to create a high quality environment and support the regeneration of the town.

6.6.12. The South East Gateway will provide a mix of unit sizes not exceeding 10,000 sq m to encourage a range of unit sizes and types to support the supply of local industrial units. This approach is supported by the HENA 2025 which states that it would be reasonable to seek a supply of non-strategic units at each settlement. The site comprises a number of parcels and it is important that development is informed by a masterplan to ensure it comes forward comprehensively. The site will incorporate high quality design to optimise the layout of the site and enhance the gateway into the town. Walking and cycling links to the adjacent Marches employment area and nearby residential areas will also be provided.

6.6.13. There are a number of heritage assets within and close to the site. The northern part of the site adjoins the Burnt Walls Scheduled Monument which is a fortified enclosure. The Scheduled Monument is of high heritage interest, and its wider setting includes Borough Hill Scheduled Monument, which lies outside the site to the north. The non-designated John of Gaunts Castle is in the southern part of the site and the non-designated historic farmstead, Daventry Wood Farm, is adjacent to the southern part of the site.

6.6.14. Burnt Walls was historically set within an open agrarian landscape and the scheduled monument derives considerable significance from its relationship with

its hinterland. Land north and east of the monument still provides an open rural landscape setting. The setting to the west has been altered by urbanisation as Daventry has grown, however, the immediate setting remains open and connects Burnt Walls to the historic route way (the modern A45), which makes it important to the scheduled monument's significance and is sensitive to change. The open land immediately west of Burnt Walls is shown as a heritage buffer within the Daventry South East Gateway allocation. Borough Hill, which is also a Scheduled Monument and Newnham Hill flank the site and form an important part of the setting of the town. The western part of the site has previously been quarried, however, there is potential for archaeological remains to be present in the remainder of the site.

6.6.15. A high level HIA for the site reviewed existing historic environment evidence in order to assess the potential effects that could arise from the allocation. Given the relationship to Burnt Walls, development presents the opportunity to integrate the site better with the surrounding townscape and context. Due to the archaeological potential of the site, the HIA recommends that a more detailed archaeological desk based assessment is undertaken. This will identify the nature of the archaeological resource, the need for any additional investigation work and will inform an appropriate mitigation strategy. All programmes of work should be agreed in advance with the Planning Archaeologists and Historic England.

6.6.16. Mitigation and enhancement opportunities include the thoughtful use of existing and new landscaping, retention and enhancement of boundary hedgerows, respect for the sloping nature of the site and surrounding area in designing building heights and ridgelines; and carefully positioning buildings to allow views and green spaces between them to help break up massing and manage visual impact. The part of the site north of the A45 and immediately west of Burnt Walls is identified as a heritage buffer to maintain the open character around the scheduled monument. This provides the opportunity to enhance views towards the monument and provide interpretation for the public. These mitigation and enhancement measures should be covered and taken forward in the assessments in support of a planning application. It is also considered that through sensitive design the redevelopment of the existing uses on the site could have potentially positive impact on the setting of nearby assets. It is not considered that site capacity would be significantly affected by the mitigation measures.

6.6.17. Part of the site is within the Catesby and Fawsley Special Landscape Area (SLA). The Special Landscape Area Study for the Daventry area (2017) sets out the special qualities that define this particular area of SLA and proposals will be expected to consider the impact on the special qualities outside the site. Once further details of the scheme emerge through detailed masterplanning work the precise boundary of the SLA in this location will be adjusted accordingly to exclude the area where built development will take place.

6.6.18. It will be important to ensure there is only limited harm to the landscape setting

and development proposals will need to recognise the sensitivity of the location and provide appropriate green buffers to ensure the wider setting of Newnham Hill and the Borough Hill Scheduled Monument are protected and enhanced. Any development here should also refer to policies EN1, EN2, EN3, EN4, EN6 and EN7.

6.6.19. To assist with improvements at this gateway location, the relocation of the vehicle recycling facility will be supported subject to meeting the criteria in policy EC8 in the Economic Growth Chapter.

6.6.20. Existing water mains cross the site, and the site layout should be designed to take these into account. This existing infrastructure is protected by easements and should not be built over or located where access for maintenance and repair could be restricted. The existing water mains and sewers should be located in public highway or public open space. If this is not possible a formal application to divert Anglian Water's assets may be required.

Policy D9 – Daventry, South East Gateway

Site D9 is allocated for E(g), B2 or B8 uses.

A. Development proposals for this site must be informed by a masterplan, agreed by the Council, that must demonstrate how the site can come forward comprehensively.

B. Proposals for this site will make provision for all of the following:

i. A mix of unit sizes not exceeding 10,000 sq m;
ii. High quality design to optimise the layout of the site;
iii. An enhanced gateway into the town along the A45;
iv. Demonstration that they respond to the special qualities of the Special Landscape Area outside the site;
v. Careful consideration of scale and massing and sympathetic design to mitigate the impacts on the setting of Burnt Walls and Borough Hill Scheduled Monuments and the non-designated John of Gaunts Castle and Daventry Wood Farm;
vi. Retention of the openness of the area shown as a heritage buffer on the Policies Map in perpetuity to sustain the significance and setting of the Burnt Walls Scheduled Monument. Proposals for positive and appropriate ongoing land management and works that would better reveal the significance of Burnt Walls will be supported;
vii. An archaeological desk based assessment to identify the nature of the archaeological resource and the need for any additional work or mitigation strategy. All programmes of work should be agreed in advance with the Planning Archaeologists;
viii. Integration with the Marches Employment area;
ix. Walking and cycling links from the Gateway to the Marches employment area and neighbouring residential areas;
x. Walking and cycling links from the site to the remainder of the employment area and

the neighbouring residential area;

xi. An appropriate contribution towards off site sustainable transport and highways mitigation measures as set out in the local plan's Strategic Transport Assessment (2026);

xii. Details of any required mitigation relating to water and water recycling infrastructure and any necessary phasing arrangements;

xiii. Safeguarding of suitable access for the maintenance of water supply infrastructure; and

xiv. Compliance with the Northamptonshire Minerals and Waste Local Plan.

WNLP objectives: 1, 2, 4, 7, 9, 13, 14, 15

6.7 Daventry Country Park

6.7.1. Daventry Country Park is a key component of the green infrastructure network which connects through the town to the wider countryside. It is a high quality green space that is jointly owned and managed by the Council and the Canal and River Trust and extends to approximately 37 hectares. It is centred on Daventry Reservoir within easy reach of residential areas and the town centre and contains trails, different types of habitats and various visitor facilities. It is well used, mainly by residents of the district but also from further afield, for informal exercise, education, children's play, leisure, organised events and wildlife watching. Its importance for biodiversity and heritage are recognised by a number of statutory (Local Nature Reserve and Conservation Area) and non- statutory designations (Local Wildlife Site).

6.7.2. The boundary of the Daventry Reservoir Conservation Area extends beyond the country park to the north as far as the Grand Union Canal and was designated in recognition of its historic connection to the Canal as a feeder reservoir. The area beyond the country park contains a spillway and channel that are still used to feed the canal.

6.7.3. Although currently on the edge of the urban area, planned strategic developments to the north and east will effectively enclose the country park. It is important that green and blue links are maintained to the north and the wider countryside for the purposes of wildlife corridors, health and wellbeing and because of the historical link between the reservoir and the Grand Union Canal. Extensions to the country park towards the Grand Union Canal are secured through the Monksmoor development and planned in connection with Daventry North East. This will provide an increased area for informal recreation and wildlife habitats and will bring it within reach of around 5,000 new dwellings. However, the increased usage, together with visitors to the canal will need to be appropriately managed to protect the biodiversity and heritage value of the Country Park. More intensive use should be directed towards the less sensitive areas.

6.7.4. Daventry North East (Policy D5) will deliver a structural green corridor which will

run close to the eastern boundary of the park and connect the town centre with the Grand Union Canal providing a high quality recreational route for pedestrians and cyclists.

Policy D10 – Daventry Country Park

A. The Council will support proposals that enhance Daventry Country Park's recreation, leisure, health and wellbeing and cultural assets providing they protect, manage or enhance important existing habitats and heritage assets.

B. Daventry North East (Policy D5) will be expected to make provision for an extension to the Country Park and a link between the Grand Union Canal and the town centre. This should:

i. Incorporate areas of linked natural and semi natural green and blue space including a transitional landscape zone between the Country Park and the housing site;
ii. Deliver priorities and measures for nature recovery set out in the Local Nature Recovery Strategy;
iii. Provide a linear park including footpath and cycleway connections to the Grand Union Canal;
iv. Not impede the operation of, or maintenance access to, the reservoir feeder, spillway and channel;
v. Provide opportunities for recreation; and
vi. Integrate with the existing Country Park.

C. Future development in close proximity to Daventry Country Park should preserve or enhance the setting of the Daventry Reservoir Conservation Area and the Grand Union Canal Conservation Area.

WNLP objectives: 1, 2, 4, 5, 7, 9, 10, 13

Chapter 7: Making Great Places – Brackley

7.1. Introduction

7.1.1. Located towards the southern edge of Northamptonshire, the historic market town of Brackley is surrounded by open countryside. Whilst the town has experienced significant growth over the last 40 years, with its current population now at approximately 16,200, it is still characterised by its important market town heritage reflected in its built form, listed buildings and conservation areas; as well as its function that continues to provide a range of services and facilities for town residents and the occupants of surrounding villages and countryside.

7.1.2. Being located alongside the A43, a short distance from the M1 and M40, the town has excellent road links to Northampton and Oxford and is served by the nearby towns of Banbury and Bicester with access to the Chiltern railway line.

7.1.3. The landscape setting of the town is important and includes areas of high landscape sensitivity to the north, the Great Ouse area to the east and the historic parkland landscapes at Evenley and Steane Park.

7.1.4. The WNJCS adopted in 2014 supports the regeneration of the town including through the allocation of sites to the north and east of the town for approximately 1,700 homes, a primary school, medical centre, shops and 9.4ha of employment land. Much of which has, today, been successfully delivered on the ground.

7.1.5. Buckinghamshire Council has recently published the Regulation 19 version of the draft Local Plan for Buckinghamshire which proposes an allocation of c2,800 homes and 2ha of employment land on a development site, that is situated within their jurisdiction, to the south of Turweston on the edge of Brackley. West Northamptonshire Council and Buckinghamshire Council are considering the potential impacts of this, including those on Brackley and its surrounds, through their Duty to Co-operate.

7.2. Brackley today

7.2.1. The majority of new housing since the 1990s has been developed to the north and north-west of the town centre, where the strategic road layout has not geographically constrained expansion. Brackley has a wide range of housing choice, but some neighbourhoods are disconnected from the town centre.

7.2.2. Housing growth has outstripped employment growth over the last 20-30 years, which has reinforced Brackley's role as a commuter town providing good access to larger towns and cities within an hour's drive. Notwithstanding this, Brackley

does offer a range of employment facilities, ranging from small town centre sites to the larger industrial estates located around the town. For example, the industrial estate on Buckingham Road accommodates a mix of employment uses, although many of the premises are outdated by modern standards. Brackley's close ties with the Silverstone Circuit have also resulted in several high technology motorsport companies locating research and development facilities in the town, including Mercedes AMG Petronas.

Homes

7.2.3. During the plan period of the WNJCS, the number of homes built in Brackley has totalled 1,717 (to 31 March 2026) – an average of 114 dwellings per annum. Housing delivery has been irregular over this time, ranging from 3 units in 2011/12 to a peak of 285 dwellings in 2017/18. Annual delivery over the previous three years has averaged approximately 46 dwellings.

Brackley North and Brackley East Sustainable Urban Extensions (SUEs)

7.2.4. Brackley North SUE made provision for up to 1,380 dwellings and was completed in 2023. Consequently, there is no need to re-allocate this site.

7.2.5. The existing Brackley East SUE allocation comprises mixed use development. The non-residential elements of the scheme to the north of Turweston Road have achieved strong delivery; however, at the residential land allocation to the south of Turweston Road progress has been limited. Despite this, modified proposals are progressing, and it is envisaged that ground and infrastructure works will commence in the early phase of the Plan period.

Employment and economic growth

7.2.6. Employment floorspace in the town is concentrated in a small number of industrial/commercial estates located to the south and east of the town. The WNJCS identified the need to provide further employment land to accommodate businesses in the town and allocated land accordingly to facilitate this.

7.2.7. That allocation which formed part of the Brackley East SUE (9.5ha) has been built out and is now occupied.

7.2.8. The Brackley Business District is shown on the Policies Map and comprises two areas: the Buckingham Road and Oxford Road Industrial Estates which will be the focus for new employment uses.

7.2.9. Revitalisation of Brackley Business District is a key element of the spatial strategy for the town. In support of this, the Council has recently approved an application for an expansion of the Mercedes-AMG Petronas headquarters in the

town through a scheme that would deliver environmental benefits in addition to the likely generation of around 500 new full-time jobs with a predicted expenditure of approximately £70m which would further feed into the local economy.

Town Centre

7.2.10. The town's linear High Street extends north eastwards from its junction with Banbury Road / Bridge Street. The current form of Brackley developed from the 13th century, with Market Place at its heart. The town centre is characterised by a number of Listed Buildings and is almost entirely located within a Conservation Area.

7.2.11. The town supports a range of independent businesses, and a small number of national multiples. It is also home to the largest antiques centre in the Midlands (Brackley Antiques Cellar). Its retail offer is anchored by Waitrose at Drayman's Walk, with Market Place and the High Street offering a range of quality services and retailers.

7.2.12. A general market is held weekly outside the Town Hall, the origins of which date back to the early 1700s. Operated by the Town Council it is characterised by a varied selection of traders selling groceries, fish and plants. A farmers' market is held every third Saturday of the month.

7.2.13. A study of the town centre in 2022 concluded that the centre has a relatively good balance of independents and multiples and that the retail offer is anchored by a main foodstore, which also acts as an important generator for trips, footfall and linked expenditure. It had a vacancy level of 10.9%, below the national average of 14.1%.

7.3. Strategy for Brackley

7.3.1. The strategy for Brackley is to support continued growth that recognises its role in the settlement hierarchy.

Policy B1 – Spatial strategy for Brackley (Rural Service Centre)

The role of Brackley as a Rural Service Centre will be supported and enhanced by the following:

i. Providing for new homes within the town confines and the remaining development at Brackley East as allocated in the West Northamptonshire Joint Core Strategy (B3), West of Brackley (B4), North of Radstone Fields (B5) and East of Radstone Road (B6);
ii. Supporting economic investment in Employment Areas in accordance with policy EC2;
iii. Supporting new employment and regeneration opportunities in the Brackley Business

District, as shown on the proposals map;

iv. Enhancing the vitality and viability of the town centre in accordance with the placemaking and town centre policies (EC7);
v. Improvements to connectivity and active travel in accordance with Policy B2;
vi. Providing for sports, leisure and tourism development through new development, redevelopment and re-use of existing buildings, and better use of civic, open and green spaces;
vii. Supporting proposals that protect, connect and extend green links within and around Brackley;
viii. Supporting proposals that secure the long-term conservation of the historic environment in accordance with policies EN1, EN2, EN3, EN4 and EN5;
ix. Supporting proposals that conserve and enhance local biodiversity in accordance with policies EN9 – EN14 and the Local Nature Recovery Strategy; and
x. Recognising the importance of the town's identity, character and setting and preventing its coalescence with neighbouring villages by resisting development outside the confines for Brackley unless it complies with the exceptions set out in Policy R5.

WNLP objectives: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 16

7.4. Connectivity

7.4.1. Chapter 14: Transport, identifies the over-arching strategic context for transport matters; however, it is additionally acknowledged that sustainable transport connections within Brackley, as well as between the town and its rural hinterland are vital.

7.4.2. In 2025, the Council adopted the Brackley Local Cycling and Walking Infrastructure Plan (LCWIP), which identifies where important improvements to walking, cycling and wheeling routes within the town are required, as well as identifying opportunities for new and improved links with nearby surrounding settlements.

7.4.3 The Local Transport Plan, adopted March 2025, identifies multi-modal improvements that would positively contribute to Brackley's strategic connectivity and travel safety.

Policy B2 – Brackley, Connectivity and Travel

A. Measures to promote sustainable active travel modes such as walking, cycling and wheeling will be supported, this will include the provision of links which provide ready access:

i. within the settlement confines; or
ii. between Brackley and its surrounding rural settlements and employment areas.

Priority will be given to those measures identified in the most recent Brackley LCWIP.

B. Existing links that are used by active travel modes such as walking and cycling either within the settlement confines or between Brackley and surrounding rural settlements and employment areas will be retained, and improved and enhanced where possible.

C. Opportunities to enhance, promote and improve public transport links will be supported.

WNLP objectives: 1, 7, 8, 9, 10

7.5. Provision of new homes

7.5.1. Brackley already has a healthy pipeline of housing commitments, but in order to play its role in meeting the increased housing need further allocations are proposed in this plan. The pipeline includes windfall opportunities that may arise within the settlement confines.

7.5.2. Homes at Brackley will be provided as follows:

a. The allocation at Brackley East which is subject to a planning approval (B3)
b. The proposed allocation west of Brackley which is subject to an outline planning approval (B4)
c. The proposed allocation north of Radstone Fields (B5)
d. The proposed allocation east of Radstone Road (B6)
e. Planning permissions and windfall sites within the town confines of Brackley.

Brackley, Land at Brackley East

7.5.3. The Brackley East development was allocated as a mixed use development in the WNJCS. A significant part of the non-residential elements of the site have been completed.

7.5.4. Whilst the principle of development for the site has been established through previous allocation and the granting of planning permissions, the remaining parcel of land is re-allocated to provide certainty to the market.

7.5.5. The site continues to provide a suitable location for housing. It benefits from connectivity to the existing services and facilities at Brackley East and is in close proximity to the town centre.

7.5.6. The adjoining recently developed areas are both a constraint and opportunity affecting the site and therefore proposals will need to address their inter-relationships.

7.5.7. A designated County Wildlife Site (Brackley Railway Embankment) is located to the south-west of the allocation and it is essential that an ecological assessment is undertaken prior to development, to identify opportunities for ecological enhancement and mitigate any negative impacts. The development should also contribute to the enhancement of local green infrastructure networks, as appropriate.

Policy B3 – Brackley, Land at Brackley East

Site B3 is allocated for residential development.

A. Proposals for this site will make provision for all of the following:

i. Approximately 350 dwellings;
ii. The realignment of Turweston Road;
iii. Necessary provision of, or contributions to, infrastructure;
iv. Appropriate funding contributions towards healthcare infrastructure provision;
v. Improved public transport provision, including town and intra-urban services
vi. An appropriate contribution towards off site sustainable transport and highways mitigation measures as set out in the local plan's Strategic Transport Assessment (2026);
vii. A landscape buffer / noise mitigation to the A43;
viii. Archaeological assessment of the site;
ix. Ecological assessment of the site, including the Brackley Railway Embankment County Wildlife Site;
x. High quality design and layout which respects the character of the Great Ouse landscape character area;
xi. The enhancement of local green infrastructure networks;
xii. An integrated transport network with sustainable transport modes including access to Brackley Business District;
xiii. Flood risk management including surface water management and from all other sources; and
xiv. Safe routes for pedestrians, cyclists and wheelers.

WNLP objectives: 1, 2, 4, 5, 7, 8, 9, 10, 12, 13

Brackley, West of Brackley

7.5.8. The West of Brackley site lies on the northwestern edge of Brackley, between the A422 and Halse Road, and comprises six irregular shaped agricultural fields separated by a series of hedgerows that were granted outline planning approval, January 2026 (corrected March 2026).

7.5.9. The south-western boundary of the site is formed of mature vegetation

on a raised bank which lies between the site and the A422 and constitutes a designated Local Wildlife Site, associated with the former Brackley Railway Line. The majority of the south-eastern boundary of the site is also formed by mature trees which separate the site from an area of public open space which runs behind the gardens of the existing residential properties to the south-east.

7.5.10. Brackley Rugby Club lies adjacent to the northern part of the south-eastern boundary. There is also an access road to Brackley Grange from Halse Road in this location. The north-eastern boundary of the site is formed of a low hedgerow adjacent to Halse Road. The majority of the north-western boundary is formed of mature trees and hedgerows running along the field boundaries. The northern part of the north-western boundary is currently undefined, running through the middle of an agricultural field.

7.5.11. There is an existing public footpath crossing the site, running alongside one of the east-west orientated hedgerows. The footpath links the residential area of Brackley with a network of footpaths and bridleways that extend into the countryside to the west.

7.5.12. Certain parts of the site (particularly on its western side) could be in excess of 1km (walking route) from the nearest bus stop, which is significantly in excess of the recommended maximum of 400m. The development must therefore be designed to accommodate buses.

Policy B4 – Brackley, West of Brackley

Site B4 is allocated for residential development.

A. Proposals for this site must be informed by a Masterplan, agreed by the Council, that must demonstrate how the site will come forward comprehensively, and be fully integrated with the adjacent allocated site (Policy B5 - Brackley, north of Radstone Fields).

B. Proposals for this site will make provision for all of the following:

i. Approximately 700 dwellings;
ii. Be designed to accommodate bus services;
iii. Proposals to encourage cycling, wheeling and walking, taking advantage of the availability of active routes in the locality;
iv. Retention and appropriate strengthening of existing site boundary vegetation to provide appropriate screening from the surrounding area;
v. Integration with the existing services and facilities provided in Brackley town, including the retention of Public Right of Way (VA19);
vi. An open space network incorporating structural greenspace;

vii. Mitigation for any detrimental impacts that may be necessitated to the Green Infrastructure Corridor and designated Local Wildlife Site, situated towards the southern extent of the site;
viii. Appropriate infrastructure including open space, community facilities, and leisure/sports provision to include an expansion to the number of pitches at the Brackley rugby club;
ix. Appropriate funding contributions towards health care infrastructure;
x. An appropriate contribution towards off site sustainable transport and highways mitigation measures as set out in the Local Plan's Strategic Transport Assessment (2026);
xi. Other necessary provision of, or contributions to, infrastructure as identified in the Development Contributions SPD or successor documents; and
xii. Development which is consistent with the diagram shown in figure 24.

C. Development of the site will be informed by assessments and suitable mitigation related to:

i. Archaeological and heritage impact;
ii. Landscape and visual impact;
iii. Ecological impact;
iv. Highways and transport;
v. Flood Risk and water and water recycling infrastructure;
vi. Noise and Air Quality, and
vii. Crime and disorder.

WNLP objectives: 1, 2, 3, 4, 5, 7, 8, 9, 10, 11, 12, 13

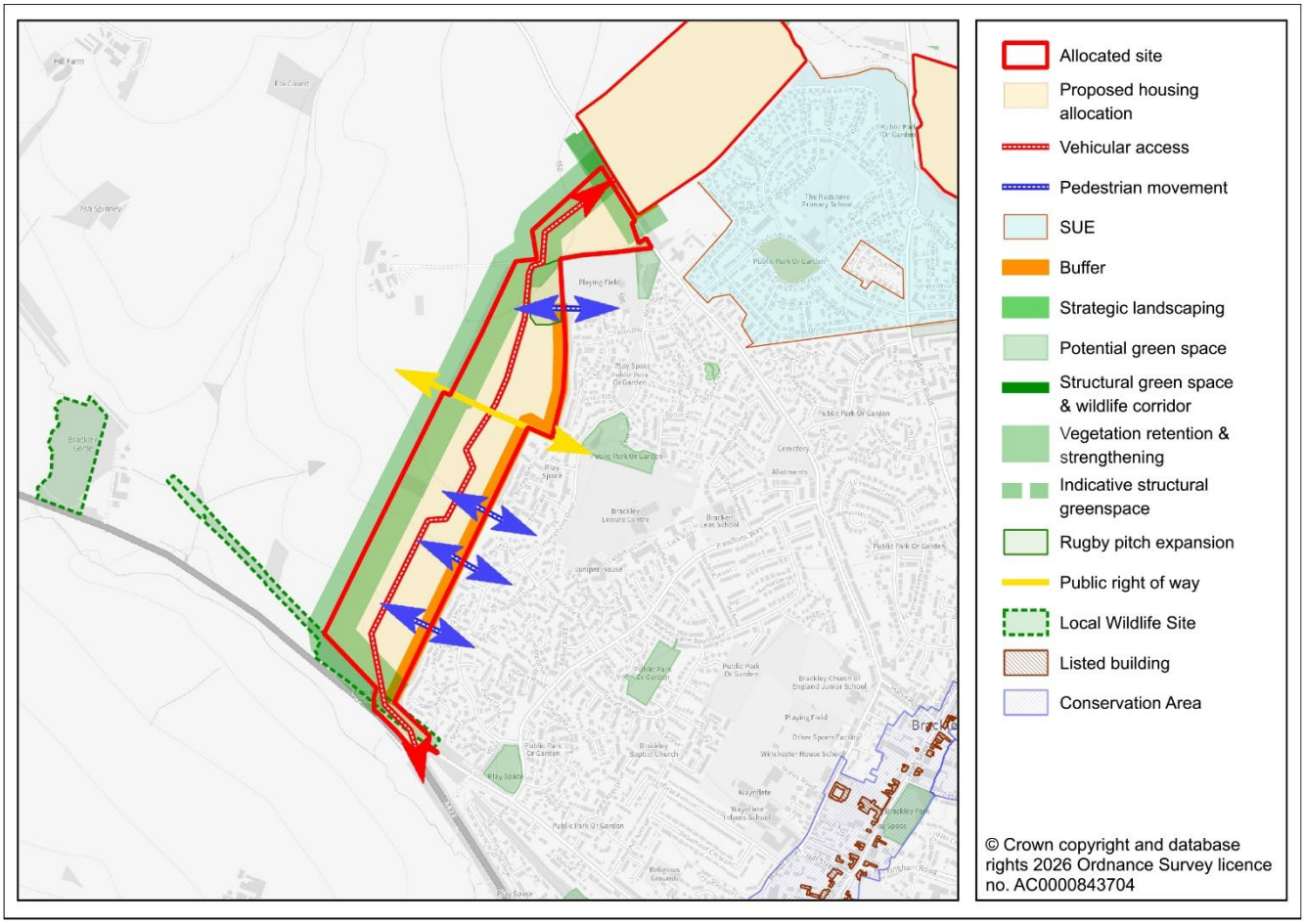


Figure 24: Development principles for Brackley, West of Brackley

Brackley, North of Radstone Fields

7.5.13. The site primarily comprises agricultural land and is located adjacent to northern Brackley, to the northeast of Halse Road. The hamlet of Halse is situated approximately 1 mile (1.6km) to the north-west.

7.5.14. The south-western boundary of the site is formed of dense mature trees and hedgerow at its southerly extent; however, beyond the first field, this becomes limited to low-level hedgerow. The southeastern allocation boundary abuts paddock land at its southerly extent, beyond which is the recently completed Radstone Fields development. Both have a boundary with the allocation, defined by existing hedgerow. The northeastern boundary is mature hedgerow interspersed with a range of mature trees and a drainage ditch. In contrast the northwestern extent of the allocation forms part of a larger agricultural field and does not contain a clearly defined boundary.

7.5.15. Utility services are known to traverse the site, including a medium pressure gas main and a 33kV overground cable. A 132kV overground

pylon and solar farm are located to the northeast of the site. The presence of these features must be considered in the masterplanning of this allocation, along with the key features of the recently completed Radstone Fields development, the wider settlement of Brackley and adjacent allocations identified in this Plan.

7.5.16. National Highways has identified that the allocation could impact on the Strategic Highways network, which may require appropriate mitigation measures to be provided in conjunction with the future proposed development. Both the allocation specific and cumulative impacts on the strategic highways network must be mitigated, as part of any planning application.

Policy B5 – Brackley, North of Radstone Fields

Site B5 is allocated for residential development.

A. Proposals for this site must be informed by a Masterplan, agreed by the Council, that demonstrates how the site will come forward comprehensively, and integrated with the allocation (West of Brackley - Policy B4) to the southwest, the existing built form, services and facilities of Brackley, and accommodates the utility infrastructure that traverses the site and is located in proximity to the allocation.

B. Proposals for this site will make provision for all of the following:

i. Approximately 450 dwellings;
ii. Mitigation of any associated impacts on the local and strategic highways networks;
iii. Proposals to encourage cycling, wheeling and walking, taking advantage of the availability of active routes in the locality;
iv. An appropriate contribution towards off site sustainable transport and highways mitigation measures as set out in the Local Plan's Strategic Transport Assessment (2026);
v. Retention and appropriate strengthening of existing site boundary vegetation to provide appropriate screening from the surrounding area;
vi. Proposals for strategic landscaping to the northwest of the site to assimilate the development into the landscape and mitigate any sense of coalescence with Halse;
vii. An open space network incorporating structural greenspace;
viii. Integration with the existing services and facilities provided in Brackley town, including the services and facilities in the recently completed Radstone Fields development;
ix. Appropriate funding contributions towards health care infrastructure
x. Other necessary provision of, or contributions to, infrastructure as identified in the Development Contributions SPD or successor documents; and
xi. Development which is consistent with the diagram shown in figure 25.

C. Development of the site will be informed by assessments and suitable mitigation related to:

i. Arboricultural impact;
ii. Archaeological and heritage impact;
iii. Landscape and visual impact;
iv. Ecological impact;
v. Highways and transport;
vi. Flood Risk and water and water recycling infrastructure;
vii. Noise and Air Quality, and
viii. Crime and disorder.

WNLP objectives: 1, 2, 3, 4, 5, 7, 8, 9, 10, 11, 12, 13

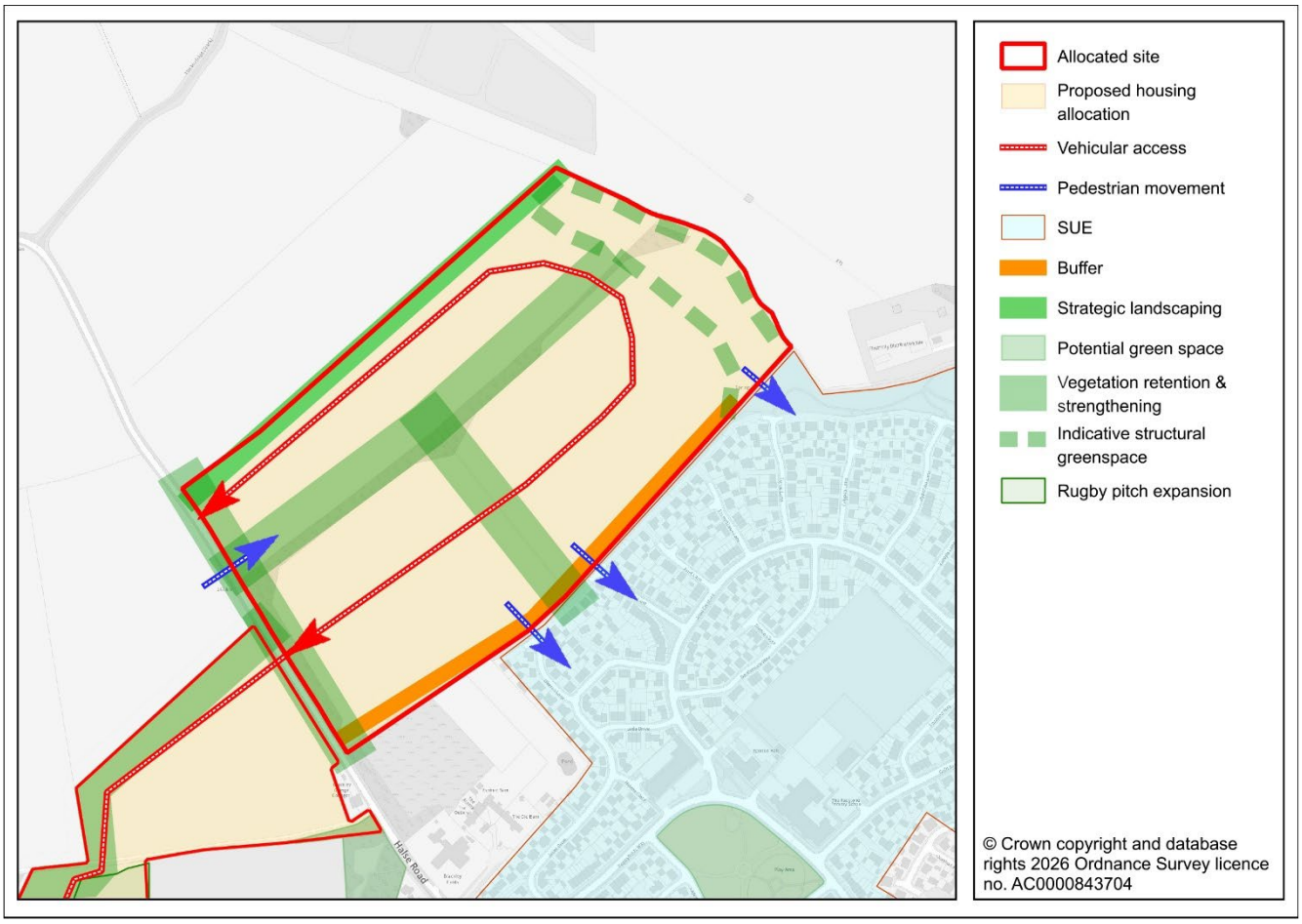


Figure 25: Development principles for Brackley, North of Radstone Fields

Brackley, East of Radstone Road

7.5.17. The site lies on the northern edge of Brackley to the east of Radstone Road and comprises part of an agricultural field.

7.5.18. The topography of the site falls from north to south, with a 132kV pylon running across the northerly ridge. National Grid Electricity Distribution has identified a preference for this pylon to be retained in situ. An

overground cable additionally traverses the site.

7.5.19. The site falls within a sand and gravel safeguarding area, as defined in the adopted Northamptonshire Minerals and Waste Local Plan.

7.5.20. The western, southern and eastern boundaries are formed of mature trees and hedgerow, which additionally include a small watercourse on the southern and western boundaries. In contrast, the northern extent of the allocation forms a non-defined part of a larger agricultural field.

7.5.21. Beyond the allocation boundary, to the south and west is structural landscaping associated with the recently completed Brackley North SUE; whereas to the east of the site is the disused Helmdon railway, which constitutes part of a Green Infrastructure corridor. Towards the north east of the site, and extending northwards, the Green Infrastructure corridor forms part of the Helmdon Disused Railway Site of Scientific interest. Appropriate mitigation will be required to address development impacts and recreational pressures that may arise on the SSSI.

7.5.22. HS2 is currently being constructed within 1km of the northern extent of the site.

Policy B6 – Brackley, East of Radstone Road

Site B6 is allocated for residential development.

A. Proposals for this site must be informed by a Masterplan, agreed by the Council, that demonstrates how the site will come forward comprehensively, and integrated with the existing built form, services and facilities of Brackley.

B. Proposals for this site will make provision for all of the following;

i. Approximately 150 dwellings;
ii. Mitigation to address development impacts and recreational pressures on the Helmdon disused railway SSSI;
iii. Proposals to encourage cycling, wheeling and walking, taking advantage of the availability of active routes in the locality;
iv. An appropriate contribution towards off site sustainable transport and highways mitigation measures as set out in the Local Plan's Strategic Transport Assessment (2026);
v. Retention and appropriate strengthening of existing site boundary vegetation to provide appropriate screening from the surrounding area;
vi. Proposals for strategic landscaping to the north of the site to assimilate the development into the landscape;
vii. An open space network incorporating structural greenspace;
viii. Integration with the existing services and facilities provided in Brackley town, including

the services and facilities in the recently completed Radstone Fields development;

ix. Appropriate funding contributions towards health care infrastructure;

x. Other necessary provision of, or contributions to, infrastructure as identified in the Development Contributions SPD or successor documents; and

xi. Development which is consistent with the diagram shown in figure 26.

C. Development of the site will be informed by assessments and suitable mitigation related to:

i. Archaeological and heritage impact;
ii. Landscape and visual impact;
iii. Ecological impact;
iv. Highways and transport;
v. Flood Risk and water and water recycling infrastructure;
vi. Noise and Air Quality;
vii. Crime and disorder, and
viii. Minerals and waste.

WNLP objectives: 1, 2, 3, 4, 5, 7, 8, 9, 10, 11, 12, 13

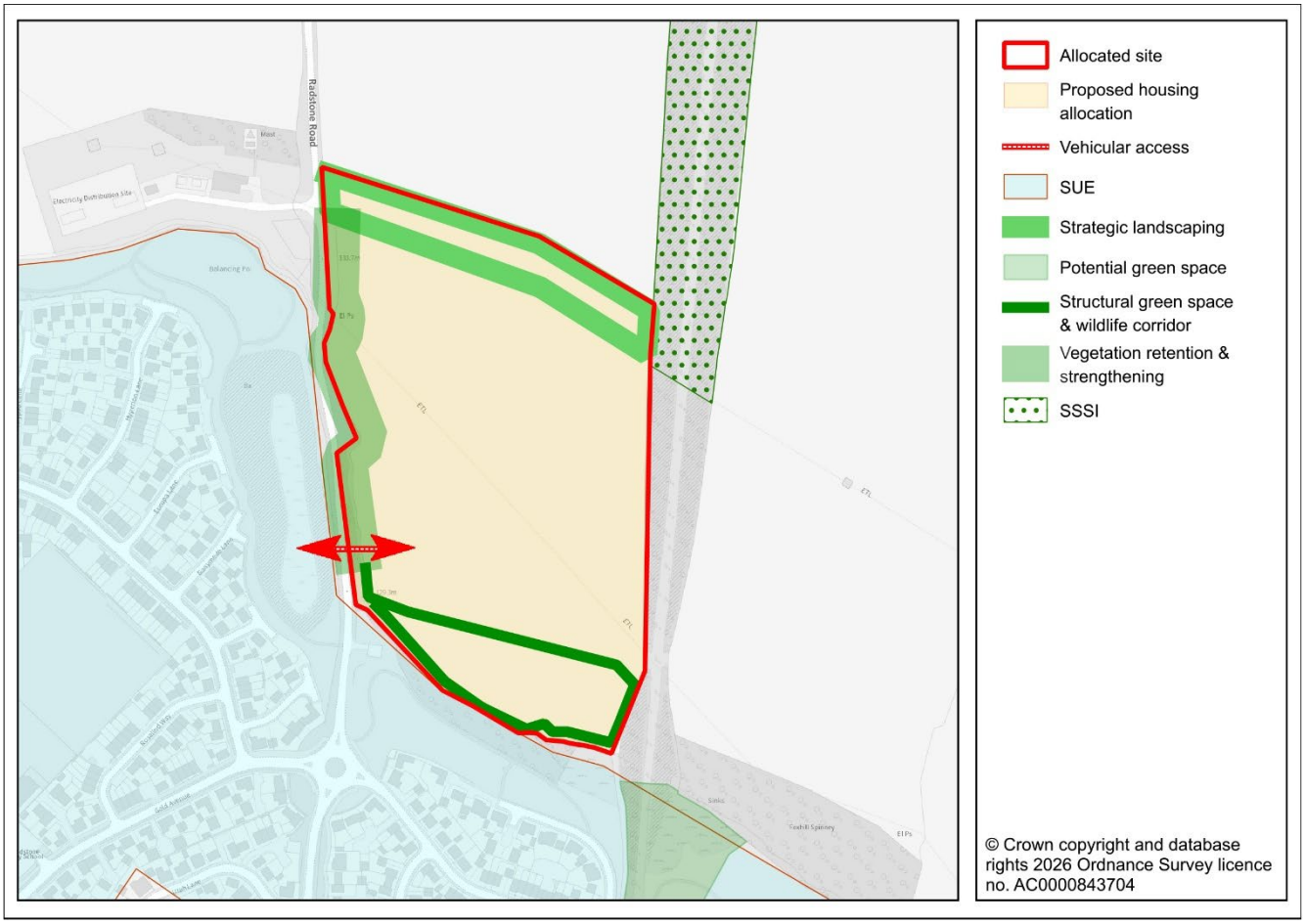


Figure 26: Development principles for Brackley, East of Radstone Road

Chapter 8: Making Great Places –Towcester

8.1. Introduction

8.1.1. Whilst evidence of earlier habitation has been recorded, it was with the Romans that Towcester (Lactodorum) became established and has remained continuously inhabited ever since.

8.1.2. Historic occupation is noticeably evident in the town's built form, with prominent features such as Bury Mount - a 12th century motte – and burgage plots. The influence of the wool trade and the importance of the town as a staging post for coaches travelling between London and Holyhead are also evident with Watling Street passing through the heart of the town, which has fundamentally shaped the town's history and development.

8.1.3. The town is strategically located with good accessibility to the M1 to the east and the M40 to the west; and is at the crossroads of the A5 (running north-south) and A43 (running east-west) trunk roads.

8.2. Towcester today

8.2.1. As a market town, Towcester meets the essential needs of its local community, whilst also acting as a service centre for its rural catchment of surrounding villages, hamlets and farms.

8.2.2. Towcester has experienced significant recent housing growth and has a population of around 11,500 people (census 2021), which represents population growth of nearly 30% over 20 years.

8.2.3. Growth has principally occurred to the north, south and west of the town centre, with the east of the town proudly protected by the Easton Neston Grade II* historic registered park and garden that incorporates the publicly owned Watermeadows, which provides Towcester with a community green space that is rich in biodiversity.

8.2.4. Most recent development has been delivered through the WNJCS which supports the regeneration of the town including mixed use development in the town centre and the allocation of approximately 3,000 homes in a mixed-use development to the south of the town, which included the delivery of the Towcester Southern Relief Road. Allocations in the South Northamptonshire Local Plan Part 2 also proposed a further 66.5ha of employment land, including sports pitches for the creation of a Towcester Town Football Club home ground, to the north of the town.

Town Centre

8.2.5. The town centre is linear in form following Watling Street from above the Northampton Road junction in the north, through to its junction with Richmond Road to the south. The Primary Retail Area includes Sponne Shopping Centre, Whittons Lane and Park Street, which include a mix of independent specialist shops. The town centre has seen growth and revitalisation in recent years through the Moat Lane heritage led regeneration scheme, a mixed-use development comprising housing, employment, shops and services.

8.2.6. A study of the town centre in 2022 identified that the town is experiencing the long-term impacts of wider market trends; however, the vacancy level of 9%, is below the national average of 14.1%.

8.2.7. The town centre is characterised by numerous listed buildings, as well as Bury Mount, (the remains of a 12th century motte), and is almost entirely located within a Conservation Area.

8.2.8. There are a number of assets surrounding Towcester that make a significant contribution to the town and its local economy, including the Silverstone Circuit at the heart of 'Motorsport Valley', which is home to globally significant high performance engineering companies that extend beyond motorsport to include aerospace, electronics and material technology.

Homes

8.2.9. During the plan period of the WNJCS, the number of homes built in Towcester has totalled 2,311 (to 31 March 2026) – an average of approximately 154 dwellings per annum. Housing delivery has been irregular over this time, ranging from a dwelling loss in 2011/12 to a peak of 331 dwellings constructed in 2022/23. Annual delivery over the previous three years averaged 241 dwellings.

Towcester South Sustainable Urban Extension (SUE)

8.2.10. The existing Towcester South SUE allocation comprises sustainable mixed-use development. The original allocation was approved through two outline planning consents, which became known as:

- Wood Burcote Court (up to 210 dwellings), and
- Towcester Vale (up to 2,750 dwellings)

8.2.11. The development at Wood Burcote Court was completed in 2024. Consequently, there is no need to re-allocate this site.

8.2.12. At Towcester Vale, as of 1st April 2026, reserved matters consent has been granted for 2,116 dwellings, with 1,389 of these completed.

8.2.13. A further full planning permission (211 dwellings), for land inside the Towcester Vale boundary was approved, March 2023, following an over-allocation of land for employment in the Masterplan, which was not required to achieve the floor spaces approved. The delivery of these additional dwellings occurred in parallel with the remainder of the development.

8.3. Strategy for Towcester

8.3.1. The strategy for Towcester is to support continued growth that recognises its role in the settlement hierarchy.

Policy T1 – Spatial strategy for Towcester (Rural Service Centre)

The role of Towcester as a Rural Service Centre will be supported and enhanced by the following:

i. Providing for new homes within the town confines, remaining development at Towcester South SUE and at Towcester, north of Burcote Road (T3);
ii. Providing for new jobs within the remaining developments at Towcester South Sustainable Urban Extension; Land at Bell Plantation (Policy T4); Woolgrowers Field (Policy T5); and Tiffield Lane (Policy T6) as allocated in the South Northamptonshire Part 2 Local Plan and re-allocated in this Plan. Smaller employment opportunities will also be supported where appropriate within the existing urban area;
iii. Enhancing the viability, vitality and role of the town centre in accordance with the town centre Policy EC7;
iv. Improving connectivity and active travel in accordance with Policy T2;
v. Providing leisure, tourism and exhibition facilities at Towcester Racecourse in accordance with Policy T7;
vi. Providing for sports, leisure and tourism development through new development, redevelopment and re-use of existing buildings, and enhanced use of civic, open and green spaces;
vii. Developing and enhancing the blue and green infrastructure network in the town that links with existing green infrastructure at Watermeadows, Silverstone Brook, Racecourse and new greenspace associated with major development sites;
viii. Supporting proposals that conserve and enhance local biodiversity in accordance with policies EN9 to EN14 and the Local Nature Recovery Strategy;
ix. Supporting proposals that secure the long-term conservation of the historic environment in accordance with policies EN1, EN2, EN3, EN4 and EN5; and
x. Recognising the importance of the town's identity, character and setting and preventing its coalescence with neighbouring villages by resisting development outside the confines for Towcester and by requiring proposals within the designated areas of Green Wedge to be in accordance with Policy EN8.

WNLP objectives: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 17

8.4. Connectivity

8.4.1 The A5 in Towcester has longstanding issues with the high levels of traffic passing through the historic town centre, causing environmental, safety and accessibility concerns to residents and businesses.

8.4.2 A new link road around the south-west of Towcester, between the A5 and A43, opened May 2026. The scheme will encourage through traffic, particularly goods vehicles, to use the new link road and the A43 as an alternative to the A5. This will alleviate some of the more disruptive traffic from the town centre, improving accessibility and quality of life in Towcester.

8.4.3 In conjunction with this, National Highways is developing a range of measures to improve road safety, accessibility, air quality and noise impact by reducing traffic through the town centre. The measures will also support economic growth by making the high street through Towcester a more attractive place to visit and preserve the history and identity of the town.

8.4.4 Chapter 14: Transport, identifies the over-arching strategic context for transport matters; however, it is additionally acknowledged that sustainable transport connections within Towcester, as well as between the town and its rural hinterland are vital.

8.4.5 In April 2025, the Council adopted the Towcester Local Cycling and Walking Infrastructure Plan (LCWIP), which identifies where important improvements to walking, cycling and wheeling routes within the town, as well as identifying opportunities for new and improved links with nearby surrounding settlements, are required.

8.4.6 The Local Transport Plan, adopted March 2025, identifies multi-modal improvements that would positively contribute to Towcester's strategic connectivity and travel safety.

Policy T2 – Towcester, connectivity and travel

A. National Highways improvements to enhance the A5 corridor through Towcester will be supported.

B. Measures to promote sustainable active travel modes such as walking, cycling and wheeling will be supported, this will include provision of links which provide ready access:

i. Within the settlement confines; or
ii. Between Towcester and its surrounding rural settlements and employment areas.

Priority will be given to those measures identified in the most recent Towcester LCWIP.

C. Existing links that are used by active travel modes such as walking and cycling either within the settlement confines or between Towcester and surrounding rural settlements and employment areas will be retained, and improved and enhanced where possible.

D. Opportunities to enhance, promote and improve public transport links will be supported.

WNLP objectives: 1, 4, 7, 8, 9, 10, 11, 14, 17

8.5. Provision of new homes

8.5.1 Towcester already has a significant pipeline of housing commitments, but in order to play its role in meeting the increased housing need a further allocation is proposed in this plan. The pipeline includes windfall opportunities that may arise within the settlement confines.

8.5.2 Homes at Towcester will be provided as follows:

1. The remaining part of Towcester South SUE
2. The proposed allocation Towcester, North of Burcote Road (T3)
3. Planning permissions and windfall sites within the town confines of Towcester.

Towcester, North of Burcote Road

8.5.3 The site lies to the west of Towcester and comprises Swinneyford Farm along with a number of agricultural fields that lie between Burcote Road, the A43, Silverstone Brook and the Towcester Southern Relief Road, which is currently being constructed as part of the Towcester South SUE.

8.5.4 The topography of the site generally slopes upwards from Silverstone Brook on the northwestern boundary towards woodland in the east.

8.5.5 A public footpath crosses the site in a northeasterly - southwesterly direction, approximately 180m to the southeast of Silverstone Brook.

8.5.6 The boundary abutting the A43 is formed of mature vegetation and trees; whereas the remaining boundaries generally comprise hedgerows interspersed with mature trees. On the boundary abutting Burcote Road lies Burcote Wood Farm Business Park which is encased by the allocation. Further south lies the existing Shacks Barn Farm employment area, which is allocated for future expansion during the Plan period.

Policy T3 – Towcester, North of Burcote Road

A. Site T3 is allocated for residential development.

B. Proposals for this site must be informed by a Masterplan, agreed by the Council, that must demonstrate how the site will come forward comprehensively, and fully integrated with the Towcester South SUE, which remains under construction.

C. Proposals for this site will make provision for all of the following:

i. Approximately 1,400 dwellings;
ii. Mitigation of any associated impacts on the local and strategic highways networks;
iii. Noise mitigation associated with the A43 Strategic Road Network;
iv. Be designed to accommodate bus services;
v. Proposals to encourage cycling, wheeling and walking, taking advantage of the availability of active routes in the locality, including the retention and enhancement of Public Right of Way (SB15) and provision of links with the proposed Shacks Barn Farm employment area;
vi. An appropriate contribution towards off site sustainable transport and highways mitigation measures as set out in the Local Plan's Strategic Transport Assessment (2026);
vii. Structural greenspace and wildlife corridors which retain important existing landscape features including hedgerows, woodlands, mature trees and drainage corridors and include appropriate landscape enhancements in keeping with the landscape character type;
viii. Retention and appropriate strengthening of existing site boundary vegetation to provide appropriate screening from the surrounding area;
ix. Integration with the existing services and facilities provided in the Towcester SUE and Towcester town;
x. Appropriate infrastructure including open space, community facilities, leisure/sports provision;
xi. Provide appropriate funding contributions towards health care infrastructure;
xii. Other necessary contributions to infrastructure as identified in the Development Contributions SPD; and
xiii. Development which is consistent with the diagram shown in Figure 27.

D. Development of the site will be informed by assessments and suitable mitigation related to:

i. Archaeological and heritage impact;
ii. Landscape and visual impact;
iii. Ecological impact;
iv. Highways and transport;
v. Flood Risk and water and water recycling infrastructure;
vi. Noise and Air Quality;
vii. Crime and disorder, and

viii. Minerals and waste.

WNLP objectives: 1, 2, 3, 4, 5, 7, 8, 9, 10, 12, 13

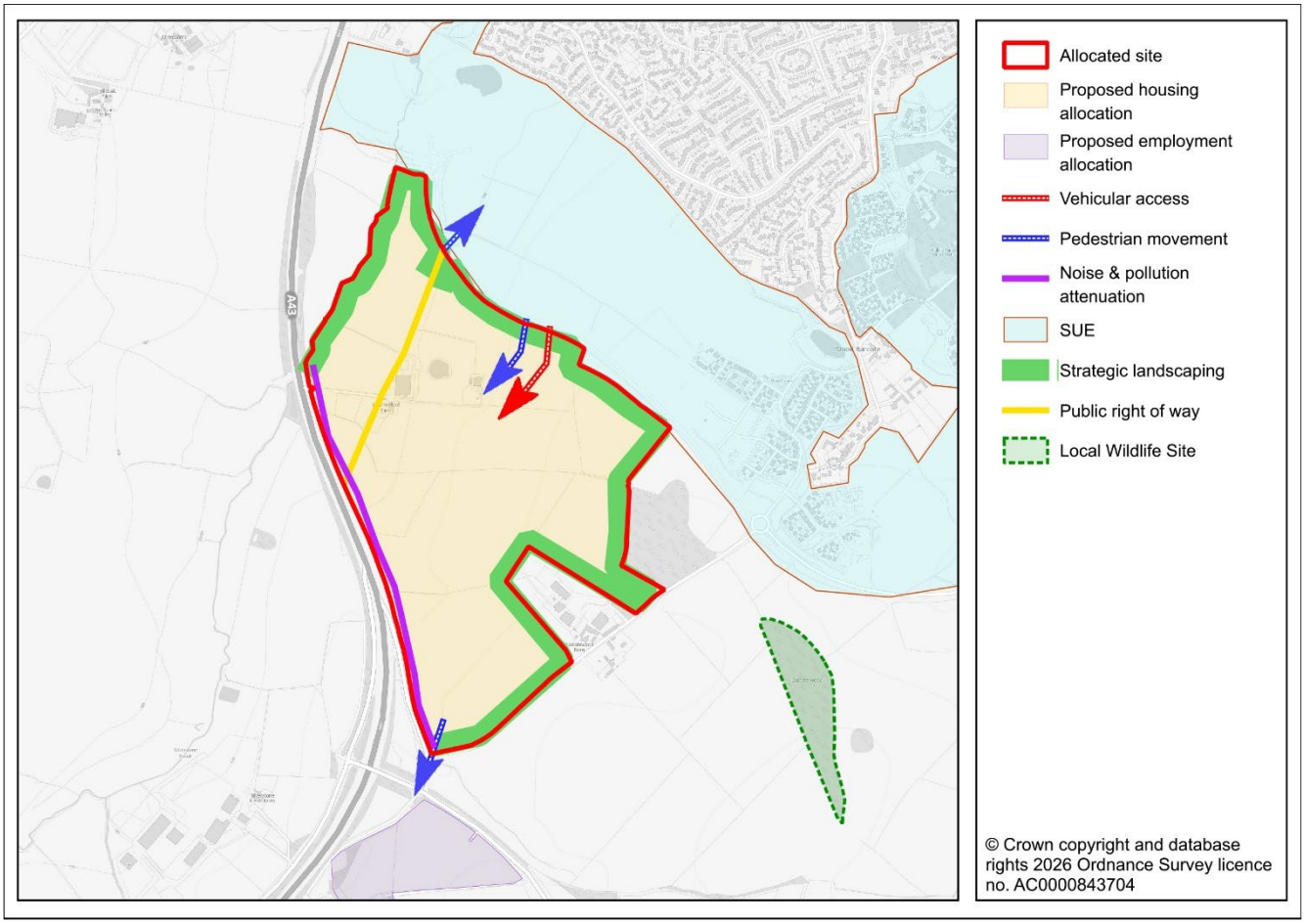


Figure 27: Development principles for Towcester, North of Burcote Road

8.6. Employment and Economic Growth

8.6.1. In accordance with the Spatial Strategy for this Plan, sufficient additional employment land will be provided at Towcester in the plan period, through the delivery of previously allocated sites along with any windfall opportunities that may arise within the settlement confines.

8.6.2. Towcester employment sites that were allocated in the South Northamptonshire Part 2 Local Plan and re-allocated in this Plan comprise:

- Land at Bell Plantation (identified as Policy AL1 in South Northamptonshire Local Plan),
- Land at Woolgrowers Field (identified as Policy AL2 in South Northamptonshire Local Plan), and

- Land at Tiffield Lane (identified as Policy AL3 in South Northamptonshire Local Plan).

8.6.3. At 1st April 2026, the planning situation at each of these sites, was:

- Land at Bell Plantation – hybrid and outline consents granted, with some Reserved Matters applications under consideration;
- Land at Woolgrowers Field – outline planning consent granted;
- Land at Tiffield Lane – hybrid planning consent approved for the allocation, along with Reserved Matters approvals on parts of the site. Construction has legally commenced.

8.6.4. It is expected that the planning status of these formerly allocated sites will continue to progress alongside the development of this West Northamptonshire Local Plan. Where this progress is consistent with the consented applications, it is appropriate that the approved schemes proceed in accordance with the consented development principles, parameters and technical considerations that have been established in their granted consents. However, should new planning applications be brought forward that materially depart from the currently approved planning consents, it is appropriate that the previous policy approach, with minor alterations as detailed in previous iterations of this plan, and identified in Policies T4 to T6 be maintained. (Note: Should circumstances evolve as this plan proceeds towards adoption, this approach will be reviewed).

8.6.5. In consequence, it would be expected that they shall be accompanied and supported by an independent study providing market-evidence on the proportion of E(g) (Uses which can be carried out in a residential area without detriment to its amenity), B2 (general industrial) and B8 (storage and distribution) required, with supporting uses that are demonstrably subservient and complementary in both scale and nature to an existing or proposed class use. This study shall be undertaken by an independent expert. It shall provide advice on the appropriate mix of uses in terms of demand and achieving a range and mix. The scope of the study will be agreed between the Local Planning Authority and the applicant prior to its commencement.

8.6.6. The allocations shall be brought forward with regard to a variety of site specific design and place shaping principles in addition to those required in the wider policies of this Plan, as well as being in accordance with adopted Supplementary Planning Documents, including the South Northamptonshire Employment Site Allocations Development Brief (October 2022), or any equivalent successor document.

8.6.7. A detailed Heritage Impact Assessment will be required for each site including detailed consideration of any archaeological impacts including the need for initial archaeological assessment, including in relation to the archaeological potential of the sites due to their proximity to the Roman Road (Watling Street), including

field evaluation to identify areas of archaeological activity and to develop an appropriate mitigation strategy. This may lead to archaeological mitigation which could involve preservation in situ by design or record or a combination of the two. Both the heritage and archaeological assessments need to be undertaken in advance of the submission of any planning applications so as to inform the master planning work. The assessment for the Bell Plantation and Tiffield Lane sites must also include an assessment of the heights of new buildings and any impact on the Easton Neston Grade II* Registered Park and Garden (RPG) and other heritage assets.

8.6.8. The Northamptonshire Bus Strategy (April 2018) expects that all employment developments are provided with a high quality bus service from first occupation, both to reduce low-occupancy car travel, peak time highways impacts, and overall car dependency and their associated emissions. They also permit access to employment opportunities for a wide range of people and are essential to social inclusion.

8.6.9. In line with the general principle that developers should be required to mitigate the impacts of their own proposals, the Council will, within the constraints imposed by the Community Infrastructure Levy Regulations, expect developers to fund any new bus-related infrastructure required to improve access to their development, and to fund the resources required for the provision of any altered, extended or new bus services required until such a time as the anticipated revenue makes them commercially sustainable. In line with best practice, the Council will generally require all major developments to demonstrate that bus services can be accessed at stops within a 400m (about 10 minutes) walk of any part of the development. Internal development layout and urban design should have full regard to the location of existing bus stops and clearly signal where new stops are to be provided. Higher density development near existing or proposed bus stops is strongly recommended. However, it is accepted that achieving the 400m target may not always be strictly achievable. Developers will be expected to demonstrate that the great majority of their development is within 400m of a reasonable and safe walking route of bus stops served by regular services to the nearest major facilities and centres. Where this is not the case, new stops and/or service diversions shall be provided by the developer. To achieve higher levels of modal shift, it is recommended that the majority of occupiers are within 250m of stops, through careful consideration of urban design and density. Early dialogue with the Council will be required to determine whether a diversion of existing routes to the site is feasible or a contribution to support existing routes is preferred.

8.6.10. Employment land has also been allocated within the Towcester South SUE mixed-use development, which remains to be delivered.

Towcester, Land at Bell Plantation

8.6.11. The Bell Plantation site is located at the A43/A5 junction, north of Towcester and represents an appropriate employment location for the provision of additional small and medium sized commercial buildings close to the town as its planned expansion takes place. The strategic road network and local distributor routes can be readily accessed from this area, so avoiding lorry movements through residential areas. Development in this area provides an opportunity for high visibility economic investment. Approximately 4ha of the site is developed as a mixed use that has expanded from its former predominant use as a garden centre.

8.6.12. The Bell Plantation site provides an opportunity for the creation of a new and improved community facility for use by the Towcester Town Football Club. The Club was formed in 1988 and is now a Chartered Standard Community Club. Currently the teams play on the recreation ground in Towcester as well as on pitches in Greens Norton and Pattishall. This is because there are no facilities currently available within the town itself and the club does not own any land or facilities. The Club itself continues to grow but this will be severely limited by the lack of dedicated pitch provision in the future, and it will be unable to meet the demands of the growing population. The South Northamptonshire Playing Pitch Strategy (2018) referred to the proposal for a new home for Towcester Town Football Club and supported the allocation of a 6ha site for football at the Bell Plantation. The delivery of this site was considered to be a high priority for action, which remains the case in the updated West Northamptonshire Council Playing Pitch Strategy and Action Plan, April 2024.

8.6.13. The site reserved for the Football Club should be as close to the main built-up part of the town as feasible (subject to suitable topography) and meet the needs of the Club in the future without detriment to any nearby residents. The design and layout of the employment element of the mixed-use site should be compatible with, and not prejudice the delivery of, the football facilities.

8.6.14. The provision of land for the Town Football Club on the Bell Plantation site is an important step towards the provision of such an important facility for the community of Towcester. It is also critical to ensure that the project is delivered on the ground. The South Northants Playing Pitch Strategy (2018), updated by the West Northamptonshire Council Playing Pitch Strategy and Action Plan 2024, evidences the need for additional pitch provision within Towcester and supports the provision of facilities at Bell Plantation. Northamptonshire Football Association and the Football Foundation are supportive of the proposals to provide additional pitch provision and continue to assist in the ongoing dialogue surrounding the funding of the facilities. However, ownership of, or long leasehold interest in, a site is a pre-requisite for several funding bodies, and a development plan allocation or planning permission is a relevant consideration for others. Consequently, these are important steps in the delivery of the project. Nevertheless, inclusion of the football facilities in updates to the Local Authority's Infrastructure Delivery Plan taken together with the possibility that the project

may be funded in part by contributions from the Community Infrastructure Levy evidence both the commitment to and the deliverability of the allocation. The delivery of the facilities will be closely monitored.

8.6.15. The Council adopted a Supplementary Planning Document in 2022 to provide further guidance on the development of this and other employment allocations in the South Northamptonshire Part 2 plan. The SPD considers landscape and visual considerations related to the development of these sites; sets out a detailed assessment of each site and then sets out a development framework covering matters such as access and movement, green infrastructure, building height, scale and massing. As set out in part K of policy T4 any application will need to include an assessment of how the proposals comply with the guidance set out in the SPD.

Policy T4 – Towcester, Land at Bell Plantation

A. Site T4 is allocated for 35ha of mixed employment generating development together with 6ha of land for the creation of a Towcester Town Football Club home ground. A variety of employment types will be sought to reflect the need for diversity and resilience in the local economy as expressed in the Council's economic growth strategy.

B. An integrated, coordinated and comprehensive planning approach will be taken for the site and a masterplan must be prepared, in consultation with the local planning authority and the local highway authority, Towcester Town Council and other statutory undertakers prior to the submission of a planning application covering the development of the whole site.

C. The uses on the site will be:

i. A mix of E(g) (Uses which can be carried out in a residential area without detriment to its amenity), B2 (general industrial) and B8 (storage and distribution) with supporting uses that are demonstrably subservient and complementary in both scale and nature to an existing or proposed B class use; and

ii. 6ha to be provided within the allocated site for Towcester Town Football Club with the precise location dependent on suitable topography.

D. The design and layout of the employment element of the mixed use site should be compatible with, and not prejudice the delivery of, the football facilities.

E. The football club may, in part, be funded by contributions from the Council's Community Infrastructure Levy.

F. Access to the employment site will be from the A5; and

i. Access to the football club site will be provided by the developer of the employment part of the site, from either within the employment site or from a new separate access on the A5 and provide an unfettered road access point to the edge of the football club site;

and

ii. Good accessibility to public transport services should be provided for, including contributions to the cost of diverting existing routes through the site or to support existing local services and promote sustainable travel; and

iii. A Transport Assessment and travel plan will be required to assess the transportation implications of the proposed development and to identify appropriate mitigation measures; and

iv. New footpaths and cycleways will be provided that link to existing networks and safe crossing points on the A43.

G. A detailed heritage impact assessment will be required for the whole site, to be agreed with the Local Planning Authority in consultation with Historic England, prior to the design of the scheme in order to inform the height of any proposed buildings, layout and extent of the development. This will explicitly include an assessment of the height of any new buildings and impact on the Easton Neston Grade II* Registered Park and Garden as well as detailed consideration of any impacts on designated and non-designated heritage assets and subject to the assessment being agreed, a programme of informed mitigation should be included with any application.

H. Prior to the submission of an application, a detailed assessment for the whole site will be required to characterise archaeological remains and identify direct impact of development proposals to inform design and a programme of archaeological mitigation.

I. A detailed strategic landscape assessment of the whole site will be required to deliver a high quality landscaped setting within and around the boundary of the proposal.

J. Proposals will be required to provide utilities up to the edge of the site for the football club.

K. An assessment demonstrating compliance with the South Northamptonshire Employment Site Allocations Development Brief (October 2022), or any equivalent successor document will be required.

WNLP objectives: 1, 2, 3, 4, 7, 8, 9, 10, 13, 14, 15

Towcester, Land at Woolgrowers Field

8.6.16. The Woolgrowers Field also lies to the north of Towcester at the A5/A43 junction. The site is close to existing commercial uses including a car showroom, the existing Bell Plantation mixed-use development, a petrol filling station and a building goods supplier.

8.6.17. The Council adopted a Supplementary Planning Document in 2022 to provide further guidance on the development of this and other employment allocations in the South Northamptonshire Part 2 plan. The SPD considers landscape and

visual considerations related to the development of these sites; sets out a detailed assessment of each site and then sets out a development framework covering matters such as access and movement, green infrastructure, building height, scale and massing. As set out in part H of policy T5 any application will need to include an assessment of how the proposals comply with the guidance set out in the SPD.

Policy T5 – Towcester, Land at Woolgrowers Field

A. Site T5 is allocated for mixed employment generating development. A variety of employment types will be sought to reflect the need for diversity and resilience in the local economy as expressed in the Council's economic growth strategy.

B. An integrated, coordinated and comprehensive planning approach will be required for the employment site and a masterplan must be prepared, in consultation with the local planning authority, the local highway authority and other statutory undertakers prior to the submission of a planning application covering the development of the whole site.

C. The uses on the site will be a mix of E(g), (Uses which can be carried out in a residential area without detriment to its amenity), B2 (general industrial) and B8 (storage and distribution) with supporting uses that are demonstrably subservient and complementary in both scale and nature to an existing or proposed B class use.

D. Access to the employment site to be from the A5 and/or the Greens Norton Road; and

i. Good accessibility to public transport services should be provided for, including contributions to the cost of diverting existing routes through the site or to support existing local services and promote sustainable travel; and

ii. A Transport Assessment and travel plan will be required to assess the transportation implications of the proposed development and to identify appropriate mitigation; and

iii. New footpaths and cycleways will be provided that link to existing networks and safe crossing points on the A43.

E. A detailed heritage impact assessment will be required for the whole site to be agreed with the Local Planning Authority in consultation with Historic England, prior to the design of the scheme in order to inform the height of any proposed buildings, layout and extent of the development. This will explicitly include an assessment of the height of any new buildings and impact on the Easton Neston Grade II* Registered Park and Garden as well as detailed consideration of any impacts on designated and non-designated heritage assets and subject to the assessment being agreed, a programme of informed mitigation should be included with any application.

F. Prior to submission of an application, a detailed assessment for the whole site will be required to characterise archaeological remains and identify direct impact of development proposals to inform design and a programme of archaeological mitigation.

G. A detailed strategic landscape assessment of the whole site will be required to deliver a

high quality landscaped setting within and around the boundary of the proposal.

H. An assessment demonstrating compliance with the South Northamptonshire Employment Site Allocations Development Brief (October 2022), or any equivalent successor document will be required.

WNLP objectives: 1, 2, 3, 4, 7, 8, 9, 10, 13, 14, 15

Towcester, Land at Tiffield Lane

8.6.18. The site is located to the north of Towcester, next to the A43, and adjoins the urban area of Towcester town adjacent to the Bell Plantation employment allocation. Development on the land will therefore form a natural expansion to the urban area of a sustainable town and adjoin an employment cluster. The land will also create a significant number of jobs to support recent housing development in the area.

8.6.19. Proposals must allow improvements to the dangerous road crossings at Northampton Road/A43 and Tiffield Lane/A43, and any scheme either approved or forthcoming, will only be progressed if there is demonstrable support from the highways authorities. Evidence will also need to be provided that the Highways Authority is satisfied with the proposed road improvements and traffic implications, through transport modelling and travel plans.

8.6.20. The Council adopted a Supplementary Planning Document in 2022 to provide further guidance on the development of this and other employment allocations in the South Northamptonshire Part 2 plan. The SPD considers landscape and visual considerations related to the development of these sites; sets out a detailed assessment of each site and then sets out a development framework covering matters such as access and movement, green infrastructure, building height, scale and massing. As set out in part H of policy T6 any application will need to include an assessment of how the proposals comply with the guidance set out in the SPD.

Policy T6 – Towcester, Land at Tiffield Lane

A. Site T6 is allocated for new mixed employment generating development. A variety of employment types will be sought to reflect the need for diversity and resilience in the local economy as expressed in the Council's economic growth strategy.

B. An integrated, coordinated and comprehensive planning approach will be required for the employment site and a masterplan must be prepared, in consultation with the local planning authority, the local highway authority and other statutory undertakers prior to

the submission of a planning application covering the development of the whole site.

C. The uses on the site will be a mix of E(g) (Uses which can be carried out in a residential area without detriment to its amenity), B2 (general industrial) and B8 (storage and distribution) with supporting uses that are demonstrably subservient and complementary in both scale and nature to an existing or proposed B class use.

D. Access to the sites will be provided by a new roundabout facility that will be provided at the junction of the A43 and the Northampton Road (Hulcote Turn) and the layout of the proposal will enable the closure of the central reservation turn at the Tiffield Lane junction in order to improve road safety on the A43; and

i. Good accessibility to public transport services should be provided for, including contributions to the cost of diverting existing routes through the site or to support existing local services and to promote sustainable travel; and

ii. A Transport Assessment and travel plan will be required to assess the transportation implications of the proposed development and to identify appropriate mitigation measures; and

iii. New footpaths and cycleways will be provided that link to existing networks and safe crossing points on the A43.

E. A detailed heritage impact assessment will be required to be agreed with the Local Planning Authority in consultation with Historic England, prior to the design of the scheme in order to inform the height of any proposed buildings, layout and extent of the development. This will explicitly include an assessment of any new buildings and impact on the Easton Neston Grade II* Registered Park and Garden as well as detailed consideration of any impacts on designated and non-designated heritage assets and subject to the assessment being agreed, a programme of informed mitigation should be included with any application.

F. Prior to submission of an application, a detailed assessment for the whole site will be required to characterise archaeological remains and identify direct impact of development proposals to inform design and a programme of archaeological mitigation.

G. A detailed strategic landscape assessment of the whole site will be required to deliver a high quality landscaped setting within and around the boundary of the proposal including the protection of the Green Infrastructure Corridor that crosses the site.

H. An assessment demonstrating compliance with the South Northamptonshire Employment Site Allocations Development Brief (October 2022), or any equivalent successor document will be required.

WNLP objectives: 1, 2, 3, 4, 7, 8, 9, 10, 13, 14, 15

8.7. Towcester Racecourse

8.7.1. Whilst not currently a horse-racing venue, the Racecourse is an important feature of the town, and it is generally accepted that it represents a much under-used facility. As such, there is potential for an intensification of the site's use for leisure, recreation, visitors or tourism-related development that will be of benefit both to the increasing population of the town and tourism for the wider area.

8.7.2. The Racecourse site falls almost entirely within the Grade II* registered park and garden of Easton Neston and includes a Grade I listed building. The northern part of the site also abuts the Easton Neston Conservation Area. Any development at the site will need to ensure that the designated heritage assets and their settings are protected.

8.7.3. Leisure and recreation is becoming an increasingly important feature of modern life and Government policy promotes the development of sport and recreation to enable all people to participate in a choice of leisure activities. Encouraging leisure and recreation creates a variety of social benefits such as improved physical health and inner well-being, enhanced social skills and sense of community. It has an important environmental role, particularly through maintaining and improving the quality of urban areas and can also be valuable in economic terms through promoting inward investment, visitors and tourism.

8.7.4. The objectives for Towcester Racecourse are:

- To give long-term protection to existing leisure and recreational facilities at Towcester Racecourse in the interest of amenity for residents and visitors to the area;
- To improve the range, quality and standard of provision of the leisure and tourism offer at the Racecourse to meet people's needs; and
- To encourage greater participation by local residents in sport and recreation.

8.7.5. In addition to providing employment itself, it can also have beneficial spin-offs for the local economy, visitor and tourist trade. It is therefore recognised that the Racecourse's role in the town should be encouraged; however, development must be designed to respect the countryside which has open views in a particularly prominent location.

Policy T7 – Towcester Racecourse

Proposals at Towcester Racecourse involving the development of leisure, recreational, tourism and exhibition facilities will be supported, subject to proposals meeting all the following criteria:

i. A Transport Assessment will be required to ensure that any increase in traffic generation can be satisfactorily accommodated; and
ii. It is demonstrated that the proposals prioritise the re-use of existing buildings; and

iii. Any new buildings that may be required should be built in close proximity to existing permanent buildings and in a manner sympathetic to their location;
iv. Existing footpaths should be retained; and
v. Appropriate landscaping schemes will be required to be submitted and approved by the local planning authority as part of any development proposal; and
vi. A heritage impact assessment will be required to inform the scale, layout and extent of the development. This will explicitly include the impact on the Easton Neston Grade II* Registered Park and Garden as well as consideration of any impacts on archaeology, designated and non-designated heritage assets; and
vii. The provision of an integrated transport network with sustainable transport modes including access to Towcester town centre; and
viii. The provision of surface water management and flood attenuation schemes; and
ix. Safeguarding and enhancement of Towcester's Green Infrastructure Network; and
x. Appropriate mitigation measures to limit amenity impacts on nearby residential properties.

WNLP objectives: 1, 2, 3, 4, 5, 7, 8, 9, 10, 11, 13, 14, 16, 17

Chapter 9: Making Great Places – Growth at Long Buckby Station

9.1. Introduction

9.1.1. Long Buckby Station is located on the Northampton Loop line of the West Coast Main Line.

9.1.2. It currently provides a half hourly daytime service southward to Northampton, Milton Keynes and London Euston and northwards to Coventry and Birmingham. Services are more frequent during the peaks.

9.1.3. The Options consultation published in 2021 considered a new settlement at Long Buckby with a capacity of between 1,280 and 5,000 homes. This option wasn't taken forward into the 2024 Regulation 18 plan because all of the additional housing growth, then required, could be met at Northampton. With the increased housing need outlined elsewhere in this plan, additional sustainable locations have been identified to meet the need, including Long Buckby Station.

9.1.4. The station would benefit from investment to improve the offer as outlined in the Council's Local Transport Plan (LTP). Growth in this location provides an opportunity to provide homes in a sustainable location, increase patronage at this station and provide funding to contribute to the improvements needed at this station.

9.1.5. Growth also provides the opportunity to further improve opportunities for active travel between Daventry and Long Buckby Station.

9.1.6. Government policy supports proposals of this type. Paragraph 115 of the NPPF states that 'in assessing sites that may be allocated for development in plans, it should be ensured that sustainable transport modes are prioritised...'. In November 2025 the Government announced its intentions to promote housebuilding around railway stations.

9.2. Local Transport Plan and supporting documents

9.2.1. The Local Transport Plan (LTP) adopted by the Council in March 2025 includes a programme of planned interventions to help deliver the objectives of the plan. For Long Buckby, it identifies improvements[1] and platform lengthening as a short-term action (by 2030) and speed and capacity improvements to the loop line by 2040.

9.2.2. The LTP also states that the council will advocate for more West Coast Main Line train services to serve Northampton and Long Buckby to encourage more people to consider rail as an alternative to the car where appropriate[2].

9.2.3. Regarding bus transport, the plan identifies proposals for an enhanced service

[1] Table 4-3 on page 39 of the West Northamptonshire Local Transport Plan 2025 to 2045
[2] Component policy measures PO5b on page 51 of the Local Transport Plan 2025 to 2045

(frequency and operating hours) between Daventry and the West Coast mainline. [3]

9.2.4. The LTP also identifies support for integrated bus and rail ticketing and timetables[4].

9.2.5. The Council's Rail Action Plan, Mobility Hub Action Plan, and Active Travel Strategy (June 2026) provides further support to the LTP.

9.2.6. As noted in the transport chapter, the plan is supported by a transport assessment and Infrastructure Delivery Plan which have assessed the implications of the proposals in the plan, and any mitigation that may be required.

9.2.7. These consider the opportunity to improve connectivity between parts of Long Buckby and Daventry North East with the help of the Grand Union Canal towpath.

9.3. Growth at Long Buckby Station

9.3.1. Growth at Long Buckby Station will provide for approximately 1,000 homes and about four hectares of employment land adjacent to the existing employment area west of Three Bridges Road.

9.3.2. The development will meet some of its own infrastructure needs but will also help to sustain the existing facilities in Long Buckby Village.

9.3.3. Further assessment will be required of the transport impacts of the development including the access along Three Bridges Road.

9.3.4. Given the sustainability of this location, there may be opportunities to extend this growth location in future local plans. Part of the site is within a Mineral Safeguarding Area (MSA) under Policy 28 of the Minerals and Waste Local Plan. Future development will need to demonstrate compliance with MWLP Policy 28 to ensure mineral deposits within MSAs are prevented from sterilisation by incompatible non-mineral development.

9.3.5. A high level heritage impact assessment (HIA) for the site reviewed existing historic environment evidence in order to assess the potential effects that could arise from the allocation. Due to the archaeological potential of the site, the HIA recommended that a more detailed desk based assessment is undertaken. This will identify the nature of the archaeological resource, the need for any additional investigation work and will inform an appropriate mitigation strategy. All works should be agreed in advance with the Planning Archaeologists.

[3] WNCLTPLL018 on page 131 of the Local Transport Plan 2025 to 2045
[4] WNCLTPL L0096 on page 133 of the Local Transport Plan 2025 to 2045

Policy LB1 – Growth at Long Buckby station
Land is allocated for housing and employment at Long Buckby Station.

A. Proposals for this site must be informed by a masterplan, agreed by the Council, that must demonstrate how the site can come forward comprehensively.

B. Proposals for this site will make provision for all of the following:

i. Approximately 1,000 dwellings east of Three Bridges Road;
ii. Approximately 4 hectares of employment land west of Three Bridges Road;
iii. Meeting the educational needs arising from this development;
iv. Necessary provision of or contributions to infrastructure; including social infrastructure, such as for leisure, sport and community facilities;
v. Contributions to the improvements to Long Buckby Station identified in the Local Transport Plan;
vi. Proposals to contribute towards active travel between Long Buckby Station and Daventry;
vii. Structural greenspace and wildlife corridors which retain important existing landscape features;
viii. Appropriate funding contributions towards healthcare infrastructure provision;
ix. An appropriate contribution towards off site sustainable transport and highways mitigation measures as set out in the local plan's Strategic Transport Assessment (2026); and
x. Development which is consistent with the diagram shown in figure 28.

C. Development of the site will be informed by assessments and suitable mitigation related to:

i. Heritage and Archaeological impact;
ii. Landscape and visual impact;
iii. Ecological impact;
iv. Highways and transport;
v. Flood Risk and water and water recycling infrastructure;
vi. Noise and Air Quality;
vii. Crime and Disorder, and
viii. Minerals and Waste.

WNLP objectives: 1,7,9,10,12,13

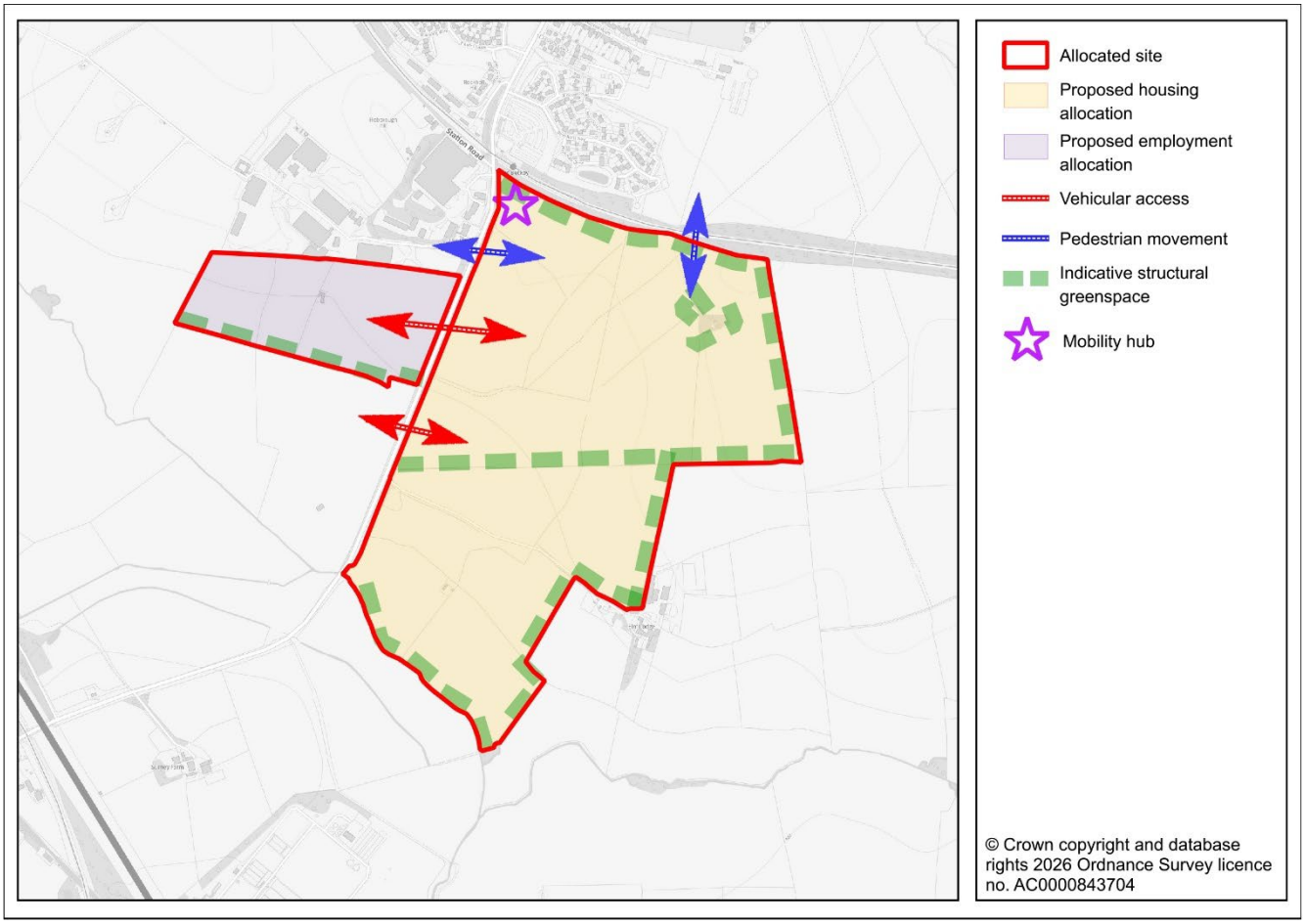


Figure 28: Development principles for Growth at Long Buckby Station

Chapter 10: Making Great Places: Rural Areas

10.1. Introduction

10.1.1. Much of West Northamptonshire is rural in nature and is home to around a third of the area's population. For the purposes of this section of the WNLP, the rural areas are defined as those areas outside the confines of the urban areas of Northampton, Daventry, Brackley and Towcester. This area has a dispersed network of settlements of varying sizes, character and function.

10.1.2. Chapter 3 of this Plan outlines the spatial strategy for West Northamptonshire and the role that the rural area has to play in delivering the Plan's vision and objectives.

10.1.3. Policy S1 confirms that in rural areas limited planned growth will take place at the most sustainable villages to help meet the housing need for the plan period and to ensure that the rural area and its villages remain sustainable and vibrant. The Policy continues to set the hierarchy for the main towns in the area; this chapter establishes the hierarchy of settlements in the rural area and sets out the type of development that will be supported in those locations.

10.2. Settlement hierarchy

10.2.1 A settlement hierarchy is a way of categorising settlements based on factors such as the range of services and facilities they provide and access to public transport and employment opportunities. The purpose of a settlement hierarchy is to help direct new development to the most sustainable locations.

10.2.2 In the current development plan the WNJCS sets an overarching framework for the rural settlement hierarchy and identifies that the rural hierarchy will have the following three categories:

- **Primary Service Villages** – These have the highest level of services and facilities within the rural area to meet the day to day needs of residents including those from surrounding settlements. These settlements are the most appropriate for accommodating housing and employment needs and would be the focus for service provision in the rural areas;

- **Secondary Service Villages** - These settlements have a more limited range of services, but still provide scope to meet some housing growth along with employment and service provision;

- **Other Villages** - These villages have an even more limited range of services and are more reliant on the services of larger centres for day to day needs. The scope for development within these villages is likely to be limited to windfall infill development, although some housing to provide for local needs may be suitable.

10.2.3 The WNJCS then goes on to acknowledge that beyond villages specified in the above categories there will be settlements which are very small and with few or no services and facilities. These are referred to as **Small Settlements/Hamlets.**

10.2.4 Through the Issues and Options consultation on this new Local Plan the purpose and functioning of the settlement hierarchy was explored in a process that included the Council engaging directly with parish councils on the rural settlement hierarchy, asking them to provide up to date evidence regarding services and facilities within settlements, as well as reflecting on their settlement's position within the existing hierarchy and sharing their future aspirations. This was followed by further public consultation with the conclusion of the work being that the three tiered settlement hierarchy approach identified in the WNJCS is still relevant and an appropriate tool for directing development in the rural areas.

10.2.5 It is acknowledged that a settlement hierarchy should be based on a robust analysis of services and facilities either within a particular village or as part of a defined cluster of settlements. As such, evidence in respect of services and facilities within settlements has been updated both through a services and facilities audit in consultation with parish councils and a thorough assessment of other evidence. As set out in the settlement hierarchy methodology (Settlement Hierarchy Background Paper, September 2026) in order to achieve a robust assessment a two stage assessment approach has been established; the first stage applies a score, based on a weighted scoring mechanism in respect of services and facilities. These are weighted more heavily to those identified as 'Most Important', with less weight attached to 'Important' and least to 'Other Services and Facilities'. Weighting is also attached to the quality and frequency of public transport services. Each settlement was placed in an initial classification according to whether it meets certain minimum scoring requirements.

10.2.6 Following the stage 1 assessment a reflective assessment was undertaken providing a qualitative assessment of each village, when taking into account factors such as their scale and role, access to employment provision and housing need to establish whether they are identified within the correct settlement hierarchy classification. Following this reflective assessment a final hierarchy has been produced.

10.2.7 Policies R1 to R5 identifies where each rural settlement within West Northamptonshire sits within the settlement hierarchy and provide more detail for each of these categories.

10.2.8 Policy S1 of this Plan sets out that development of a smaller scale at all villages may be supported where it is consistent with local needs with a particular emphasis on:

i. Enhancing and maintaining the vitality of rural communities and the services and facilities they provide;
ii. Strengthening rural enterprise;
iii. Promoting improved connectivity between settlements and their hinterlands; and
iv. Protecting the distinctive character and quality of rural settlements.

10.2.9 It remains critical that development is located in the right location at villages. Consequently, the strategy focuses on concentrating development within settlement confines and in planned locations (paragraph 10.3 below). Settlement hierarchy policies set out criteria for the protection of the character of villages including open land that is important to this, the amenity of its residents and making sure that future development is of an appropriate scale. They also seek to ensure that future developments improve village environments, help maintain the level of services, meet an identified need including through a neighbourhood development plan and are informed by effective consultation.

10.2.10 These criteria have been taken forward for Primary and Secondary Service Villages and Other Villages along with additional criteria necessary to reflect their role in the hierarchy. Further detail on this is provided in the relevant sections of this Plan for each settlement hierarchy classification.

10.2.11 Irrespective of where a village is situated within the hierarchy there are important features that are fundamental to its character. For example, particular buildings, areas of open space, ecological assets and key views. There are various sources of information that help to identify these features, such as conservation area appraisals, village design statements, the Nature Recovery Strategy and neighbourhood development plans. Where such a document is in place it will form important evidence for understanding a village's character.

10.2.12 Across the rural areas the Council is keen to ensure that appropriately located buildings that are either derelict or in a state of disrepair are brought back into active use, wherever possible. However, it is also important that property is well maintained and if there is evidence of property being deliberately neglected this will be dealt with through appropriate measures and legislation. Furthermore, deliberate neglect will also be taken into account in considering whether the proposal meets the requirements of the relevant policies in this chapter. In addition, whether the building is capable of conversion without the need to rebuild or significantly alter or extend will also be taken into account.

10.2.13 This Plan provides further policy guidance for each settlement according to its classification within the settlement hierarchy. In addition to planned growth it allows for appropriate levels of windfall development that will respond to local needs and ensure services and facilities can be sustained or, where necessary, enhanced without undermining the overall spatial strategy.

10.3. Settlement confines

10.3.1 Town and village confines represent the extent of a settlement's main built up area and where certain policies apply. They are used to direct development to the most sustainable locations whilst protecting the character of the countryside, villages and towns and to help provide clarity for decision making.

10.3.2 The former Daventry and South Northamptonshire Councils developed their own approaches to defining settlement confines, which have been applied within the respective part 2 local plans. A single settlement confines methodology for West Northamptonshire has now been produced and settlement confines drawn for the Primary, Secondary and Other villages identified in the settlement hierarchy.

10.4. Primary Service Villages

10.4.1. Primary Service Villages are the largest settlements within West Northamptonshire after the towns. They perform an important role in providing a range of services and facilities to meet the day to day needs of their own residents and businesses and those from surrounding smaller villages and settlements, providing access to services and facilities including shops, schools, healthcare and employment. They also have relatively good public transport provision to surrounding towns. Therefore, it is important to ensure that these villages' roles are protected moving forward, in particular by maintaining the services and facilities within them.

10.4.2. In addition to the planned housing growth at these villages, and windfall development within confines (set out in Policy R6) there may exceptionally be scope for residential development outside of the confines but only in prescribed circumstances. These are where there is an absence of a five year housing land supply; or where the Housing Delivery Test indicates that the delivery of housing was substantially below (less than 75% of) the housing requirement over the previous three years, the development is needed to meet an identified local need, where it is required to support an essential local service that may be under threat (especially a primary school or primary health service), or is economic development that enhances or maintains the sustainability of the village or would contribute towards and improve the local economy including where it meets the requirements of policy EC2 relating to employment areas. In assessing this, regard will need to be given to other sources of information, including but not limited to the latest Housing Land Availability report, Brownfield Register and Housing and Economic Land Availability Assessment.

10.4.3. Single, self-build, plots immediately adjoining the confines will be supported,

provided a local connection is demonstrated. For a site to be considered as 'immediately' adjoining the settlement confines, the site must have a clear physical and relatable connection with the settlement boundary as defined in this plan, thereby appearing as a natural, contextually appropriate extension to it.

Policy R1 – Primary Service Villages

The Primary Service Villages perform a crucial role in helping to provide an important range of services and facilities and access to employment opportunities to meet the day to day needs of the local communities they serve. The Primary Service Villages are identified as:

Brixworth, Bugbrooke, Crick, Deanshanger, Long Buckby, Middleton Cheney, Roade, Weedon and Woodford Halse

A. Development at the Primary Service Villages will be located within the confines of the village as defined on the Inset map.

B. Development outside the defined confines will be acceptable only in the following circumstances;

i. Where the site immediately adjoins the settlement confines; and
ii. the housing land supply is less than five years or where the Housing Delivery Test is not met; or
iii. The development is a Rural Exception Site that accords with Policy HO4; or
iv. The development is a Local Needs Site that accords with Policy HO5; or
v. The development is economic development that will enhance or maintain the vitality or sustainability of the Primary Service Village or would contribute towards and improve the local economy; or
vi. It is development which otherwise accords with Policy EC2; or
vii. It is development which otherwise accords with Policy R6; or
viii. The development is a single self-build plot immediately adjoining the settlement confines, where an applicant can demonstrate a local connection.

C. To ensure that the role of these villages is maintained, all development at the Primary Service Villages, within or outside the confines shall also meet the following criteria:

i. Be of an appropriate scale relative to its role as a Primary Service Village; and
ii. Not result in the loss of existing services and facilities important to the sustainability of the settlement and its role as a Primary Service Village; and
iii. Protect the form, character, appearance and setting of the village and areas of historic or environmental importance including those identified in conservation area appraisals, village design statements and the Local Nature Recovery Strategy; and
iv. Protect the integrity of garden or other open land that makes an important contribution to the form, character, appearance and setting of the settlement; and
v. Not result in the loss of land from employment use within an Employment Area; and

vi. Be accessible by walking and cycling to the majority of services and facilities within the settlement; and

vii. Protect the amenity of existing residents.

D. Development that is provided for in a made neighbourhood development plan will also be supported.

WNLP objectives: 1, 4, 7, 10, 12, 13, 14, 16, 17

10.5. Secondary Service Villages

10.5.1. The Secondary Service Villages are smaller than the Primary Services Villages. They generally feature some services and facilities, such as a primary school and a convenience shop but still play an important role in providing access to these facilities, for their own residents and, in certain locations, residents from smaller villages and settlements. This Plan sets out a policy approach to ensure that the role of these villages is protected, in particular that the services and facilities within the villages are maintained. To reflect their role it is proposed that development, other than that identified in Policy R6, should be within the confines of the village and a scale appropriate to the village.

10.5.2. In making an assessment of whether a site is of a scale appropriate to a village's role as a Secondary Service Village it will be important to consider the scale relative to the village as whole, bearing in mind the need to maintain a balanced housing stock and also ensure the social integration of new residents. Furthermore, the cumulative impact of current and recent development will be an important factor.

10.5.3. As with Primary Service Villages, in addition to the planned housing growth at these villages and windfall development within confines (set out in Policy R6) it is recognised that there may exceptionally be scope for development outside of the confines but only in prescribed circumstances. These are where there is an absence of a five year housing land supply or where the Housing Delivery Test indicates that the delivery of housing was substantially below (less than 75% of) the housing requirement over the previous three years, the development is needed to meet an identified local need, where it is required to support an essential local service that may be under threat (especially a primary school or primary health service) or is economic development that enhances or maintains the sustainability of the village or would contribute towards and improve the local economy. In assessing this regard will need to be had to other sources of information, including but not limited to the latest Housing Land Availability report, Brownfield Register and Housing and Economic Land Availability Assessment. Single, self-build, plots immediately adjoining the confines will be supported, provided a local connection is demonstrated.

Policy R2 – Secondary Service Villages

The Secondary Service Villages perform an important role in helping to provide some services and facilities for the local communities which they serve. Secondary Service Villages are identified in this plan as:

Badby, Barby, Blakesley, Blisworth, Boddington (Upper), Boughton, Brafield on the Green, Braunston, Byfield, Chacombe, Chipping Warden, Charlton, Cogenhoe, Creaton, Croughton, Culworth, Denton, East Haddon, Farthinghoe, Flore, Greatworth, Greens Norton, Guilsborough, Hackleton, Harpole, Hartwell, Kilsby, Kings Sutton, Kislingbury, Little Houghton, Milton Malsor, Naseby, Nether Heyford, Old Stratford, Pattishall (Astcote and Eastcote), Paulerspury, Pitsford, Potterspury, Silverstone, Spratton, Syresham, Walgrave, Welford, West Haddon, Yardley Gobion, Yardley Hastings, Yelvertoft.

A. Development at the Secondary Service Villages will be located within the confines of the village as defined on the Inset Map.

B. Development outside the defined confines will be acceptable only in the following circumstances;

i. Where the site immediately adjoins the settlement confines; and
ii. the housing land supply is less than five years or where the Housing Delivery Test is not met; or
iii. The development is a Rural Exception Site that accords with Policy HO4; or
iv. The development is a Local Needs Site that accords with Policy HO5; or
v. The development is economic development that will enhance or maintain the vitality or sustainability of the Secondary Service Village or would contribute towards and improve the local economy; or
vi. It is development which otherwise accords with Policy R6; or
vii. The development is a single self-build plot immediately adjoining the settlement confines, where an applicant can demonstrate a local connection.

C. To ensure that the role of these villages is maintained, all development at the Secondary Service Villages, within or outside the confines shall also meet the following criteria:

i. Be of an appropriate scale relative to its role as a Secondary Service Village; and
ii. Not result in the loss of existing services and facilities important to the sustainability of the settlement and its role as a Secondary Service Village; and
iii. Protect the form, character, appearance and setting of the village and areas of historic or environmental importance including those identified in conservation area appraisals village design statements and the Local Nature Recovery Strategy; and
iv. Protect the integrity of garden or other open land that makes an important contribution to the form, character and setting of the settlement; and
v. Be accessible by walking and cycling to the majority of services and facilities within

the settlement; and

vi. Protect the amenity of existing residents.

D. Development that is provided for in a made neighbourhood development plan will also be supported.

WNLP objectives: 1, 4, 7, 10, 12, 13, 14, 16, 17

10.6. Other Villages

10.6.1. Beyond the Primary and Secondary Villages there are a number of generally smaller villages which have a more limited range of services and facilities, for example the provision of a public house/restaurant, a community hall and in some instances a primary school. Whilst it is important to retain these services and facilities it is considered that development should be limited at these villages, to being small scale within the confines. In making an assessment of whether a site is of a scale appropriate to a village's role as an 'Other' village, it will be important to consider the scale relative to the village as a whole.

10.6.2. However, development may be allowed outside the confines exceptionally and in more limited circumstances than is envisaged for Primary and Secondary Service Villages, only in prescribed circumstances. These are where the development is needed to meet an identified local need, where it is required to support an essential local service that may be under threat (especially a primary school) or is economic development that enhances or maintains the sustainability of the village or would contribute to and improve the local economy. In assessing applications for residential development that meet an identified housing need regard will need to be had to sources of information, including but not limited to the latest Housing Land Availability report, Brownfield Register and Housing and Economic Land Availability Assessment. Single, self-build, plots immediately adjoining the confines will be supported, provided a local connection is demonstrated.

Policy R3 – Other Villages

The Other Villages perform a predominantly local role in providing a limited number of services and facilities for their residents.

Other Villages are identified as:

Abthorpe, Arthingworth, Ashby St Ledgers, Ashton, Aston Le Walls, Aynho, Castle Ashby, Chapel Brampton, Charwelton, Church Brampton, Church Stowe, Clipston, Cold Ashby, Cosgrove, Cottesbrooke, , Dodford, Evenley, Everdon, Eydon, Farthingstone, Gayton, Grafton Regis, Great Brington, Great Houghton, Great Oxendon, Hannington, Hellidon, Helmdon, Hinton in the Hedges, Holcot, Hollowell, Lilbourne, Litchborough, Little Brington, Lower

Harlestone, Maidford, Maidwell, Marston St Lawrence, Marston Trussell, Moreton Pinkney, Newnham, Norton, Old, Onley, Overstone, Quinton, Ravensthorpe, Rothersthorpe, Scaldwell, Shutlanger, Sibbertoft, Staverton, Stoke Bruene, Sulgrave, Thornby, Thorpe Mandeville, Tiffield, Wappenham, Watford, Weedon Lois, Welton, Whilton, Whitfield, Whittlebury, Wicken.

A. Development at the Other Villages will be located within the confines of the village.

B. Development outside the confines will be acceptable only in the following circumstances;

i. Where the site immediately adjoins the settlement confines; and
ii. the development is a Rural Exception Site that accords with Policy HO4; or
iii. the development is a Local Needs Site that accords with Policy HO5 or
iv. the development is economic development that will enhance or maintain the vitality or sustainability of the Other Village or would contribute towards and improve the local economy; or
v. The development is a single self-build plot immediately adjoining the settlement confines, where an applicant can demonstrate a local connection.

C. To ensure that the role of these villages is maintained, all development at the Other Villages, within or outside the confines shall also meet the following criteria;

i. Be small scale; and
ii. Not result in the loss of existing services and facilities important to the sustainability of the settlement and its role as an Other Village; and
iii. Protect the form, character, appearance and setting of the village and areas of historic or environmental importance including those identified in conservation area appraisals, village design statements and the Local Nature Recovery Strategy; and
iv. Protect the integrity of garden or other open land that makes an important contribution to the form, character, appearance and setting of the settlement; and
v. Be accessible by walking and cycling to the majority of services and facilities within the settlement; and
vi. Protect the amenity of existing residents.

D. Development that is provided for in a made neighbourhood development plan will also be supported.

WNLP objectives: 1, 4, 7, 10, 12, 13, 14, 16, 17

10.7. Small Settlements/Hamlets

10.7.1. Within West Northamptonshire there are a number of settlements that are extremely small and do not have sufficient services and facilities to command a position in the settlement hierarchy. These settlements do not have village confines and for the purposes of this plan are considered as open countryside. Future development at such locations will only take place in very special

circumstances and needs to be considered, as with all open countryside against Policy R5.

Policy R4 – Small Settlements/Hamlets

Small settlements and hamlets are identified as:

Adstone, Alderton, Althorp, Astwell, Bradden, Brockhall, Caldecote, Canons Ashby, Chadstone, Clay Coton, Cold Highham, Coton, Courteenhall, Crowfield, Dalscote, Draughton, Duncote, East Farndon, Easton Neston, Edgcote, Elkington, Falcutt, Fawsley, Foxley, Furtho, Great Purston, Grimscote, Halse, Hanging Houghton, Haselbech, Heathencote, Holdenby, Horton, Hulcote, Kelmarsh, Lamport, Little Everdon, Little Preston, Little Purston, Long Buckby Wharf, Lower Catesby, Lower Boddington, Muscott, Nobottle, Newbottle, Overthorpe, Passenham, Piddington, Pimlico, Plumpton, Potcote, Preston Capes, Preston Deanery, Pury End, Puxley, Radstone, Showsley, Slapton, Snorscomb, Stanford on Avon, Steane, Stuchbury, Sulby, Teeton, Thenford, Upper Catesby, Upper Harlestone, Upper Heyford, Upper Stowe, Warkworth, West Farndon, Weston, Whilton Locks, Whiston, Winwick, Woodend.

To ensure that a pattern of sustainable development is maintained and to reflect the nature and character of Small Settlements/Hamlets and their extremely limited provision of services and facilities, proposals for development will be judged against Policy R5 (Open Countryside) which sets out types of acceptable development in the open countryside.

WNLP objectives: 1, 4, 7, 10, 12, 13, 14, 16, 17

10.8. Open countryside

10.8.1. It is important that the Open Countryside is protected and the NPPF requires planning policies and decisions to recognise the intrinsic character and beauty of the countryside (paragraph 187). To ensure a sustainable pattern of development across West Northamptonshire, Policy S1 of the of this local plan concentrates growth at Northampton, Daventry, Towcester, Brackley and Long Buckby and limits development in the rural areas. It refers to maintaining the distinctive character and vitality of rural communities and respecting the level of tranquillity, contributing to protecting and enhancing the natural, built and historic environment.

10.8.2. In order to promote sustainable development in rural areas, the NPPF recommends housing is located where it will enhance or maintain the vitality of rural communities (paragraph 83) and as such, isolated homes in the countryside should be avoided (paragraph 84). Proposals for isolated homes will only be supported in the circumstances prescribed by paragraph 84 of the NPPF. Such proposals should demonstrate exceptional design quality, and it is expected that they are supported by the Design Review Panel. Applicants

should engage with the panel prior to submission of any application.

10.8.3. This Plan recognises the important role that agriculture and other rural enterprises play in the rural economy. Such uses are often located in the open countryside because of their operational needs. Proposals which sustain and enhance the rural economy are supported where they accord with Policy EC3 and have no adverse impacts on the open countryside.

Policy R5 – Open Countryside

The intrinsic character, beauty and tranquillity of the open countryside of West Northamptonshire will be recognised.

To achieve this, only the following forms of development will be supported in the open countryside:

i. Development, including the re-use or conversion of existing buildings, essential to ensure the continuing function of a rural business that meets the requirements of Policy HO12 (Rural Worker's Accommodation); or
ii. The replacement of an existing building of the same general size, character, massing and bulk predominantly on the same footprint, for the same use, that respects the character of its rural surroundings; or
iii. Agricultural development that respects the character of its rural surroundings both in relation to its physical location, scale and design and also the operational impacts that it would have on the area in which it is located and the communities of that area; or
iv. Individual isolated dwellings of exceptional design quality; or
v. Development that results in the optimal viable use of a heritage asset in accordance with Policies EN1 (West Northamptonshire's Historic Environment), EN2 (Designated Heritage Assets) and EN3 (Non-designated Heritage Assets); or
vi. The re-use of redundant or disused buildings of historic merit that lead to an enhancement to the immediate setting; or
vii. A proposal for the reuse and adaptation of a building of traditional style or character where:
a. The building is capable of conversion without the need to rebuild or significantly alter; and
b. The building and its setting are of a character sympathetic to its surroundings; and
c. The proposed use can be accommodated within the existing framework of the building; and
d. The nature, scale, form and design of the proposal is sympathetic to the existing character of the building and its surrounding environment;
viii. Extensions to existing buildings that respect their scale, form and character; or
ix. Essential investment in infrastructure including utilities; or
x. Development that accords with Policy EC3 (Rural Economy), or
xi. Overnight Lorry Parking that otherwise accords with policy TR4; or
xii. Development that otherwise accords with the Rural Settlement Hierarchy; or

xiii. A Rural Exception Site which complies with Policy HO4 or Local Needs Site which complies with Policy HO5; or
xiv. Development that accords with the requirements of Policy HO11 (Gypsies, Travellers, Travelling Showpeople).

WNLP objectives: 1, 4, 7, 10, 12, 13, 14, 16, 17

10.9. Rural areas housing requirements

10.9.1. Using the settlement hierarchy set out in Policies R1 to R4 above this chapter builds upon the commitment of Policy S1 and identifies needs figures for housing growth at Primary and Secondary Service Villages.

10.9.2. It is considered that the proportionate growth identified will contribute to meeting the housing need for the plan period and ensure that the rural area and its villages remain sustainable and vibrant. Additional housing in the rural area will also provide choice and further opportunities for newly forming households and those presently unable to access the housing market including affordable housing and for those whose housing needs have changed over time.

10.9.3. When delivered on small and medium sized sites this rural development will make an important contribution to meeting the housing requirements of the area and is essential for small and medium sized-enterprise housebuilders to deliver new homes helping the Council deliver the requirements set out in paragraph 73 of the NPPF.

10.9.4. The need figures are based upon the Government's standard method for calculating local housing need when considered in the context of the proposed spatial strategy for West Northamptonshire. The figures recognise the need that rural parishes and their residents generate as a component of the overall housing requirement for West Northamptonshire as part of the Government's standard method that considers authority-wide housing stock.

10.9.5. The figure consists of two components:

- Firstly, using the Government's standard methodology an individual need figure is calculated for every parish (containing a primary or secondary village) based on its existing housing stock which is then adjusted to take account of affordability. The resultant figure is further adjusted to take account of the spatial strategy for West Northamptonshire and the Plan's regeneration and urban focus, also recognising the sustainability of the rural area when compared to the urban areas. The housing requirement set out in R6 is 20% of the figure derived from using the national methodology (i.e. a reduction of 80%).
- Secondly, an addition is made to take account of the windfall housing delivery which it is predicted will occur naturally across the rural area throughout the

plan period. This amounts to approximately 1,900 homes in the rural area with that figure included in the parish need figure where appropriate, to avoid double counting in the housing trajectory that accompanies this plan. The windfall allowance is calculated for Primary, Secondary and Other Villages and divided amongst the Parishes in the same proportion as their housing stock contributes to an overall rural total, i.e. the parishes with the greatest housing stock have been allocated a larger percentage of the windfall allowance.

10.9.6. Parishes which do not contain a Primary or Secondary village are not assigned a housing requirement although it is recognised that a level of development will occur there and at Other Villages.

10.9.7. Boughton, Hackleton, Harpole and Long Buckby have not been given an R6 needs figure as it is recognised that housing growth will be delivered at those Parishes as a result of the allocations of this Plan.

10.9.8. Whilst windfall development will clearly contribute to the delivery of this Parish need it is anticipated that most of the identified need will be met within the plan period on sites allocated through neighbourhood development plans within or immediately adjoining village confines, the identification and phasing of which will be determined by local communities, with that future development also being delivered at a scale where it will be subject to developer contributions.

10.9.9. The overall level of rural parish housing growth is set out in Policy R6 below. This amounts to a minimum need of 3,133 homes to 2043. Some flexibility may be considered in relation to the housing numbers for individual parishes subject to the detailed investigation and assessment of potential sites through neighbourhood plans or in a subsequent development plan document.

10.9.10. The base date for these figures is 1st April 2025 and any net gain in residential units approved (through planning permission, or prior approvals) since that date will contribute towards meeting the needs figure shown.

10.9.11. In areas where parish councils do not wish to or are unable to prepare their own neighbourhood plan, the Council will work with the parishes to identify sites in a subsequent development plan document. Such circumstances will apply if demonstrable progress has not been made on neighbourhood development plan within two years of the adoption of the Local Plan. Progress thereafter will be reviewed on an annual basis through the Authorities Monitoring Report.

Policy R6 – Rural areas housing requirements

A. Housing sites will be identified to provide for the parish housing requirements set out below. Suitable sites, within or immediately adjoining the confines of the villages referenced, will be identified either through neighbourhood development plans in

accordance with Policy PL7 or through a development plan document.

B. If draft neighbourhood development plans making provision for at least the minimum housing numbers for the relevant area have not made demonstrable progress within two years of the adoption of the Plan the Council will allocate sites for development within a development plan document in order to meet the requirements of this Local Plan. Progress thereafter will be reviewed on an annual basis.

Minimum housing figure by Parish

Parish	Settlements for Neighbourhood Plan Allocations	Housing Figure
Badby	Badby	26
Barby	Barby	51
Blakesley	Blakesley	21
Blisworth	Blisworth	77
Boddington	Upper Boddington	28
Boughton	Boughton	0
Brafield on the Green	Brafield on the Green	27
Braunston	Braunston	74
Brixworth	Brixworth	211
Bugbrooke	Bugbrooke	110
Byfield	Byfield	52
Chacombe	Chacombe	25
Chipping Warden and Edgecote	Chipping Warden	27
Cogenhoe and Whiston	Cogenhoe	58
Creaton	Creaton	19
Crick	Crick	85
Croughton	Croughton	38
Culworth	Culworth	18
Deanshanger	Deanshanger	147
Denton	Denton	30
East Haddon	East Haddon	29
Farthinghoe	Farthinghoe	17
Flore	Flore	57
Greatworth and Halse	Greatworth	35
Greens Norton	Greens Norton	65
Guilsborough	Guilsborough	28
Hackleton	Hackleton	0
Harpole	Harpole	0
Hartwell	Hartwell	73
Kilsby	Kilsby	55
Kings Sutton	Kings Sutton	92
Kislingbury	Kislingbury	55

Parish	Settlements for Neighbourhood Plan Allocations	Housing Figure
Little Houghton	Little Houghton	20
Long Buckby	Long Buckby	0
Middleton Cheney	Middleton Cheney	161
Milton Malsor	Milton Malsor	30
Naseby	Naseby	30
Nether Heyford	Nether Heyford	63
Newbottle	Charlton	20
Old Stratford	Old Stratford	93
Pattishall	Pattishall	61
Paulerspury	Paulerspury	44
Pitsford	Pitsford	29
Potterspury	Potterspury	64
Roade	Roade	136
Silverstone	Silverstone	115
Spratton	Spratton	47
Syresham	Syresham	34
Walgrave	Walgrave	37
Weedon Bec	Weedon	124
Welford	Welford	47
West Haddon	West Haddon	71
Woodford cum Membris	Woodford Halse	162
Yardley Gobion	Yardley Gobion	49
Yardley Hastings	Yardley Hastings	33
Yelvertoft	Yelvertoft	33

WNLP objectives: 1, 4, 7, 10, 12, 13, 14, 16, 17

10.10 RAF Croughton

10.10.1 RAF Croughton provides important outputs that support national defence activities. The NPPF outlines that planning policies should recognise and support development required for operational defence and security purposes, ensuring that operational sites are not affected adversely by the impact of other development proposed in the area and existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established.

Policy R7 - Development within and affecting operational defence sites at RAF Croughton

A. Development required for operational defence purposes within and around RAF Croughton will be supported where it sustains the functioning and viability of these defence establishments.

B. Non-defence related development in the areas around a defence site will only be supported where it would not adversely affect defence related operation or capability, or it can be demonstrated that there is no longer a defence or military need for the site.

Chapter 11: Homes

11.1. Maintaining a supply of homes

11.1.1. Providing housing of the right type and in the right locations is critical to achieving positive health outcomes and in promoting well-being; it also plays a critical role in supporting the local and wider economy.

11.1.2. This chapter initially sets out the scale of new housing that this Plan needs to provide for. Much of that need is already met by existing permissions and allocations in existing plans and therefore should be able to be delivered more quickly than if it were being allocated for the first time in this Plan.

11.1.3. This section then sets out expectations for new housing, including tenure, size and standards. Other policies in the Plan, such as those relating to mitigating environmental impacts will also be relevant.

11.2. Scale and distribution of housing development

11.2.1. The development strategy for the area aims to meet the need for new housing in a way that maximises the opportunities to renew and regenerate our existing towns, minimises the need for new greenfield land 'take' and sustains our existing communities.

11.2.2. Using the Local Housing Needs (LHN) national methodology, there is a need for 2,512 dwellings per annum in West Northamptonshire, making 42,704 in total. This is approximately 26% higher than the number of completions on average over the last five years.

11.2.3. The NPPF (paragraph 78) requires the addition of a 5% buffer to the LHN requirement. Over the Plan period (2026 to 2043) this amounts to a total of 44,839 homes.

11.2.4. Existing commitments (allocations in existing plans, planning permissions, resolutions to grant permission and allocations in neighbourhood plans) make up the bulk of the existing supply. A proportion is made up of a windfall allowance; this source of supply will continue to come forward because policies in existing plans and this Plan provide for this.

11.2.5. Further information on the detail of this supply, is provided in the 'Homes' Background Paper. A trajectory is included at Appendix D.

Policy HO1 – Housing requirement

A. The housing requirement for West Northamptonshire for the plan period 2026 to 2043 is

42,704 homes. In addition to this requirement this plan will provide for an additional 5% to ensure choice and competition in the market for land.

B. The provision in A. will be achieved by allocations made in this Plan, by policies in this Plan which provide for new homes, existing commitments and allocations in Neighbourhood Development Plans.

WNLP objectives: 12

11.3. Housing and housing led allocations

11.3.1. Policies allocating sites for housing or housing led development are included in the place-based sections of this Plan. For convenience all of these allocations are included in figures 30 to 34 below.

11.3.2. Most of the sites in those figures are already allocated in the WNJCS or part 2 plans (all of which will be replaced by this Plan, when adopted). Recognising those sites in this Plan confirms that these sites make a very significant contribution to the housing requirement in this Plan and provides certainty that the Council continues to support housing or housing led development on these sites.

11.3.3. In addition to the allocations included in the tables below, the Northampton Part 2 Local Plan allocates a number of sites for less than 50 dwellings. Because of their scale, they are not reallocated in this Plan, therefore, any sites that have not come forward when this Plan is adopted would be judged against the relevant policies in this Plan.

Figure 29: Housing Supply in allocations – Northampton (Ordered by: SUEs in WNJCS, allocations in Part 2 Plan, new allocations)

Policy Reference in this Plan (where applicable)	Name	Total Capacity	Units Completed as at 1/4/2026	Remaining Capacity expected to be built in the Plan Period	Notes
N16 This relates to the northern part only The allocation in the WNJCS is proposed to be re-allocated and extended in this plan.	Northampton North	3,550	1,538	2,047	Site is part of a larger site allocated as N3 in the WNJCS. Southern part has Reserved Matters approvals for approximately 2,000 dwellings. All phases of the site are currently complete or under construction. Northern part, which is reallocated in this plan as East of A43, has a resolution to grant outline planning permission for 1,600 dwellings. This area is included as an allocation in this plan. This plan proposes that the allocation be extended to the north for a further 350 dwellings.
N17 The part of the allocation in the WNJCS to the south of Roman Road is proposed to be re-allocated in this plan.	Northampton West	2,550	220	2,330	Site is part of a larger site allocated as N4 in the WNJCS. Small part of allocation is completed (south of Whites Lane). Majority of the WNJCS allocation has outline permission for 1,750 dwellings and parts of that have Reserved Matters approval. Houses have been completed on first phase and further site preparation/construction is currently underway. Part to the south, phase 5, has the benefit of a hybrid permission. An area to the south of Roman Road is re-allocated in this plan.

Policy Reference in this Plan (where applicable)	Name	Total Capacity	Units Completed as at 1/4/2026	Remaining Capacity expected to be built in the Plan Period	Notes
Not applicable	Northampton South	1,000	483	517	Site is allocated as N5 in the WNJCS. All of the site has outline permission for 1,000 dwellings, and most of that has reserved matters approvals. Site is currently under construction.
Not applicable	Northampton South of Brackmills	1,525	344	1,021	Site is allocated as N6 in the WNJCS. All of the site has outline permission and reserved matters approval. Site is currently under construction.
Not Applicable	Northampton Kings Heath	3,000	247	2,753	Site is allocated as N7 in the WNJCS. All of the site has outline permission. Two Reserved Matters applications have been approved on part. Site is currently under construction.
Not applicable	Northampton North of Whitehills	1,086	980	106	Site is allocated as N8 in the WNJCS. Most of the site is complete, the remainder has full permission and is currently under construction.
Not applicable	Northampton Upton Park	860	466	394	Site is allocated as N9 in the WNJCS. All of the site has Full permission and is currently under construction.
Not applicable	Northampton Norwood Farm/Upton Lodge	3,418	800	2,618	Site is allocated as N9A in the WNJCS. All of the allocation has outline permission and part of that has reserved matters. It is currently under construction. Upton Lodge has a resolution to grant outline permission.
N6(xxiv)	Former Lings Upper School, Birds Hill Walk	60	0	60	Site is allocated as LAA0193 in policy HO1 of Northampton Part 2 Plan
N6(xxiii)	The Farm, Hardingstone	55	0	55	Site is allocated as LAA0204 in policy HO1 of Northampton Part 2 Plan. A Full application has been received for the entire site, as yet undetermined.

Policy Reference in this Plan (where applicable)	Name	Total Capacity	Units Completed as at 1/4/2026	Remaining Capacity expected to be built in the Plan Period	Notes
N6(vi)	Northampton Railway Station Car Park	280	0	280	Site is allocated as LAA0288 in policy HO1 of Northampton Part 2 Plan A hybrid application has a resolution to grant permission
N6(vii)	Northampton Railway Station (railfreight)	188	0	188	Site is allocated as LAA0333 in policy HO1 of Northampton Part 2 Plan
N6(xiii)	Pineham	80	0	80	Site is allocated as LAA1006 in policy HO1 of Northampton Part 2 Plan An outline application has been received for the entire site, as yet undetermined.
Not applicable	University of Northampton Park Campus	585	510	75	Site is allocated as LAA1013 in policy HO1 of Northampton Part 2 Plan. Most of site is already developed. Capacity for 75 remaining
Not applicable	University of Northampton Avenue Campus	170	0	170	Site is allocated as LAA1014 in policy HO1 of Northampton Part 2 Plan. Permissions have been granted.
Not applicable	Belgrave House	122	0	0	Site is allocated as LAA1022 in policy HO1 of Northampton Part 2 Plan This is now part of the wider Greyfriars regeneration project and is no longer proposed for housing.
N6(xi)	Land to the West of Towcester Road	230	0	230	Site is allocated as LAA1102 in policy HO1 of Northampton Part 2 Plan An outline application has been received for the entire site, as yet undetermined.
N6(xx)	The Green, Great Houghton	650	0	650	Site is allocated as LAA1098 in policy HO1 of Northampton Part 2 Plan An outline application has been received for 650 dwellings on the entire site, as yet undetermined.

Policy Reference in this Plan (where applicable)	Name	Total Capacity	Units Completed as at 1/4/2026	Remaining Capacity expected to be built in the Plan Period	Notes
N6(xii)	Hill Farm Rise, Hunsbury Hill	80	0	80	Site is allocated as LAA1100 in policy HO1 of Northampton Part 2 Plan
N6(xxii)	Watering Lane, Collingtree	265	0	265	Site is allocated as LAA1104 in policy HO1 of Northampton Part 2 Plan
Not applicable	Former Abington Mill Farm, land off Rushmere Road,	125	0		Site is allocated as LAA1107 in policy HO1 of Northampton Part 2 Plan Site is not included in this Regulation 19 plan.
N6(iv)	Greyfriars	400	0	400	Site is allocated as LAA1113 in policy HO1 of Northampton Part 2 Plan
Not applicable	Wootton Fields	74	0	0	Site is allocated as LAA1137 in policy HO1 of Northampton Part 2 Plan Site is included in adjacent East of Wooldale Road.
N6(xi)	Land north of Milton Ham	100	0	100	Site is allocated as LAA1140 in policy HO1 of Northampton Part 2 Plan Further work suggests reduced capacity for this site.
N6(ix)	Land to west of Northampton South SUE	361	0	361	Site is allocated as LAA1144 in policy HO1 of Northampton Part 2 Plan Outline planning application submitted, and has a resolution to grant permission
N13	Land east of Wooldale Road	1,700	0	1,700	Proposed allocation in this Plan.
N14	Land north of Newport Pagnell Road	1,000	0	1,000	Proposed allocation in this Plan.

Policy Reference in this Plan (where applicable)	Name	Total Capacity	Units Completed as at 1/4/2026	Remaining Capacity expected to be built in the Plan Period	Notes
N15	Land West of A43	2,900	0	2,900	Proposed allocation in this Plan. This proposal was included in the previous Regulation 18 plan. It is proposed to extend this allocation to the north.
N18	North of Buckton fields	1,500	0	1,500	Proposed allocation in this Plan
N20	Grange Park	850	0	850	Proposed allocation in this Plan

Figure 30: Housing Supply in Allocations - Daventry (Ordered by: SUEs in WNJCS, allocations in Part 2 Plan, new allocations)

Policy Reference	Name	Total Capacity	Units Completed as at 1/4/2026	Remaining Capacity expected to be built in the Plan Period	Notes
D5	Daventry North East	3,400	0	3,400	Site is allocated as D2 in the WNJCS. An outline application has been submitted for the whole site. It is not yet determined and therefore is re-allocated in this plan.
Not applicable	Daventry South West	1,240	429	811	Site is allocated as HO1 in the S and CLP. Part of site has been completed with 140 dwellings. Main part has outline permission for 1,100 dwellings and reserved matters approvals for some phases. Site is under construction
D3	Daventry Micklewell Park Extension	430	0	430	Site is allocated as HO2 in the S and CLP. This plan proposes an extension of this allocation.
D4	Daventry, North of Middlemore	720	0	720	Proposed allocation in this plan
D6	Daventry, land to North and West of Town Centre	0	0	0	Site is allocated as EC3 in the S and CLP. It is not included in this plan for housing.

Policy Reference	Name	Total Capacity	Units Completed as at 1/4/2026	Remaining Capacity expected to be built in the Plan Period	Notes
D7	Former Council offices, Lodge Road	0	0	0	The Council offices are now surplus to the Council's requirements and therefore available for an alternative use or redevelopment. Could be developed for a range of uses including housing. No capacity identified as uncertainty about future use.

Figure 31: Housing Supply in Allocations - Brackley

Policy Reference	Name	Total Capacity	Units Completed as at 1/4/2026	Remaining Capacity expected to be built in the Plan Period	Notes
Not applicable	Brackley East Sustainable Urban Extension	350	0	350	Site is allocated as B2 in the WNJCS. Planning permission has been granted for housing
B4	Brackley West	700	0	700	Proposed allocation in this plan.
B5	Brackley, North of Radstone Fields	450	0	450	Proposed allocation in this plan.
B6	Brackley, East of Radstone Road	150	0	150	Proposed allocation in this plan.

Figure 32: Housing Supply in Allocations - Towcester

Policy Reference	Name	Total Capacity	Units Completed as at 1/4/2026	Remaining Capacity expected to be built in the Plan Period	Notes
Not applicable	Towcester South sustainable Urban extension	3,171 [Towcester Vale (2,750) + Wood Burcote (210) + Park Hall Farm (211)]	1,810 [Towcester Vale (1,389) + Wood Burcote (210) + Park Hall Farm (211)]	1,361 [Towcester Vale (1,361) + Wood Burcote (0) + Park Hall Farm (0)]	Site is allocated as T3 in the WNJCS. All of site has outline permission, parts have Reserved Matters / Full. Various phases/parcels are currently under construction.
T3	Towcester, north of Burcote Road	1,400	0	1,400	Proposed allocation in this plan

Figure 33: Housing Supply in Allocations – Growth at Long Buckby Station

Policy Reference	Name	Total Capacity	Units Completed as at 1/4/2026	Remaining Capacity expected to be built in the Plan Period	Notes
LB1	Growth at Long Buckby Station	1,000	0	1,000	Proposed allocation in this Plan

11.4. Affordable housing

11.4.1. The HENA 2025 identifies an acute need for affordable housing across West Northamptonshire, most of this need being from households whose needs are not met by market housing. There is a particular need for affordable rented housing, both social and affordable rented. Social rents are more affordable and would benefit a wider range of households, therefore the HENA recommends that they should be prioritised where delivery does not prejudice the overall delivery of affordable homes.

11.4.2. The HENA also considered the role of affordable home ownership, such as discounted market sale housing and shared ownership. There was no strong evidence of a need for discounted market housing in general, and the main focus should be on shared ownership.

11.4.3. The level of affordable need means that the Council should maximise the delivery of such housing at every opportunity. Policy HO2 sets targets of 10% of new homes to be affordable in the Northampton and Daventry urban areas and 35% in the Brackley, Towcester and Rural areas. It is accepted that there may viability challenges on brownfield sites or apartment only developments. In such circumstances, some flexibility on the targets will be allowed, subject to submission and agreement of evidence of viability or other site specific constraints. The affordable housing should be on an 80:20 split between affordable housing for rent and affordable housing to buy. Of the affordable housing for rent around 70% should be at social rents and 30% at affordable rents. For the 20% affordable home ownership, this should focus on shared ownership and other low cost home ownership products.

11.4.4. In setting a site size threshold, in the absence of evidence to support a lower threshold, the national threshold of 10 dwellings will be applied.

11.4.5. The subdivision of sites or the development of sites at artificially low densities to avoid the provision of affordable housing by circumventing the size thresholds will not be permitted. Where the Council considers that a site has been artificially subdivided in order to avoid the application of the affordable housing policies, the entire area, assumed to be developed at a suitable density, will be used to assess the required provision of affordable housing.

11.4.6. The expectation is that the affordable housing will be provided on-site. There may, however, be exceptional circumstances where it cannot be provided on site and off-site provision and/or commuted payments are sought. Examples of include site specific design, management or operation issues for the affordable housing provider, specialist housing needs and where more affordable housing can be delivered off site. In these situations, applicants will be required to provide robust evidence to demonstrate that it is not possible or appropriate. Where applicants are seeking to make off- site provision or a financial contribution they should engage with the Council at the start of the process.

11.4.7. Any financial contribution should be based on the equivalent amount that would be contributed by the developer were the affordable housing to be provided on site. It must be sufficient to deliver the right number and sizes of affordable housing. In order to ensure a robust and consistent approach, the following formula should be used to calculate the appropriate financial contribution:

R 100% M = Residual land value with 100% market housing
RV AH = Residual land value with X% affordable housing

Equivalent commuted sum = (RV 100% M minus RV AH). Payment of the financial contribution will be secured by a planning obligation.

Community led housing

11.4.8. The Council will support community led housing groups to deliver affordable housing and will work with town and parish councils and community groups to deliver rural affordable schemes and community led homes for residents. Local communities may take the opportunity to identify and plan for local housing needs through neighbourhood planning or other community planning documents.

11.4.9. In all cases, the local housing need will be identified through up-to-date parish level evidence. Housing needs surveys (HNS) are undertaken by the Council or an appropriately experienced organisation and provide detailed evidence on housing needs using primary and secondary sources of information to demonstrate the level and nature of affordable housing need. Housing Needs Assessments (HNA) are prepared by an applicant to support a planning application and will include primary sources of information consistent with an HNS. HNAs must be robust and applicants should agree the approach in advance with the Council to ensure consistency in the methodology and analysis. HNSs and HNAs are considered to be valid for five years, however, any application that relies on an HNS or HNA must be submitted within that period.

Policy HO2 – Affordable housing

A. Proposals for residential development on individual sites of 10 or more dwellings will be expected to provide affordable housing at the following rates:

- Northampton and Daventry urban areas – 10%
- Towcester and Brackley urban areas and Rural areas – 35%

B. Levels of affordable housing below the requirements identified will only be acceptable where evidence of viability or other constraints is clearly presented to and agreed by the Council. Developments over 500 units will be expected to include an upward only review clause.

i. Where the Council considers that a site has been artificially subdivided in order to avoid

the application of this policy, or scheme is proposed at an artificially low density, the entire area assumed to be developed at a suitable density will be used to assess the required provision of affordable housing.

C. The affordable dwellings will be provided on-site unless exceptional circumstances can be robustly justified. Where off-site provision or an appropriate financial contribution is justified, the agreed approach must deliver equivalent or enhanced affordable housing and contribute to the objective of creating mixed and balanced communities.

D. The Council will support community led affordable housing schemes where they are supported by a local housing needs survey or assessment and have been subject to extensive and meaningful community consultation and engagement prior to the submission of a planning application. This includes sites brought forward through neighbourhood development plans.

E. All developments incorporating affordable dwellings should ensure that:
i. The affordable dwellings are designed to be indistinguishable from market dwellings and should be distributed throughout the site in small groups or clusters; and
ii. The affordable dwellings are located to maximise opportunities for future residents to access services and facilities by walking, cycling or public transport.

G. All affordable housing units provided as social rent, affordable rent and shared ownership will be transferred to, and owned and managed by a registered provider.

H. In the case of social rent, affordable rent, and shared ownership housing, appropriate arrangements must be secured for the long term management and occupation of the affordable homes. These arrangements must ensure that the homes will remain available and affordable in perpetuity for people in local housing need.

I. For other affordable routes to home ownership, including shared ownership, relevant equity loans and low-cost homes for sale, such arrangements must include provision to:
i. Ensure the homes remain affordable for eligible future households; or
ii. Recycle any receipts from sales into alternative affordable housing provision; or
iii. Refund the subsidy to Government or the relevant authority, as specified in the funding agreement.

J. Homes provided as social rent and affordable rent will be allocated in accordance with the Council's Allocations Scheme. Affordable home ownership products will be managed in line with the relevant national policy and eligibility criteria.

WNLP objectives: 10, 12

11.5. Build to rent

11.5.1. Build to Rent is a distinct asset class within the private rented sector that has been defined in the NPPF glossary, in order to simplify its treatment within the planning system.

11.5.2. Build to Rent typically comprises developments of multiple units (often above 100 units), that are institutionally owned and managed, and subject to longer tenancies designed to offer greater security and stability. Moreover, they can contribute to the delivery of affordable housing in the form of Affordable Private Rent. Because of this, and on account of the non-sale covenants Build to Rent schemes usually carry, the targets for affordable housing set out in policy HO2 does not apply to Build to Rent development.

11.5.3. The HENA 2025 acknowledges that Build to Rent schemes are typically located in larger towns and cities and that there may be interest from the development industry in promoting Build to Rent over the lifetime of the Plan period. Within West Northamptonshire, any focus is expected to be on Northampton. Despite this, it is also acknowledged that other locations may be proposed.

11.5.4. In granting planning permission for Build to Rent the Council will use planning obligations, or comparable appropriate mechanisms, to ensure the appropriate continued management of both affordable and private rent units; along with a mechanism to recoup ('clawback') the value of the affordable housing provision that is withdrawn if affordable private rent dwellings are converted to another tenure.

Policy HO3 – Build to rent

A. Schemes for Build to Rent will be supported in:

i. Northampton; and
ii. Other locations where the applicant demonstrates that this type of dwelling would meet an identified need.

B. Where Build to Rent dwellings are supported, applicants will need to demonstrate that:

i. All the units are self-contained and let separately; and
ii. At least 20% of the dwellings are for affordable private rent; and
iii. Affordable private rental dwellings will be broadly representative of the mix and type of the overall development; and
iv. Affordable private rent is provided with a minimum 20% discount of local market rents (inclusive of service charges); and
v. The discount on the affordable private rent dwelling will apply in perpetuity; and
vi. Units are to be in a single ownership and management control; and
vii. There is to be an agreed professional and on-site management scheme, run by a member of an accredited ombudsman scheme and a recognised professional body; and
viii. The dwellings are to be used as build to rent properties for at least 15 years.

C. In granting planning permission for build to rent the Local Planning Authority will impose a planning condition requiring scheme operators to offer tenancies of 3 or more years to all tenants in the development, who are eligible to live in the country for that period (under the right to rent).

WNLP objectives: 12

11.6. Rural exception sites

11.6.1. Affordability is a key issue in West Northamptonshire's rural areas where average house prices are significantly higher than in the urban areas. For this reason, policy HO4 seeks to support the provision of affordable housing through rural exception sites, which can comprise any form of affordable housing, providing it is supported by appropriate evidence of local need, in other words, an up-to-date HNS or HNA. In most cases HNSs or HNAs are undertaken at an individual settlement level, however, where it can be demonstrated that there is a functional relationship between a small number of settlements, the combined need can be assessed. All villages in the cluster should be in agreement. To ensure HNAs are robust and consistent, applicants should agree the approach in advance with the Council. HNSs and HNAs are considered to be valid for five years, however, any application that relies on them must be submitted within that period.

11.6.2. A rural settlement hierarchy has been devised based on a variety of factors including the availability of services and facilities. This has determined that the settlements where rural exception sites will be considered acceptable are Primary and Secondary Service Villages and Other Villages as set out in chapter 10. For a site to be considered "adjoining", its boundary must have a clear, physical and relatable connection to the defined settlement confines and appear as a natural, contextually appropriate extension to it.

11.6.3. Rural exception sites are expected to be small scale and usually developed solely for affordable housing. However, they can be mixed tenure where an element of market housing is necessary to deliver the identified need for affordable housing. In such cases, the scale of market housing should be the minimum required to secure the delivery of the affordable housing. The market housing proposed should be informed by the HNS or HNA so that it also meets local needs, such as accommodation for older people who wish to remain in their local community. A local connections test will be used to ensure that housing is allocated appropriately, this is set out in the current West Northamptonshire Housing Allocation Policy. Where affordable housing is provided under the provisions of policy HO4 this must remain affordable in perpetuity.

11.6.4. Applicants are encouraged to engage with parish councils at an early stage to discuss proposals and to understand specific local needs. Community led

schemes, as defined in Annex 2 to the NPPF, will also be supported.

Policy HO4 – Rural exception sites

A. The Council will support schemes for the provision of affordable housing on rural exception sites at Primary and Secondary Service Villages and Other Villages that are of a suitable scale, design and tenure. The following criteria must be met:

i. The proposed quantum and mix of affordable and market housing (if any) is clearly justified by evidence of need through an up-to-date local housing needs survey or assessment (the number of dwellings should not exceed this need); and
ii. The affordable housing quantum is always the larger proportion and the quantum of market housing (if any) is the minimum necessary to make the scheme viable; and
iii. A local connection test will apply in line with the current West Northamptonshire Housing Allocation Policy.

B. In all cases the following criteria must be met:

i. The site immediately adjoins the confines of a rural settlement; and
ii. Arrangements for the management and occupation of the affordable dwellings must ensure that they will be available and affordable in perpetuity for people in local housing need.

C. All affordable rented housing will be allocated in accordance with the current West Northamptonshire Housing Allocation Policy.

WNLP objectives: 10, 12

11.7 Sites meeting a local need

11.7.1 In addition to traditional rural exception sites where the primary objective is to deliver affordable housing, there may be scope in certain prescribed circumstances to support additional new dwellings in the more sustainable settlements where the proposal would meet a demonstrated local housing need. This could include a mix of market and affordable dwellings, providing the need is evidenced through an HNS or HNA. To ensure HNAs are robust and consistent, applicants should agree the approach in advance with the Council. HNSs and HNAs are valid for five years, however, any application that relies on them must be submitted within that period.

11.7.2 Where local market homes are proposed, the expectation is that these dwellings would be marketed exclusively to households with a local connection in perpetuity for a minimum period of 12 weeks for first sales and a minimum of six weeks for all subsequent sales. Applicants will be expected to submit a marketing plan, including maximum sale prices informed by an independent RICS valuation. Where a site is not be large enough to meet the full scale of identified need, the

different categories of need should be met proportionately, ensuring the scheme reflects the priorities and distribution of needs identified in the HNS/HNA.

11.7.3 As with rural exception sites, applicants of local needs sites are encouraged to engage with parish councils at an early stage to discuss proposals and to understand specific local needs.

Policy HO5 – Local needs sites

A. Development outside the confines at Primary and Secondary Service Villages and Other Villages will be supported where the development would clearly meet a local housing need identified through an up-to-date housing needs survey or housing needs assessment.

B. In all cases all of the following criteria must be met:

i. The site immediately adjoins the confines of a rural settlement; and
ii. The proposed housing mix, type and tenure precisely meets the needs identified in the housing needs survey or housing needs assessment or in cases where only part of the need is met, the different categories of need would be expected to be met proportionately.

C. In the case of social rent, affordable rent, and shared ownership housing, appropriate arrangements must be secured for the long term management and occupation of the affordable homes. These arrangements must ensure that the homes will remain available and affordable in perpetuity for people in local housing need.

D. For other affordable routes to home ownership, including relevant equity loans and low-cost homes for sale, such arrangements must include provision to:

i. Ensure the homes remain affordable for eligible future households; or
ii. Recycle any receipts from sales into alternative affordable housing provision; or
iii. Refund the subsidy to Government or the relevant authority, as specified in the funding agreement.

E. Applicants will be expected to submit a marketing plan and for arrangements to be in place for the continuous marketing of the local market units for a minimum of 12 weeks for first sales and a minimum of six weeks for all subsequent sales in perpetuity. Such arrangements should only provide for release to the open market if no purchasers are found in that period.

WNLP objectives: 10, 12

11.8. Mixed communities

11.8.1. In order to create sustainable, inclusive and mixed communities it is important

that new housing caters for West Northamptonshire's needs based on current and future demographic trends, market trends and the needs of different communities. The HENA 2025 provides a detailed understanding of housing need based on the local housing needs for the West Northamptonshire area.

11.9. Housing mix

11.9.1. The suggested housing mix from the HENA 2025 is set out in policy HO6. The HENA mix encourages the delivery of a mix of types of homes (houses, flats and bungalows) proportionately across all market and affordable tenures. This provides a starting point for developers, housing providers, the Council and neighbourhood planning groups to identify the mix of housing that will best meet identified housing needs and demands and help to create a more balanced housing market. Consideration will need to be given to local circumstances including character and built form, and up-to-date evidence of affordable housing need as demonstrated by the Council's Housing Register and the existing mix in the surrounding areas. The Council will update the HENA every five years to ensure it remains up to date; the most up-to-date version would need to be taken into account to establish a suitable mix for development proposals.

11.9.2. Proposals in rural areas outside the four towns will be expected to meet the mix unless there is a more up-to-date parish HNS or HNA. Other sources of evidence include the Housing Register which provides up-to-date information on need for affordable homes.

11.9.3. Due to practical issues on smaller sites, the recommended mix does not apply to sites of less than 10 dwellings. The specific circumstances of individual sites will be taken into account, including the nature of the site, character of the area and up-to-date evidence of need, as well as existing mix and turnover of properties locally.

11.10. Specialist housing

11.10.1. The HENA 2025 has identified that the older person population will increase notably in the future. An ageing population means that the number of people with disabilities is also likely to increase. Over the Plan period this will include a general increase in people aged 65+ and an increase in the number of people of 65+ with dementia and mobility problems. In order to meet these needs a variety of dwellings will need to be considered. This includes mainstream housing that is adapted or built to the optional accessibility standards, as well as specialist housing for older people, such as age restricted market housing (generally 55+ years), retirement living or sheltered housing (supported housing), extra care housing or housing with care and residential/nursing care homes (care bedspaces). Accessible homes which would be suitable for the elderly and wheelchair users are addressed in policy HO8.

11.10.2. The HENA found that with the exception of affordable housing with support, there is currently a shortfall of provision of all types and tenures of accommodation in West Northamptonshire:

- around 1,700 additional housing units with support (sheltered/retirement) all market sector;
- around 1,500 additional housing units with care (e.g. extra care) mostly (75%) in the market sector;
- around 2,100 additional nursing and residential care beds spaces
- over 1,400 dwellings to be for wheelchair users (meeting technical standard M4(3).

11.10.3. Specialist housing should form part of mixed communities and not be developed in isolation. Proximity to services and facilities is particularly important to provide opportunities for active lifestyles and safe and accessible spaces to enable socialising.

11.10.4. The Council will also work with partners to provide suitable accommodation for other groups including children living in care or leaving care, housing that supports people with learning and physical disabilities and people escaping domestic abuse.

Policy HO6 – Mixed communities

Dwelling mix

A. New residential development will be expected to provide a mix of dwelling sizes, types and tenures to meet the identified needs of local communities and to contribute towards the creation of sustainable mixed and inclusive communities. This includes catering for the needs of younger people, care leavers, families with children, older people, people wishing to build their own homes and people with disabilities and special needs.

B. Developments of 10 or more dwellings should seek to meet the target (need) mix of market and affordable dwellings set out in the following table. Variations will be acceptable and alternative dwelling size mixes will be supported where this is evidenced by a more up-to-date local level housing needs survey or assessment, other local needs data, provision in the local area, where it is necessary to respond to individual site characteristics:

Number of bedrooms	Market	Affordable home ownership	Affordable housing (rented) Under 65	Affordable housing (rented) 65 and over
1 bedroom	5%	15%	25%	50%

Number of bedrooms	Market	Affordable home ownership	Affordable housing (rented) Under 65	Affordable housing (rented) 65 and over
2 bedrooms	30%	45%	30%	50% (2+ bedrooms)
3 bedrooms	45%	30%	35%	-
4+ bedrooms	20%	10%	10%	-

Specialist housing

C. New residential development of 500 or more dwellings will be expected to make provision for a range of specialist housing types.

D. The Council supports schemes for specialist accommodation for older people including age restricted general market housing; retirement living or sheltered housing; extra care housing or housing with care; and/or residential care homes and nursing homes.

E. The Council supports schemes for a range of housing to meet the needs of specialist groups including those with disabilities, special and mental health needs, looked after children and care leavers.

F. In all cases the following criteria must be met:

i. The type of specialised accommodation meets an identified need and contributes to maintaining the balance of housing stock in the locality; and

ii. The proposal provides convenient access to existing or planned services and facilities which may be an integral part of the scheme or wider development; and

iii. The accommodation is suitable for the intended residents in relation to the quality and type of facilities and the provision of support and/or care; and

iv. The proposal should not result in an excessive concentration of such housing.

WNLP objectives: 7, 8, 10, 12

11.11. Technical housing standards – accessibility, space and water efficiency

Housing Standards: Accessibility

11.11.1. Following the Housing Standards Review, the Government introduced optional accessibility standards, with criteria for age friendly, accessible and adaptable housing. Local planning authorities can adopt levels of accessibility, above the current minimum Building Regulations standards, to meet local needs, according to local circumstances and subject to viability testing.

11.11.2. As identified in the HENA 2025, the level of identified need for M4(2) standard wheelchair user accommodation equates to around 5% of all new housing and for M4(3) around 5% in the market sector and a higher proportion of around

10% in the affordable sector.

Housing Standards: Space

11.11.3. It is important that dwellings are fit for purpose, with enough space for occupants to maintain their wellbeing through being able to socialise, have privacy, store belongings, pursue leisure activities, circulate, relax and study, prepare food, play, and deal with waste and recycling. The need for space to work has increased following the pandemic as an increased number of people work from home for at least some of their working time.

11.11.4. Ensuring sufficient space within the home is recognised as an important factor in helping to maintain people's wellbeing with associated benefits of improved physical and mental health. In particular, dwellings designed for people with mobility needs arising from frailty, disability or ageing will tend to require more generous space for circulation.

11.11.5. The Government has introduced a nationally described space standard for new housing which offers a consistent set of requirements with regard to the internal area of new dwellings and storage. These standards will be applied to all new development across the area.

Housing Standards: Water Efficiency

11.11.6. As part of the housing standards review the Government introduced optional standards for water. The national maximum of 125 litres per person per day will continue to apply nationally, applied through the Building Regulations. However, in cases where there is an appropriate policy in a local plan this can be reduced to 110 litres per day. This would be imposed via a condition on planning permissions and applied through Building Regulations.

11.11.7. The Environment Agency 'Water Stressed Areas Final Classification' (2021) is a primary source of evidence which supports a tighter water efficiency standard. It identifies areas of serious water stress where household demand for water is (or likely to be) a high proportion of the current effective rainfall available to meet that demand. The Environment Agency advises the Secretary of State that the areas classified as 'Serious' in the final classification table should be designated as 'Areas of serious water stress'

11.11.8. The Anglian Water region, which covers almost all of the West Northamptonshire area, is identified as an area of serious water stress. In order to ensure future demands on the water supply are sustainably managed the higher water efficiency standard of 110 litres per person per day will be required for all new homes.

Policy HO7 – Standards for accessibility, space and water efficiency in new homes

A. To meet the needs of residents and to deliver homes which are capable of meeting people's changing circumstances over their lifetime the following standards will need to be met:

i. 5% of new homes must be designed to meet the requirements of Building Regulations Part M4(2) (Accessible and adaptable dwellings) or its successor standard.

ii. 10% of homes, where the Council is responsible for allocating or nominating occupants, are to be constructed to Building Regulations Part M4(3) (2) (b) or their successor and 5% of all new market dwellings are to be built to Building Regulations M4(3) (2) (a).

iii. The standards set out in A.i. and A.ii. will be implemented proportionately across the housing mix.

iv. Where it can be robustly evidenced that site specific factors such as vulnerability to flooding, site topography and other circumstances make a site unsuitable for M4(2) and M4(3) the requirements for part M in A.i. and Aii. will not be applied.

B. The internal floor area and storage provision of all new build homes must meet National Space Standards as a minimum.

C. All new homes shall include water efficiency measures to comply with a limit of 110 litres per person per day, as set out in Building Regulations Part G2.

WNLP objectives: 1, 5, 7, 12

11.12. Self and custom home building

11.12.1. Self and custom build housing is housing built by individuals or groups for their own use, either by building the dwelling on their own or by working with builders. The Government is promoting this type of homebuilding and requires local authority assistance by placing a duty on local authorities to maintain a register of interest through the Self-Build and Custom Housebuilding Act 2015, and subsequently a duty to grant sufficient planning permissions for self-build and custom housebuilding to meet this demand. The Council maintains such a register and further information can be found on its website.

11.12.2. National planning policy also requires the housing needs of those who wish to commission or build their own homes to be reflected in planning policies. In the base year (31 October 2023 to 30 October 2024), 42 applicants were entered on to the register, giving an indication of the level of demand for which the Council needs to ensure provision. Whilst the market has made provision for some self-build and custom build homes, it is important that the supply continues to come forward through various mechanisms and in a variety of locations. Therefore, in order to add to the supply, the Council requires that 5% of plots on

development sites of more than 100 dwellings be provided as serviced plots for self-build and custom build dwellings.

11.12.3. Applications for self-build housing will often be for individual plots within or immediately adjoining existing settlements. Proposals for single self-build plots immediately adjoining the confines at Primary Service Villages, Secondary Service Villages and Other Villages will be considered where a local connection can be demonstrated. Self-build can also come forward as part of a larger residential scheme. Applications on multi-lot sites must be accompanied by a design code to clearly set out what form of development is proposed to be pre-approved. This will ensure that development of individual plots within a multi-lot scheme is designed in such a way that they would not stifle development of the neighbouring plot, ensuring that a consistent development is delivered that is well integrated into the surrounding area, but allowing for design variation, creativity, innovation and originality.

Policy HO8 – Self-build and custom build homes

A. On sites of more than 100 dwellings, 5% of the total number of plots should be provided as serviced plots for self and custom build to contribute towards meeting the evidenced demand for self-build and custom build housing in the area. Plots which remain vacant after 12 months following the installation of roads and utilities, sufficient to make them serviced plots, can revert to other forms of housing provision if marketing evidence, following implementation of a marketing strategy agreed by the Council, demonstrates that there have been no expressions of interest for the plots.

B. Serviced plots of land for self-build and custom build housing will also be supported on other allocated sites or permitted windfall sites where, overall, this would not result in an over-provision of this type of housebuilding when compared to the Council's supply/demand balance.

C. Proposals for single self-build plots immediately adjoining the confines of Primary Service Villages, Secondary Service Villages and Other Villages will be supported where:

i. A local connection is demonstrated; and
ii. The first registered occupant of the property is also the applicant who must demonstrate an ongoing involvement in the planning and design process.

D. Outline applications for Self-Build and Custom Housebuilding schemes of more than one dwelling must be accompanied by a design code. The design code must address all of the following issues:

- Plot particulars (plot boundary and plot size)
- Land use and type of home
- Plot ratio percentage and minimum coverage requirements
- Ridge height ranges (expressed in metres)
- Building Lines

- Side/rear elevations
- Bin storage locations
- Landscaping – hard and soft
- Public boundary treatment

WNLP objectives: 12, 13

11.13. Houses in multiple occupation

11.13.1. HMOs primarily provide accommodation for people who are seeking short to medium term lettings including students, young professionals seeking work opportunities but not necessarily a commitment to a mortgage, social groups who are unable to afford their own homes and international migrants.

11.13.2. Mapping showing the distribution of HMOs in West Northamptonshire (ONS, Census 2011), identified particular concentrations in parts of Northampton a situation corroborated by more recent evidence. There are a range of contributory factors that impact on this spatial emergence, including Northampton being a university town, and having employment opportunities tied to logistics/distribution centres and industrial estates. Furthermore, the relocation of the University of Northampton to its Waterside campus has resulted in a shifting geographical demand for HMOs.

11.13.3. HMOs contribute towards the area's housing supply and perform a vital role within the community. However, evidence shows that over-concentrations of HMOs can lead to detrimental social, economic, cultural and environmental conditions, leading to adverse impacts on local neighbourhood characteristics. These sometimes include increased noise levels, parking issues, fly tipping and litter, all of which can have a negative impact on people's health and wellbeing. There are also concerns associated with the impact on the community mix, following changes of use from dwellinghouses to HMOs, whereby there is a perception that there are fewer families living permanently within the streets. Policy HO9 sets out criteria that need to be addressed when considering proposals for new HMOs and the intensification of such uses.

11.13.4. The policy is supported by and has been developed to address the findings of the Northampton Houses in Multiple Occupation (HiMO) Study (December 2025).

11.13.5. That study identified that Northampton's neighbourhoods are changing with some residents reporting that their sense of place, community and safety are gradually being eroded and risk being lost. At the same time, Northampton is a university town and its economic model is also evolving with local economic growth including jobs in warehousing, social care and other low-income employment segments, necessitating the provision of a wide range of housing

options and price points – including those at the more affordable and flexible end of the market. The conversion of self-contained residential dwellings to HMOs has occurred in response to demand signals like these, as well as to the availability of housing suitable for conversion and the wider profit incentives and regulatory environment governing the buy-to-let sector.

11.13.6. These two imperatives – to protect community identity and to house growing demand from key sectors of the workforce (as well as students) – are important and the study concluded that an appropriate course in this context is to continue to pursue a balanced approach that seeks to accommodate legitimate demand whilst minimising community and other impacts as far as possible.

11.13.7. In order to achieve this and to appropriately regulate the possible formation of new HMO and avoid an over-concentration, the study concludes that the existing approach in the current 2023 Northampton Local Plan Part 2 remains relevant and a saturation threshold of 10% of dwellings within a 50-metre radius should continue to be used when considering proposals across Northampton.

11.13.8. However, the study further identified that additional criteria could be added to the policy framework in Northampton, to reduce perceived HMO concentrations in areas which are below the 10% threshold and mitigate some of the more acute impacts identified. These changes relate to the impacts of continuous frontages and 'sandwiching' with the creation of a new HMO not supported where the property in question would result in the continuous frontage of two or more HMOs, or cause the sandwiching of a single self-contained residential home between two HMOs.

11.13.9. The Study also acknowledged that consideration could be given to wider cumulative and neighbourhood impacts that may result from additional HMOs where impacts have already been identified in a locality but might not necessarily be anticipated or demonstrated for the application property alone. This may include parking impacts and whilst not necessarily affecting highway safety or causing operational impacts to the highway network cumulative parking demand, parking stress and increased vehicle activity may affect the amenity and functioning of an area, particularly where existing pressures already exist.

11.13.10. Policy HO9 considers such impacts both in relation to the addition of new HMOs and also the intensification of existing uses with recent appeal decisions placing particular emphasis on the detrimental effect to the living conditions of neighbouring occupiers that the increase in occupants residing in a HMO can have. Those appeals concluding in some instances that the occupation of a property cannot perpetually be increased by small increments without having an adverse effect on neighbouring properties.

11.13.11. In some instances, there may already be a level of noise and disturbance associated with the existing use and occupants of a site. It is therefore possible that neighbouring occupiers may experience a notable increase in noise and disturbance from an intensification of use with the increased comings and goings, as well as an intensified use of the garden areas with the occupiers of a HMO more likely to live separate lives, with their own individual routines, work and leisure patterns. This has the potential to cause additional noise and disturbance to the neighbouring properties, affecting their living conditions.

11.13.12. Were this is to occur in the late or early hours, for example due to the occupiers being shift workers, such activity, particularly on multiple occasions in a short space of time, would be especially detrimental to the living conditions of the neighbouring occupiers and has been considered at appeal to not create or protect a high standard of amenity for them.

11.13.13. Policy HO9 sets out the requirement to protect that amenity and identifies criteria against which future planning applications will be considered to ensure impacts on both neighbours and future occupants are addressed. This includes matters such as the appropriate provision of amenity space, parking and waste and recycling storage. Further guidance will be provided in an updated Houses in Multiple Occupation Guidance document.

Policy HO9 – Houses in Multiple Occupation (HMO)

A. Within Northampton, proposals for Houses in Multiple Occupation will be supported provided that:

i. Less than 10% of the dwellings within a 50m radius of the application site are houses in multiple occupation; and
ii. Proposals would not result in the continuous frontage of two or more HMOs; and
iii. Proposals would not result in the sandwiching of a single self-contained residential home between two HMOs.

B. All proposals for new HMOs or the expansion or intensification of existing houses in multiple occupation, throughout West Northamptonshire, will need to demonstrate:

i. The amenity and the provision of a good standard of living environment for neighbouring and local occupiers as well as future residents and users of the development is protected; and
ii. Compliance with the Council's space standards for houses in multiple occupation; and
iii. Provision is made for car parking and secure cycle storage in accordance with the Council's adopted guidance; and
iv. Sufficient storage space for secure refuse and recycling containers will be provided within the curtilage of the site, appropriate to the number of occupants and taking into account the frequency of waste collection, in a location that does not cause harm to residential amenity in accordance with the Council's adopted guidance; and
v. Proposals will not result in an increase in flood risk and risks arising from surface water

drainage; and

vi. Within areas at risk of flooding, ground floor bedrooms will not be permitted where flood depths, flood hazards or other site specific circumstances would place occupants at risk during a flood event; and

vii. Sufficient external amenity space, in accordance with the Council's adopted guidance; and

viii. That the proposal will not result in materially harmful impacts to the amenity of the area and living conditions of neighbouring occupiers in respect of privacy, light, outlook, noise and disturbance. This is in relation to the individual impacts of the proposal and cumulative impacts in relation to both the application property and wider identified local impacts.

WNLP objectives: 10, 11, 12

11.14. Student accommodation

11.14.1. West Northamptonshire is host to a range of higher and further education establishments, including The University of Northampton, a young university that has evolved from its educational institution origins, since the beginning of the 20th century and is situated at the modern Waterside Campus, to the south-east of the town centre.

11.14.2. There are currently around 2,300 bed spaces across the University Estate. These are split between three sites: the Waterside Halls (on campus), St. John's Hall (town centre) and the Scholars Green Student Village (north of the town). There is a further outline consented capacity for 180 beds at Waterside.

11.14.3. The accommodation at Scholars Green Student Village (860 beds) is becoming aged and unfit for modern student demands. The University plans to replace the accommodation at a lower rate of 500-600 beds. The impact of this does not justify a change to the number of homes the Council should seek to deliver over the Plan period or active intervention in the market to deliver additional purpose-built student accommodation.

11.14.4. A private student accommodation scheme that delivered 201 units was completed in 2023 in the town centre (The Drapery) on the site of the former Debenhams store. An additional private scheme (101 units) is currently under construction nearby, in College Street.

11.14.5. The University has indicated that it does not currently plan for expansion, but instead modernise with focused growth on certain courses, in parallel with a movement away from other courses. Furthermore, they have seen a move away from students living on campus and towards living with parents or commuting in from neighbouring areas, which is thought to be linked to cost-of-living pressures.

11.14.6. Despite the above, it is acknowledged that proposals for purpose-built accommodation may be forthcoming. Whilst such accommodation can contribute to the development of balanced and mixed communities, careful consideration should be given to the scale and impact of such the developments on local residential amenity, whilst ensuring students are able to live in a convenient location, and in a well-managed development subject to restrictions on car usage to help maintain the character of residential areas.

Policy HO10 – Student accommodation

A. Proposals for student accommodation should be accompanied by the written support of the associated educational establishment, including confirmation that the proposed accommodation is suitable in terms of type, layout, affordability and maintenance regime. The Council will seek appropriate controls to ensure that, within academic terms, the approved schemes are occupied solely as student accommodation for the identified institution.

B. Applications will be supported subject to:
i. There being a proven need for student accommodation to serve the institution; and
ii. It being in an appropriate location for the institution served; and
iii. The location being well served by sustainable transport modes; and
iv. Having appropriate management arrangements in place to discourage students from keeping cars; and
v. Rooms and facilities being of an appropriate size for living and studying; and
vi. Proposals minimising any potential for antisocial behaviour and, if appropriate, being warden-controlled.

WNLP objectives: 10, 12

11.15. Gypsies, Travellers and Travelling Showpeople

11.15.1. Local Plans must adhere to the NPPF (December 2023), Planning Policy for Traveller Sites (PPTS) (2024) and the Equalities Act (2010).

11.15.2. The PPTS states that local planning authorities should set pitch targets for Gypsies and Travellers and plot targets for Travelling Showpeople, which address the likely permanent and transit site accommodation needs of Travellers in their area, covering, where possible, a fifteen-year timeframe.

11.15.3. Of relevance to this Plan, local planning authorities should, within their local plans:

- Identify and update annually a supply of specific deliverable sites

sufficient to provide five years' worth of sites against their locally set targets;
- Identify a supply of specific developable sites or broad locations for growth, for years six to ten and where possible for years eleven to fifteen;
- Relate the number of pitches or plots to the circumstances of the specific site and location of the sites and the surrounding population's size and density;
- Protect local amenity and environment

11.15.4. As part of the evidence base for the local plan West Northamptonshire Council had a Gypsy and Traveller Accommodation Needs Assessment (GTANA) prepared, to identify current and future need between 2025-2043.

11.15.5. The GTANA methodology considers accommodation needs in the study area using an analysis of primary and secondary data with accommodation needs calculation steps based on a model suggested in the 2007 DCLG Guidance and the current practice guidance i.e. Planning Policy for Traveller Sites (PPTS) (2024). In conclusion a need for 83 pitches is identified over the plan period with 44 of those pitches in the first five years.

11.15.6. In terms of the need for Travelling Showpeople plots, the need over the period 2025 to 2043 is considered to be 9 plots.

11.15.7. For the purposes of this Local Plan, a criteria-based Policy is proposed that will enable more detailed consideration to facilitating the demand identified, as well as the assessment of any planning applications that might materialise over the plan period from households not considered by the GTANA. To maintain existing provision, existing permanent sites with planning permission for Gypsies, Travellers and Travelling Showpeople will be protected from alternative forms of development.

11.15.8. The process of identifying specific sites for Gypsies, Travellers and Travelling Showpeople a Call for Sites was undertaken as part of the consultations on the previous Regulation 18 versions of this plan in 2024 and 2026. A further specific call for site was also undertaken between 02 December 2025 and 26 January 2026. In addition, West Northamptonshire Councils Assets Team undertook a review of land within their ownership and control during 2026 in an attempt to identify suitable site.

11.15.9. No land was identified through any of these exercises that would be suitable to meet the needs identified in the latest GTANA. Engagement with neighbouring local planning authorities in an attempt to meet this unmet need also identified no additional sites. As such Policy HO11 provides approach to help meet the need through the development management process.

11.15.10. In the interests of sustainability, and in line with the other housing policies, there is a presumption that demand for accommodation will be within the

settlement confines or identified housing allocations. The availability (or lack) of alternative accommodation for applicants will be a relevant matter in the consideration of any applications for pitches and plots outside of settlement confines or identified housing allocations.

11.15.11. In all cases, where new or extensions to existing sites are proposed, early engagement with the Council is strongly recommended. Where proposals are being considered that may be contrary to this policy approach, WNC will assist in an assessment of alternative options that may exist in more sustainable locations.

Policy HO11 – Gypsies, Travellers and Travelling Showpeople

A. Provision will be made for the accommodation of Gypsies, Travellers and Travelling Showpeople to meet the needs identified in the most recent Gypsy, Traveller and Travelling Showpeople Needs Assessment.

B. Applications for planning permission must meet the following criteria:

i. The site has safe and convenient vehicular access from the public highway, and provides adequate space for parking, turning and servicing on-site; and

ii. The site is reasonably accessible to a range of services set out in national policy, i.e. shops, public transport, primary health care and schools; and

iii. The site will provide an acceptable standard of amenity for the proposed residents. Sites which are exposed to noise and air pollution are not acceptable; and

iv. Sites within Flood Zone 3 will not be acceptable in line with the NPPF; and

v. The site will be capable of providing adequate on-site services for water supply, power, drainage, sewage disposal, waste disposal, composting and recycling facilities; and

vi. The scale and location of the site will not have an unacceptable impact on the landscape, local infrastructure and existing communities; and

vii. In the case of sites for Travelling Showpeople there will be sufficient space for the storage and maintenance of equipment and the parking and manoeuvring of all vehicles associated with the occupiers. Additional screening may be required having regard to the nature of the equipment that is stored.

C. The Council will seek to protect existing permanent sites with planning permission for Gypsies, Travellers and Travelling Showpeople, from alternative forms of development, unless it can be demonstrated that they are no longer required to meet identified need.

D. Where applications relate to sites outside of settlement confines, a lack of alternative accommodation for the applicants should be demonstrated in an accompanying statement, unless otherwise agreed with the local planning authority.

E. New sites or extensions to existing sites should be accompanied by a proportionate management plan, to ensure effective management of the site in line with the above

policy requirements.

WNLP objectives: 7, 8, 10, 12

11.16. Rural worker's accommodation

11.16.1. To promote sustainable development within rural areas the NPPF requires local authorities to resist new isolated homes within the countryside. However, the NPPF does identify the special circumstances that may make it appropriate for an isolated home, and this includes the essential need for a rural worker to live permanently at or near their place of work within the countryside.

11.16.2. This Plan has a positive approach to supporting the rural economy and supports proposals which sustain and enhance the rural economy by creating or safeguarding jobs and businesses where they are of an appropriate scale for their location and respect the environmental quality and character of the rural area.

11.16.3. The rural nature of the area both in terms of its settlements and economy means that rural workers accommodation is an important issue which requires guidance. Policy HO12 seeks to ensure that there is adequate provision of rural worker accommodation within the area provided certain tests are met. Any such proposals will be required to demonstrate the need, through the provision of independent evidence that the dwelling is essential and is justified through the nature and demand of the work that requires workers to be located at or near to their place of work. Other tests that will need to be met relate to the function, financial viability and design of the proposal to ensure its necessity and that it does not adversely impact the rural character of the surrounding area.

11.16.4. As part of this process the applicant will have to demonstrate financial sustainability through the provision of information such as certified accounts over a minimum one-year period, or a suitable business plan. It will also be expected that such rural accommodation will be subject to a restrictive occupancy condition and permitted development rights may also be removed.

11.16.5. In some circumstances, where it may be difficult to demonstrate long term financial sustainability, such as for a new rural enterprise, it may be appropriate to grant a temporary planning permission for the proposed associated rural workers accommodation, for example to allow for temporary accommodation to assist with establishing the viability of the business. This will normally be for a period of three years, after which period the enterprise would be regarded as well-established.

Policy HO12 – Rural worker's accommodation

A. The provision of accommodation for a Rural Worker will be acceptable when it is demonstrated that there is an essential need for the dwelling to ensure the function of the rural business and where all of the following criteria can be satisfied:

i. The functional need cannot be accommodated within an existing settlement, an existing dwelling or provided through the re use or conversion of existing buildings; and
ii. The proposal is of a scale commensurate with the function and need; and
iii. The proposal relates to a demonstrably financially viable well-established activity; and
iv. The proposal is appropriately sited to meet the functional need, with appropriate access and servicing; and
v. The proposal is well related to existing rural buildings and other dwellings or positively integrates with the surrounding countryside and appropriately reflects the distinctive rural character.

B. Temporary accommodation for new rural enterprises will be acceptable where it is demonstrated that there would be an essential need to ensure the function of the rural business, so as to enable the long term financial sustainability of the enterprise to be assessed when well established, subject to meeting criteria A i, ii, iv and v.

WNLP objectives: 3, 10, 12, 16

11.17. Residential canal moorings

11.17.1. Residential boats and their dwellers on both permanent and temporary visitor moorings can contribute to diversity of housing in West Northamptonshire. It is a lifestyle choice for some people, however, others do so because of a lack of affordable accommodation.

11.17.2. The Gypsy and Traveller Accommodation Assessment 2025 (GTAA) highlights a growing recognition of the accommodation needs of boat dwellers. Stakeholder engagement identified a growing number of boat dwellers seeking permanent moorings and a concern about the limited availability of authorised residential moorings. Challenges include restrictions on year round occupancy at marinas, availability of utility infrastructure and access to services. The GTAA estimates a need for 69 additional permanent residential moorings over the Plan period.

11.17.3. Policy HO13 sets out the criteria against which new residential canal moorings will be assessed.

11.17.4. Where residential moorings are demonstrated to be needed, they will need to be situated in mooring basins, marinas or boatyards within or well related to defined settlement confines and be proportionate to the size of the

settlement.

11.17.5. A further consideration is that the Grand Union Canal and a short stretch of the Oxford Canal pass through West Northamptonshire and are designated conservation areas. There is potential for proposals to impact on the significance and setting of the conservation areas and other heritage assets. Proposals will be considered against relevant heritage policies in chapter 13.

Policy HO13 – Residential canal moorings

A. The Council will support proposals for permanent residential moorings provided that:

i. The mooring(s) is within or well related to a defined settlement confine or within an existing mooring basin, marina or boatyard, unless an alternative location can be justified as being appropriate and necessary. The scale of the proposal should be proportionate to the size and form of the settlement it relates to; and

ii. An adequate and appropriate range of services and ancillary facilities to meet the needs of the occupiers of the residential moorings exists or can be provided; and

iii. It would not result in an unacceptable loss of moorings available to visitors/short stay use; and

iv. It would not impede the use of or navigation of the waterway; and

v. It would not have an adverse impact upon the character or appearance of the surrounding area and the amenities of neighbouring occupiers; and

vi. It would not have an adverse impact upon protected species, priority habitats and designated wildlife sites; and

vii. It has adequate car parking and makes provision for safe access for service and emergency vehicles and pedestrians; and

viii. It makes adequate provision for recycling and the disposal of waste; and

ix. It provides for the installation of pump-out facilities (where on mains sewer) unless there are adequate facilities in the vicinity.

WNLP objectives: 2, 3, 4, 5, 8, 10, 12

Chapter 12: Economic Growth

12.1 Introduction and overview

12.1.1 West Northamptonshire has and benefits from its strategic location at the centre and heart of England. It is located at the crossroads of the M1 running north to south, and the A14 and M6 providing east to west access. The A5, A43 and M40 also provide strategic road connections. The excellent transport infrastructure through road and rail links connects West Northamptonshire to major cities such as London and Birmingham, and the rest of the country. Additionally, connections to mainland Europe via the Haven ports cluster on the east coast (located in Felixstowe, Harwich, Ipswich) further enhance the region's accessibility for national and international business operations.

12.1.2 Rail links provide fast access to major cities and airports, with journeys to London and Birmingham taking under an hour. Luton Airport is less than an hour away by car, while Heathrow and Gatwick can be reached by rail in roughly two to three hours depending on connections. These strong transport links significantly boost the area's connectivity and attractiveness for employment and investment.

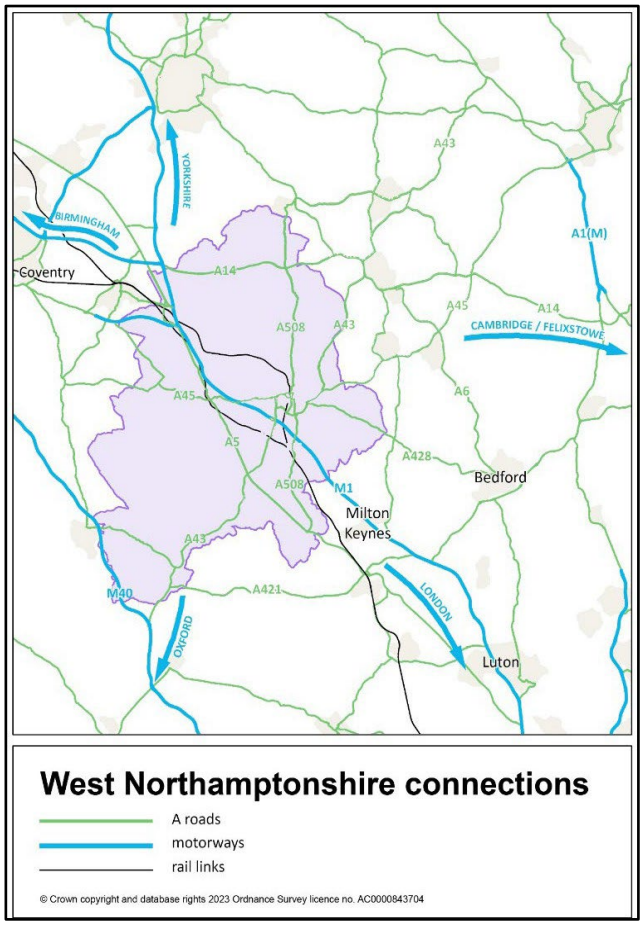


Figure 34: West Northamptonshire connections

12.1.3 West Northamptonshire falls within the area formerly covered by the South East Midlands Local Enterprise Partnership (SEMLEP), which promoted sustainable economic growth across the Southeast Midlands area. SEMLEP's functions were formally transferred to WNC on 1 April 2024, following a Government decision to integrate Local Enterprise Partnership responsibilities into Local Authorities. Many of the evidence base documents produced by SEMLEP remain relevant to planning for the economic growth of West Northamptonshire.

12.1.4 In June 2025, the Government published its Modern Industrial Strategy, setting out a new national framework for economic growth, innovation, and skills. The Council's Economic Growth Strategy (2025) and this Local Plan are among the first to be developed in the context of this new Strategy, ensuring that local priorities are aligned with the latest national ambitions.

12.1.5 West Northamptonshire is strategically located within the Oxford-Cambridge Growth Corridor, a nationally significant area for science, technology, and innovation. This central position provides opportunities to attract investment and drive growth in high-value sectors, supported by ongoing Government commitments to infrastructure and connectivity improvements across the corridor.

12.1.6 This chapter is informed by a range of evidence including the West Northamptonshire Housing and Economic Needs Assessment 2025 (HENA, 2025), which provides the core quantitative assessments and forecasting of future employment needs and land requirements over the plan period.

12.1.7 In assessing the economic context for planning, it is useful to consider long term trends. The West Northamptonshire economy has experienced expansion during the last couple of decades, although it was impacted by the recession in 2008 and the Pandemic in 2020. Employment continued to grow until the onset of COVID19. Key findings from various sources of information indicate a similar trend:

a. Findings within the West Northamptonshire HENA (Iceni, 2025), show there were an estimated 224,000 jobs across West Northamptonshire in 2023. Employment in West Northamptonshire grew by 23,000 since 2015, a higher rate (11%) when compared to the regional and national rate. Sectors with the highest employment concentration are health; followed by transport and storage and then professional, scientific and technical. During the past eight years, West Northamptonshire has experienced its most significant employment growth within the transport & storage; health and professional, scientific and technical sectors.

b. The 2021 Census states that the proportion of the West Northamptonshire resident population employed in wholesale and repair of motor vehicles is 18.1%, which is higher than the national average of 15%. 7.6% are employed in transport and storage compared to 5% nationally. Manufacturing has continued a long-term decline falling to 8.7% in 2021, (from 10.4% in Census 2011) but remains higher than the national average proportion of 7.3%. Between the 2011 and 2021 Censuses the largest industry increases were in construction (up 45%), transport and storage (up 28.1%), health and social work (up 25.3%). For the same period the most significant

occupation changes can be found in elementary construction (116.4% change), Chief Executives and Senior Officials (103.9% change) and research and development Managers (101.6% change).

c. According to NOMIS Labour Market Profile (ONS), West Northamptonshire had a population of 426,707 in 2021. For the period April 2024 to March 2025, 218,000 were economically active, of which 208,600 were in employment and 9,300 unemployed. When compared to the East Midlands and Great Britain, this data shows that the level of unemployment across West Northamptonshire is lower than both. Employment levels were also higher in West Northamptonshire than East Midlands and Great Britain.

Economic status	West Northamptonshire (numbers)	West Northamptonshire (%)	East Midlands (%)	Great Britain (%)
Economically active	218,000	81.3	78.2	78.5
In employment	208,600	77.5	74.9	75.4
• Employees	186,500	70.5	66.6	65.7
• Self employed	20,600	6.9	8.1	9.4
Unemployed	9,300	3.1	4.1	3.9

Figure 35: Employment and unemployment. Source: NOMIS Labour Market Profile (ONS)

12.1.8 With focus on strategic employment sites in Northampton; one notable example of a successful employment area is the Northampton Waterside Enterprise Zone (NWEZ) which continues to be a key area for regeneration and development opportunities. Since its establishment in 2012, the NWEZ has progressed or delivered a wide range of projects including the redevelopment of the railway station, the WNC offices in Angel Square, the refurbishment of Vulcan Works for a creative hub and the relocation and development of the University of Northampton Waterside campus. A masterplan for the land at FOUR Waterside is underway with a development partner to progress the schemes. Over 6,000 jobs have been created since its inception, including those within the construction industry (as of December 2023), with further employment expected as new schemes come forward.

12.1.9 Northampton hosts several other strategic employment sites including Brackmills (which accommodates the Barclaycard Headquarters), Moulton Park and Swan Valley and Pineham, and Panettoni Park at Junction 16. At Junction 15, the Northampton Gateway rail freight interchange development is underway and when completed, it is expected to create around 7,500 jobs. These sites meet the needs of larger, national companies and employers who are looking for modern, flexible premises.

12.1.10 Alongside these strategic employment sites, there are a number of existing local

employment sites which offer previously occupied small and medium sized premises. These are generally more affordable and cater for local provisions and services. Supporting these sites is essential to maintain a diverse range of employment opportunities. Key locations include Round Spinney, Kingsthorpe, and the Central Area of Northampton, Arrow Park, Buckingham Road Industrial Estate, Oxford Road industrial estate in Brackley and Drayton Fields Industrial Estate, Royal Oak Industrial Estate, Heartlands Business Park, Long March Industrial Estate, Broad March, all in Daventry.

12.1.11 Across West Northamptonshire, the economy is supported by a diverse range of locations and sectors. Major hubs such as Daventry International Rail Freight Terminal (DIRFT), and Silverstone play a vital role alongside the network of market towns and over 190 villages set within a predominantly rural landscape. These areas collectively support advanced manufacturing, logistics, high-performance engineering, rural enterprise, tourism, and home-based businesses. The reuse of redundant agricultural buildings and the growth of small and medium-sized enterprises continue to contribute to the vitality and resilience of the area.

12.1.12 To the western part of West Northamptonshire where Daventry is the principal town, the majority of the current employment land supply is concentrated at DIRFT, a strategic B8 development scheme. Other strategic employment sites also play a vital role in supporting Daventry's economy. Accommodating various sectors and small to medium sized enterprises. Of particular importance is the growth in modern manufacturing, including advanced engineering and automotive industries. Key locations include Drayton Fields (incorporating Apex Park and Heartlands), Royal Oak Industrial Estate, the Marches, Catesby Innovation Centre, Brixworth, Crick, Long Buckby, Weedon and Woodford.

12.1.13 Towards the south to south-east of West Northamptonshire has low unemployment rates and offers a higher proportion of skilled employment opportunities. In addition to securing land and infrastructure for new businesses, there is a need to consider how a sustained delivery of skilled workforce can be supported to encourage growth across different sectors such as high-performance engineering, advanced manufacturing, clean energy, tourism, the visitor economy, and the rural economy (including small, rural trades and agriculture). The area accommodates some key organisations which contribute to the economy, including Silverstone Circuit, Silverstone Park, and Caswell Science & Technology Park. The Northamptonshire Tourism Strategy (January 2024) highlights that festivals and events are an important component of Northamptonshire's visitor economy, with 256 events held annually across the area. The larger flagship events, such as Formula 1 and Moto GP at Silverstone, attract hundreds of thousands of people and generate significant economic impact.

12.1.14 The visitor economy plays a significant role in West Northamptonshire's economy. According to the Northamptonshire Tourism Strategy, Northamptonshire has over 18 million visits annually, generating more than £1 billion in spending, supporting over 30,000 jobs and 3,000 businesses. The West Northants visitor economy

provides a valuable source of employment and growth which is vital for the sustainability of rural areas. Some of the major attractions include:

- Silverstone Circuit, an internationally renowned motorsport venue.
- Heritage assets including Sulgrave Manor, the ancestral home of George Washington; and
- Sporting and entertainment assets such as Towcester Racecourse.

12.1.15 Silverstone Circuit, home to the British Grand Prix, is a key driver of the West Northamptonshire economy. It acts as a hub for high precision engineering, sport and performance technology industries. The circuit also supports the tourism and education sectors, with hotels, spas and related services benefiting from its global profile. Additionally, the Silverstone University Technical College provides apprenticeships and additional qualifications for those who wish to enter the industry. They offer Key Stage 4 GCSE's and professional and technical courses, as well as 6th form offering AS/A-Levels, and BTECs/EALs.

12.1.16 The 2021 Census shows a significant increase nationally in home working during the pandemic, with fewer people commuting to workplaces. This trend was also evident across West Northamptonshire, although the proportion of home workers was 2.4 percentage points below the national average (ONS, Is hybrid working here to stay?, May 2022).

12.1.17 Recent evidence from the West Northamptonshire HENA 2025 highlights the` ongoing impact of the pandemic on working practices, particularly in office-based sectors. Analysis of ONS data shows that as of early 2025, around 42% of workers across the UK continue to work from home some or all the time (13% solely at home, 29% hybrid). This figure is slightly lower for East Midlands at 39% (15% homeworking, 26% hybrid). Furthermore, hybrid workers spend approximately 60% of their working days at home, resulting in an overall home working rate of approximately 30 to 31%.

12.1.18 The evidence base concludes that post-pandemic occupancy (office based) is around 30% of pre-pandemic levels, which has been factored into employment land forecasts for the area. Office market trends are evolving as demand focuses on high quality spaces that facilitate collaborative working and social interactions, with businesses increasingly considering their floorspace needs for peak mid-week occupancy. These trends are expected to continue, influencing the demand for office floorspace and shaping the future provision of employment land in the area.

12.2 The number of jobs required

12.2.1 The HENA projects employment growth of between 30,800 and 32,200 jobs in West Northamptonshire over the period 2025 to 2043. These forecasts are driven primarily by increases in professional and other private services, public services (including health), and transport and storage, alongside continued investment in the area's key employment locations. These forecasts provide important context for

understanding the scale and direction of future economic activity across the area.

12.3 Meeting jobs growth

12.3.1 While job growth does not directly determine employment land requirements, future employment needs require a clear and deliverable supply of employment land aligned with projected job growth. The HENA translates forecast job growth into employment land requirements by assessing the relationship between future employment levels, employment densities and the type of land needed to support different sectors.

12.3.2 Based on a range of detailed modelled labour demand and supply scenarios, the HENA identifies a requirement for approximately 15.8 ha of office and Research and Development (R&D) land, 104 ha of local industrial and warehousing land, and between 484 ha (minimum) and 601 ha (higher scenario) of strategic employment land reflecting key sectors including professional services, manufacturing, and logistics.

12.3.3 When assessed against the current supply, this results in a small deficit of –3.3 ha for office and R&D, a technical surplus of +15 ha for local industrial, and significant shortfalls of –177 to –294 ha for strategic industrial land. This translation of job growth into land need ensures that the Plan provides sufficient land to accommodate the scale of employment expected across West Northamptonshire, while ensuring conformity with the NPPF requirement to plan positively for economic growth and maintain a flexible and responsive supply of employment land.

Measure	Office (plus Research and Development)	Local Industrial	Strategic Industrial minimum	Strategic Industrial Higher
Need	15.8	104	484	601
Supply	12.5	119.1	307	307
Supply and Demand Balance (ha)	-3.3	+15.1	-177	-294

Figure 36: Supply and demand balance (ha), source: HENA (2025), Iceni

12.3.4 The NPPF requires planning policies to create conditions in which businesses can invest, expand and adapt, therefore ensuring that businesses in areas with high levels of productivity can capitalise on their performance and potential.

12.3.5 Building on the employment forecasts outlined above, the HENA (2025) emphasises the importance of ensuring adequate land supply across office, industrial and logistics sectors to accommodate this growth. The strongest growth is expected to be in professional and other private services, public services (including health), and transport and storage, while manufacturing is

expected to decline. Key locations such as Northampton, the Waterside Enterprise Zone, Daventry, DIRFT, Towcester, Brackley and Silverstone, and the wider rural and visitor economies, will play a significant role in supporting a diverse and accessible local economy and the creation of new businesses and jobs.

12.3.6 Policy EC1 therefore provides the employment land requirements (in hectares) consistent with the evidence base. While the policy does not specifically apply floorspace figures, development proposals must demonstrate that the scale and design, including mezzanine floorspace, are appropriate for the size and surroundings of the site. For development management purposes, any proposed gross internal area (GIA), includes mezzanine floors.

12.3.7 New jobs will also be created by:

1. Ensuring that a wide range of high-quality economic development locations continue to be made available and attractive to the market including regeneration sites within Northampton, Daventry, Towcester, Brackley, Northampton Waterside Enterprise Zone, DIRFT, Northampton Gateway, developments at J16 and Silverstone.
2. Strengthening and clustering growth sectors including professional and other private services, public services (including health), and transport and storage, as well as advanced manufacturing, motorsports, advanced logistics, life sciences, clean energy and creative and digital (in line with the area's economic growth strategy).
3. Enhancing the digital infrastructure and the introduction of "Smart Communities".
4. Diversifying and expanding the local economy and growth in leisure, heritage, culture and tourism.
5. Increasing, attracting and supporting the creation of a skilled labour force including those with the life sciences and technology.
6. Nurturing the entrepreneurial ecosystem for new employers to start up and grow, creating new businesses, new employment opportunities and local economic benefits.
7. Delivering quality business support to ensure business survival rates and the viability of employers in the local region, particularly in regard to issues such as decarbonisation and securing funding.

12.3.8 Affordable workspace refers to business premises that are made available to occupiers, particularly start-ups, micro-businesses, and small to medium enterprises (SMEs), at a cost below the current market rate for comparable space. For the purposes of this Plan, affordable workspace is limited to office, research and development (R&D), and small-scale industrial units. Provision of affordable workspaces and facilitating small and medium sized enterprises, for example, through schemes such as Vulcan Works, Bizspace, and The Old Granary in Northampton, or the Icon Centre in Daventry will help increase business start-ups and growth. Opportunities to deliver affordable and flexible workspace within

appropriate use classes and scales will be supported in recognition of their role in supporting SME growth and maintaining a varied and resilient economy.

12.3.9 The HENA (2025) distinguishes between local and strategic employment land to ensure the plan meets a range of business needs:

- **Local employment land**: Sites and units under 9,300 sq m, mainly serving local businesses and SMEs. These support start-ups, smaller firms, and local economic resilience.
- **Strategic employment land:** Larger sites and units over 9,300 sq m, typically for logistics, distribution, and national or international occupiers. These are often located near major transport routes and support West Northamptonshire's role as a logistics hub.

Policy EC1 allocates land for both types, as recommended in the HENA.

12.4 Provisions for offices

12.4.1 The HENA (2025) identifies the office market is challenging, with new build not considered viable for speculative development. Transactions are typically smaller, secondary space within the town centres. For West Northamptonshire, the report recommends planning for 10ha (50,000 sq m) of dedicated office space, although it notes that this would mainly be delivered as part of mixed-use schemes. Given this, some new provision specifically for solely offices is proposed and it is expected further provision will come forward as part of other allocations, including Four Waterside in Northampton. The following figure shows the allocated sites for office provision (including research and development).

Location	Address	Policy reference	Site size, land available (ha)
Northampton	Horizon House, St Peter's Way	N22	2.5
Northampton	Waterside Enterprise Zone	Part of N4 (site N3iii)	0.98

Figure 37: Office and R&D employment sites

12.5 Provisions for local industrial and warehousing

12.5.1 The plan area has a substantial pipeline of employment floorspace for local industrial and warehousing units (typically under 9,300sq m) including sites with planning permission and allocations in part 2 local plans.

12.5.2 Modelling in the HENA identifies a range of 70ha to 104ha should be provided for based on gross completions and net absorption. However, it notes that the completions model better reflects market activity and therefore is more appropriate to provide for the upper end of the range (104ha).

12.5.3 The HENA 2025 concludes that there is a sufficient supply of employment land for both B and E(g) Classes to meet local growth demand if the current supply pipeline is safeguarded.

12.5.4 Smaller and older business units play an important role in servicing the needs of local businesses looking for affordable premises to start up or sustain their operations. These units are sometimes located within residential areas rather than employment areas, and in or within close proximity to neighbourhood level centres. For example, premises in Bunting Road, Northampton as well as within the central Northampton area. The HENA 2025 emphasises the importance of safeguarding these premises to maintain a sustainable supply of affordable, small scale business space. The evidence also indicates that there are ongoing challenges in delivery of small units.

12.5.5 The following figure shows sites allocated for local industrial uses, including SME employment sites. Some of these sites serve a strategic industrial and logistics function and are consequently identified in both Figure 38 (Local Industrial and SME Employment Sites) and Figure 40 (Strategic Industrial and Logistics Sites).

Location	Address	Policy reference	Site size, land available (ha)
Northampton	Sixfields East	N7 (i)	10.18
Northampton	Crow Lane	N7 (ii)	2.92
Northampton	North of Martins Yard	N7 (iii), N22	1.4
Daventry	Land off Newnham Drive	D8	0.4
Daventry	South East Gateway	D9	19.7
Towcester	Woolgrowers Field	T5	4.5
Towcester	Bell Plantation	T4	8.75
Towcester	Tiffield Lane	T6	1.8
Whittlebury	Shacks Barn	EC10	10

Figure 38: Local Industrial and SME Employment Sites

12.6 Provisions for strategic industrial and warehousing

12.6.1 According to the SEMLEP Warehousing and Logistics Study (Iceni, 2022), warehousing employment grew substantially between 2015 and 2020, increasing by over 50% from 31,750 to 47,500 jobs. These figures remain the most recently published warehouse employment data for the sector. The report acknowledged both opportunities and challenges in managing the growth of this sector and recommended that the demands of the logistics sector be considered as part of a balanced policy approach towards securing good growth and sustainable places. While no new warehousing-specific employment count has been published since, the HENA (2025) provides updated evidence showing that the wider Transport and Storage sector has continued to expand strongly, recording a 53% increase between 2015 and 2023 and now accounting for 12% of all jobs in West Northamptonshire.

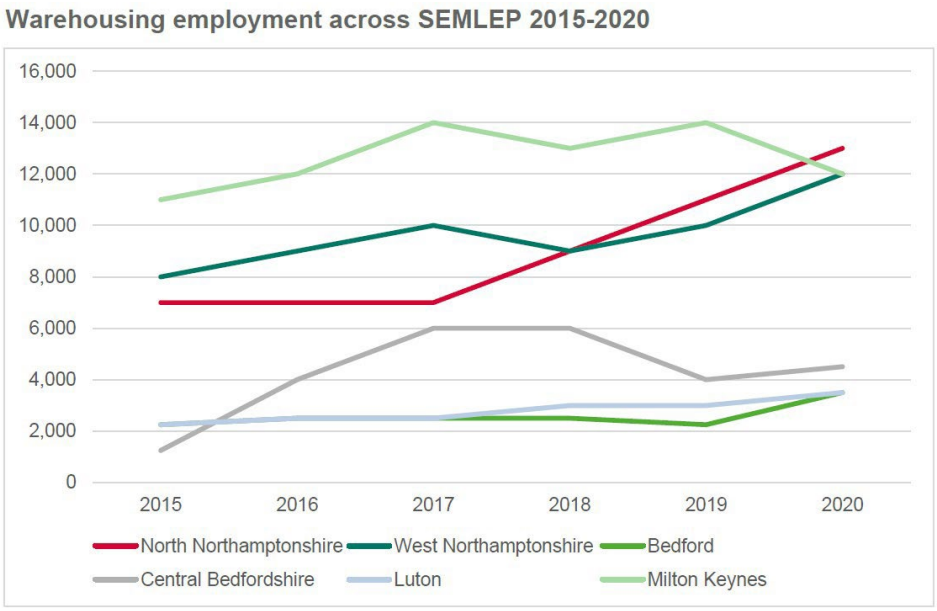


Figure 39: Warehousing across SEMLEP 2015 – 2020

12.6.2 The HENA 2025 confirms the important role of logistics and warehousing in the local and regional economy, with the area's strategic location supporting ongoing demand. The HENA highlights that although vacancy rates have increased, demand remains robust, and future policy should continue to plan positively for the sector, ensuring that land supply and site allocations reflect both local and strategic requirements. For strategic warehousing, the identified need ranges from 229 ha to 864 ha. Given the large market area covered by strategic occupiers, the minimum strategic need recommended in the HENA is around 484 ha, based on completions trends with some land recycling. A higher level of need at around 601 ha could be considered, which more closely aligns with market signals.

12.6.3 The plan area has a substantial pipeline of strategic warehousing including sites with planning permission and allocations in part 2 local plans. This amounts to some 307 Hectares, the details of which is set out in the Economic Growth Background Paper, leaving a further minimum of 177Ha to be identified in this plan.

12.6.4 The 307Ha supply already includes committed sites and extant allocations identified in the HENA. Where allocations shown in the Figure below are included within that supply, they do not represent additional strategic employment land provision.

12.6.5 The delivery of additional sites of strategic warehousing (units over 9,300 sq m) will be at Northampton land south of Junction 16 of the M1 (Policy EC11), Land east of M1 (extension of Daventry International Rail Freight Terminal, Policy EC12), and Northampton South of Junction 15 M1 (Policy N23). These locations have been selected for their proximity to the strategic road and rail network, their ability to accommodate large-scale buildings, and their alignment with market demand for logistics and distribution. This spatial approach ensures that the strategic

requirement in Policy EC1 is deliverable and appropriately located in West Northamptonshire. Other allocations contributing to the need are set out in figure 40 below.

Location	Address	Policy reference	Site size, land available (ha)
Northampton	South of Junction 16 M1	EC11	50
Daventry	Land east of M1 (extension of DIRFT)	EC12	106
Northampton	South of Junction 15 M1	N23	65
Towcester	Bell Plantation	T4	26.25
Towcester	Tiffield Lane	T6	8.4

Figure 40: Strategic Industrial and Logistics Sites

Policy EC1 – Employment land provision and affordable workspaces

A. Provisions will be made to accommodate the employment land requirements for West Northamptonshire over the Plan period. This will be achieved through allocations made in this Plan, existing commitments and allocations in Neighbourhood Development Plans. Provision will be made for the following requirements:

i. Office and Research and Development: A minimum of approximately 15.8 ha, of which a minimum of 10 ha should be dedicated office space,
ii. Local industrial and warehousing (units under 9,300 sq m): A minimum of approximately 104 Ha,
iii. Strategic industrial and warehousing (units over 9,300 sq m): A minimum of approximately 484 ha.

B. In addition to meeting these minimum requirements, the Council will support a broad range of employment generating uses, such as advanced manufacturing and advanced logistics, life sciences, motorsports, creative and digital, innovative technologies, and clean energy.

C. The Council will support new developments which will provide affordable workspaces.

WNLP objectives: 14, 15

12.6.6 In addition to identifying future employment land needs, the Plan must ensure that the existing stock of employment sites is protected, managed and enhanced to support a resilient and diverse economy. Policy EC2 provides the framework for achieving this.

12.6.7 The West Northamptonshire Economic Growth Strategy 2025 sets out the Council's vision for a diverse, resilient, and innovative local economy. It identifies priority sectors such as advanced manufacturing, logistics, life sciences, digital, and the visitor economy, and emphasises the importance of skills, innovation, and inclusive growth. Policy EC2 seeks to ensure that employment development proposals actively

contribute to these strategic objectives, supporting the area's long-term economic success.

Policy EC2 – Supporting employment sites and economic development

To help create jobs and to support a vibrant, successful and developing local economy, existing and allocated employment sites and industrial estates across West Northamptonshire will be retained for employment uses (Classes E(g), B2 and B8).

A. Proposals should demonstrate how they have regard to the priorities of the West Northamptonshire Economic Growth Strategy 2025, as appropriate to their scale and nature.

B. Proposals for E(g), B2 and B8 uses, including the expansion of existing businesses, will be supported where they promote and support the role and performance of the employment area and do not result in unacceptable harm to amenity of surrounding residential properties. Where possible, new development should provide for a range of unit sizes to enhance choice for businesses.

C. Alternative uses or redevelopment which will result in the net loss of employment activity will only be supported if reliable, up-to-date evidence is provided demonstrating that the employment provision is:

i. No longer required; and
ii. No longer viable and/or has no realistic prospect of being re-used for employment purposes through refurbishment, adaptation, sub-division or redevelopment; or
iii. There is a clear conflict with adjoining uses that cannot be mitigated, and all reasonable means to resolve the conflict have been explored.

D. Proposals for alternative employment-generating or non-employment uses must demonstrate:

i. There would be no direct or cumulative negative impact on the vitality, viability or function of the employment area and other centres;
ii. Good accessibility by walking, cycling and public transport for the proposed use;
iii. That the proposal supports the role and performance of the employment area;
iv. That there are no other more suitable locations outside of the employment area that are available;
v. Where the Council considers there may be an adverse impact on the provision of E(g), B2 or B8 uses, robust evidence (including at least 12 months' active marketing and that no suitable interest has been expressed) is provided that the site is no longer attractive to the market for these uses.

E. Proposals for new E(g), B2 or B8 development beyond defined employment areas will only be supported where:

i. The development is well-related to an existing employment area;
ii. There is insufficient capacity within existing employment area to accommodate the proposal;

iii. The scale, character, and location are appropriate and do not result in unacceptable harm to amenity;
iv. It is demonstrated to be necessary to support the role and function of the employment area or strategic site.

WNLP objectives: 14, 15

12.7 Supporting the rural economy

12.7.1. For the purposes of this section, the rural areas of West Northamptonshire are defined as all areas located outside the urban confines of Northampton, Daventry, Brackley and Towcester.

12.7.2. The rural economy refers to all forms of economic activity that take place in the rural areas of West Northamptonshire, including agriculture, forestry, food production, tourism, leisure, visitor attractions, small-scale employment, home-based businesses, and the diversification of farm and related enterprises. The rural economy also encompasses the services, facilities, and supply chains that support these activities, and plays a vital role in sustaining rural communities, maintaining local employment, and supporting the overall economic resilience of the area.

12.7.3. The majority of West Northamptonshire is rural in nature, with a dispersed network of almost 190 villages and hamlets. These rural communities account for approximately one-third of West Northamptonshire's population. Economic growth in the rural areas needs to be supported by encouraging the diversification and expansion of agricultural and other businesses and enterprises. It is accepted that there are benefits for agricultural holdings to diversify use of land and buildings for other suitable activities or development. These might include converting redundant barns for office use or workshops, storage, farm shops, bed and breakfast, energy crops, or acceptable sport and leisure uses like campsites. These can be important in providing agricultural business additional income to ensure long-term viability and create job opportunities in the rural economy. Suitable uses will allow more efficient use of buildings and land while fitting in with farming practices, rural surroundings and maintaining openness of the rural environment. Such opportunities also support the growth of the visitor economy, as well as where conversion of properties to short term holiday lets is an increasing trend.

12.7.4. In encouraging economic resilience and agricultural diversification, it is important that the countryside is not spoilt, whilst balancing the need to ensure that agricultural holdings and other rural businesses remain viable operations. Diversification proposals should contribute effectively to the agricultural business and the rural economy while integrating new activities into the environment and the rural scene. Diversification must be seen within the context of the future of the farm or rural business, or estate as a whole.

In determining what is 'small-scale' for purposes of Policy EC3 regard will be had to the physical scale and nature of the proposals and also the operational impacts that it would have on the area in which is located and the communities of that area.

Policy EC3 – Rural economy

A. Development proposals which sustain and enhance the rural economy by creating or safeguarding jobs and businesses will be supported where they are of an appropriate scale for their location, do not result in unacceptable harm to residential amenity, respect the environmental quality and character of the rural area and protect the best and most versatile agricultural land.

B. The following types of development are considered acceptable within the rural areas:

i. The re-use of farm buildings in accordance with Policy R5
ii. Schemes for farm diversification involving small-scale business and commercial development
iii. Small–scale tourism proposals including visitor accommodation
iv. Proposals that recognise the economic benefits of the natural and historic environment as an asset to be valued, conserved and enhanced
v. The expansion of small-scale businesses in their existing locations depending on the nature of the activities involved, the character of the site and its accessibility
vi. The use of land for agriculture, forestry, fisheries and equestrian activity
vii. Small scale employment development to meet local needs.

WNLP objectives: 10, 14, 15, 16, 17

12.8 Supporting the visitor economy

12.8.1 West Northamptonshire has a diverse visitor economy due to the wide range of tourist attractions within the area. Including but not limited to:

- **Sporting venues**
  - Major venues: Northampton Town Football Club (Sixfields), Northampton Saints Rugby Club (Franklins Gardens), Northamptonshire County Cricket Club (Abington), Motor racing (Silverstone), Towcester Racecourse, plus world-class events such as the Tour of Britain and Women's Tour.
  - Grassroots sports: Alongside major venues, West Northamptonshire hosts numerous grassroots sports facilities and local clubs. These include community rugby, football and hockey pitches, cricket grounds, athletics tracks, gymnastic facilities, and multi-sport hubs. While their economic impact is less easily quantified, they play a vital role in attracting visitors for regional tournaments, youth leagues, and amateur competitions.
- **Spa and Country Clubs:**
  - Whittlebury Park Hotel
  - Sedgebrook Hall in Chapel Brampton
  - Hellidon Lakes

- Fawsley Hall
- Staverton Park

- **Historic and heritage assets:**
  - Museums in Daventry, Northampton, Towcester, Silverstone, and Stoke Bruerne
  - Historic houses and estates in Delapré Abbey, Althorp Gardeners House and Stables Estate, Canons Ashby, Holdenby House, Sulgrave Manor, Aynhoe Park, Stowe Gardens, Lamport Hall, and Kelmarsh Hall
  - Religious buildings such as the Holy Sepulchre (Northampton)
  - Other heritage assets such as Naseby Battlefield, and Borough Hill (Daventry)
- **Cultural & Musical Assets**
  - Royal & Derngate Theatre
  - Alive Concerts (Delapré)
  - Northampton Balloon Festival
  - Picturedrome
  - Deco Theatre
  - Roadmender
- **Parks and nature reserves:**
  - Brampton Valley Way
  - Brixworth Country Park
  - Barnes Meadow Nature Reserve (Northampton)
  - Daventry Country Park
  - Salcey Forest
- **Waterways and Canals**
  - The Grand Union Canal and associated waterways provide opportunities for boating holidays, leisure cruising, angling, and towpath walking and cycling. Key destinations include Stoke Bruerne Canal Museum and picturesque canal-side villages, which attract visitors seeking heritage experiences and outdoor recreation.

12.8.2 Visitor attractions need to be supported as they continue to meet the ongoing demands of fans, new visitors and returning visitors. Although evidence (Retail & Town Centre Uses Study, LSH April 2022) shows that no new sites are required to be allocated for developments associated with these uses, it is important to ensure that existing facilities continue to be supported.

12.8.3 The Northamptonshire Visitor Economy Strategy 2023-2030, developed by North Northamptonshire and West Northamptonshire Councils, sets out a clear vision for visitor economy growth and enhancement. Policy EC4 aligns with this strategy by supporting proposals that strengthen the visitor offer, improve infrastructure, and contribute to the long-term resilience of the visitor economy.

12.8.4 The visitor economy is closely linked to the rural economy, as many attractions and activities are in rural areas and depend on the vitality of rural communities. Policy EC4 should therefore be read alongside Policy EC3 (Rural Economy), which supports diversification and small-scale tourism proposals that complement rural character and

create local employment opportunities. Together, these policies aim to deliver a balanced approach that strengthens both rural and visitor economies while safeguarding environmental quality and community amenity.

Policy EC4 – Visitor Economy

A. Proposals for tourism and leisure development and/or expansion, including tourist accommodation will be supported where:
i. They contribute to the achievement of regeneration aims and objectives, and strengthen the overall tourism offer;
ii. They deliver the requirements associated with the conservation and enhancement of the natural and built environment;
iii. They do not have an adverse effect on the visual amenity of the area or the character of the countryside;
iv. Evidence shows that the schemes are required to meet increasing demand;
v. They do not result in unacceptable harm on the surrounding areas including traffic and pollution;
vi. They incorporate measures to enhance sustainability, such as energy efficiency, low-carbon design, biodiversity improvements, and sustainable transport access; and
vii. The overall level of development in any one area does not detract from the amenity presently enjoyed by local residents.

B. Proposals which involve the loss of tourist facilities will only be permitted where it can be demonstrated they are no longer economically viable following a robust marketing exercise for a continuous period of at least 12 months.

C. Proposals for caravan, holiday chalets and camping development (new and extensions to existing) will be required to comply with the following additional criteria:
i. It is located in an area with local opportunities for informal countryside recreation;
ii. It will be accessible to existing local services and public utilities;
iii. Sites accommodating caravans should have good access to the road network and should not give rise to significant problems of traffic congestion or safety; and
iv. Static caravans and chalets should be sympathetic to the environment in terms of their number, siting and colour and, additionally for chalets, their design and materials.

D. Where planning permission for caravans and chalet sites is granted, a condition restricting the type of occupation to holiday use will be used in order to retain the tourist accommodation and ensure it is not used for permanent residential use.

WNLP objectives: 10, 14, 15, 17

Leisure moorings and canalside development

12.8.5. The canals contribute towards economic and regeneration objectives by

providing attractive locations for canal-side development and recreation, tourism and leisure activities as well as protecting the economic viability of marinas and boatyards. The provision of visitor and leisure moorings along the canal network is an important part in supporting these activities. Where possible and in appropriate locations the Council will protect existing moorings and encourage the provision of new moorings across the network. New moorings will only be permitted where they would not have a negative impact on navigation.

12.8.6. Both the Grand Union Canal and a short stretch of the Oxford Canal pass through West Northamptonshire. Both canals are designated as conservation areas. The Canal network has an important multifunctional role within the district and beyond. As well as its historical, architectural and educational value, the canal is an important landscape feature, with considerable biodiversity and ecological interest. The canal is an important part of the district's green infrastructure network providing a green corridor for wildlife, as well as playing a crucial role in conveying flood waters.

12.8.7. The provision of a range of additional short-term visitor moorings will be supported to ensure that visitor moorings are available in appropriate locations, and where they contribute to the management of a safe and attractive waterway. Leisure moorings should be safe, ensuring there is adequate access for emergency services, be suitably accessible to services and facilities by sustainable modes and not interfere with the navigation of the canal. Existing visitor moorings will be protected.

12.8.8. Canal-related development can contribute to the recreational, leisure, tourism, heritage and economic value of the canal network. Such development may include marinas, boatyards, boat repair and maintenance facilities, visitor facilities, moorings and other uses that require a canal-side location or directly support the use and enjoyment of the waterway.

12.8.9. The canal network provides important resources for nature conservation. This must, however, be carefully balanced with the needs of recreation. Proposals for development within the canal corridors should relate to the character of the area; and respect the leisure, heritage and ecological value of the waterways. The Council will support appropriate measures to improve both the towpath and pedestrian and cycle linkages to it.

12.8.10. Any change of use from leisure moorings to residential moorings will need to adhere to other policies within this plan especially Policy HO13.

12.8.11. Policy EC5 provides a framework for assessing proposals involving the creation or expansion of marinas, canal basins and other developments associated with leisure moorings where planning permission is required. The policy is not intended to apply to individual leisure moorings that do not require planning permission. Proposals for new marinas, canal basins and other developments requiring a connection to the canal network will also require the relevant consents from the Canal & River Trust. Applicants are encouraged to engage

with the Canal & River Trust at an early stage in the design and development process.

12.8.12. Policy EC6 identifies the villages in the Settlement Hierarchy to which it applies to. (see Making Great Places: Rural chapter).

Policy EC5 – Leisure moorings

Proposals for the establishment of moorings will be assessed in relation to the following criteria:

A. Moorings should generally be located on urban stretches of the canal and not on rural or open stretches where they would be incongruous and out of keeping;

B. Moorings and associated development and servicing should be located so they do not impede other canal and waterside uses, paths or access to the waterway;

C. The number and density of moorings in any one location should be appropriate to their location on the waterway and should not separate people from the waterway or interfere with navigation;

D. Provision for service vehicles and car parking must be made in a form which will not adversely affect the amenity of the canal and the surrounding area;

E. Adequate servicing, including provisions for appropriate utility connections, must be provided; and

F. Development should take account of guidance contained in the relevant publications from the Canal & River Trust.

WNLP objectives: 8, 9

Policy EC6 – Canalside development

A. Proposals for new development alongside canals at Primary and Secondary villages within the settlement hierarchy will be supported where they provide active canal frontages with recreational or economic uses and have regard to the canal's use and accessibility, including safety measures.

B. Away from these settlements, proposals for canal-related development, <u>including facilities that support the operation, maintenance, recreation and enjoyment of the canal network, may be acceptable where</u>:

i. They constitute uses that are essential to be located in proximity to the canal; and
ii. The countryside is protected, in terms of its openness, rural character and attractiveness;

and

iii. They would not have an adverse impact upon the character and appearance of the surrounding area and the amenities of neighbouring occupiers; and

iv. The development does not adversely affect public access to the canal; and

v. The traffic generated by the proposal does not adversely affect the safety of the existing road network and adequate car parking facilities can be provided within the site for the likely needs arising from the proposal.

WNLP objectives: 8, 9

12.9 Retail and leisure

12.9.1 The Retail and Town Centre Uses Study (Lambert Smith Hampton, April 2022) outlines the hierarchy of designated centres that serve as a hub for shopping, services, leisure and community interactions. These are based on their roles and functions, as well as size. The hierarchy is listed and defined below, with town centre boundaries defined on the policies map:

- **Northampton Town Centre (regional town centre)** - stands apart from other centres in West Northamptonshire in terms of the scale, range and quality of its offer. Despite national retail trends and the impact of the pandemic, it has the strongest comparison goods offer in the area.
- **Daventry Town Centre (Sub Regional Town Centre)** – A key centre in the retail hierarchy, positioned below Northampton Town Centre, but above Towcester and Brackley. The town centre is relatively compact and provides a good choice of retail, leisure and service uses that meet the needs of its local population.
- **Towcester and Brackley Town Centres (Rural Service Centres)** - reflects the relative scale, range and quality of their retail, leisure and service offer. Both Towcester and Brackley perform important roles providing essential retail and service functions to their towns and their surrounding rural areas.

12.9.2 Northampton town centre, along with its edge- and out-of-centre shops and leisure facilities, is the primary shopping and leisure destination within West Northamptonshire and its wider catchment. It also serves as a key location for major services and facilities. Northampton is one of the largest market towns in the UK. The Grosvenor Centre is the main covered shopping centre with over 30,000 sq m (gross) of retail and leisure space. The smaller Market Walk (approximately 5,575 sq m gross) is currently closed and subject to redevelopment as a mixed-use leisure hub. The town is set to benefit from significant public and private sector investment, supported by successful bids for the Future High Street Fund and Towns Fund. Key projects include the revitalisation of Market Square, the redevelopment of the Greyfriars site, and the re-use of vacant buildings to support a more diverse and sustainable town centre offer. These are set out in the Making Great Places: Northampton Chapter.

12.9.3 Daventry is the second largest town in West Northamptonshire. The town is relatively compact and provides a range of retail, leisure and services to support its resident population and surrounding rural catchment. Its retail offer is anchored by three food store operators (namely Tesco, Waitrose and Aldi), along with a mix of national multiples and independents. The Daventry Vision 2035 identifies site-specific placemaking and development opportunities in and around the town to help support its transformation and growth. Building on this, the Daventry Masterplan provides a more detailed framework for future development, investment, and transformation of the town centre and surrounding areas. A new 4-screen cinema, restaurants and a public square opened in 2022 on the site of the former library (known as Mulberry Place). While the cinema and public space have been popular, the restaurant units became vacant after a short time and remain empty. This highlights that any similar units or uses need to remain adaptable to changing local market and economic demands. The plan seeks to address this by supporting mixes of uses that can strengthen the town centre. Abbey Retail Park, on the edge of the town centre, now accommodates Aldi, Halfords, B&M, Pets at Home, and several smaller units, reflecting the shift of some retail activity away from the traditional centre.

12.9.4 Brackley meets the everyday needs of its local resident population and the surrounding rural catchment. The town supports a range of independent businesses, and a small number of national multiples. It is also home to the largest antiques centre in the Midlands (Brackley Antiques Cellar). Its retail offer is anchored by Waitrose at Manor Road, with Market Place and the High Street offering a range of quality services and independent retailers, including a weekly market.

12.9.5 Towcester's Primary Shopping Area mainly runs along Watling Street and includes Sponne Shopping Centre. The town centres' retail offer is anchored by Waitrose, along with a mix of multiples and independent specialist shops, and a monthly market. The main shopping destinations outside the town centre include Tesco and Aldi food stores near the A5/A43 junction. The Moat Lane mixed-use regeneration scheme in the heart of the town has provided new homes, commercial, civic, community and employment space.

12.9.6 Further down the hierarchy of designated centres are the Local Centres, Primary Villages, Secondary Villages, and Local Shops. These have an important role and function in West Northamptonshire's network of centres; principally serving the more everyday essential ('top-up') food and convenience shopping needs of their local (walkable) catchment populations. Many of these centres also perform the role of neighbourhood centres, meaning that they provide local access to shops, services, community facilities and flexible employment space within a reasonable walking distance to where people live. The retention, enhancement and delivery of local and neighbourhood centres can help to create healthy, sustainable communities, reducing the reliance on private car travel to meet people's daily needs.

12.9.7 The Retail and Town Centre Uses Study also concluded that:

- There is potential to provide a mix of new residential development in and on the edge of centres, which will help to maintain and strengthen their overall vitality and viability. Provision of the right types of homes, in the right locations that cater for the needs of different ages and socio-economic groups will help to generate new trips, footfall and spend for the benefit of existing shops and business, as well as supporting new provision.
- The increase in home and hybrid-working is expected to continue. Businesses are adapting their office and workspace needs. This should benefit West Northamptonshire in a number of ways. First, more of the area's population working from home will meet their essential everyday needs close to where they live, which will help to strengthen the vitality and viability of local centres and businesses. Secondly, there will be an increase in demand for more flexible workspace in the main centres, particularly focused on transport hubs. It could also benefit larger villages where local businesses will benefit from increased footfall during the week.
- The need to invest in the quality of town centre environments including frontages, streetscapes, buildings and public realm to create more attractive, accessible, safe and "greener" environments that support carbon neutrality and appeal to all ages and groups.

12.9.8 The study concluded that there is no capacity for new convenience goods floorspace in West Northamptonshire up to 2035, and a nominal capacity for 244 sq m by 2040. This small quantum of convenience floorspace capacity by the end of the plan period could easily be met through infill development, change of use applications or extensions to existing stores. There is no identified capacity for new comparison goods floorspace over the plan period to 2043.

Primary Shopping Areas

12.9.9 The study also recommended revisions to the Primary Shopping Areas (PSA) identified in the previously adopted part 2 local plans, in line with the definition contained in the NPPF, and outlines the area where retail development is concentrated. The recommendations for the PSA boundaries have been taken on board.

12.9.10 The PSAs for Northampton, Daventry, Towcester and Brackley are shown on the relevant policies maps for each settlement.

Locally set threshold

12.9.11 For West Northamptonshire as a whole, the study recommended applying a locally set impact assessment threshold of 280 sq m. (gross) for proposed retail or leisure developments outside of defined centres. This approach is supported by national policy and reflects a strategic approach based on market evidence, planning legislation and the changing nature of retail. The threshold reflects the scale and

function of centres within the retail hierarchy, particularly smaller town, district and local centres, which can be more sensitive to trade diversion and loss of footfall from out-of-centre development. It recognises that developments greater than 280 sq m are more likely to draw trade from a wider catchment, which could potentially impact the vitality and viability of nearby centres, particularly those which rely on smaller-scale retail and community spaces.

12.9.12 In accordance with the NPPF, proposals for main town centre uses outside of designated centres may be required to demonstrate compliance with the sequential test. The sequential approach seeks to direct development firstly to town centre locations, then edge-of-centre locations. Only where suitable sites are not available should out-of-centre locations be considered.

12.9.13 The introduction of Class E uses allows greater flexibility for changes between retail, café, restaurant, office, and other town centre uses without planning permission. While this supports adaptability, it can also lead to the erosion of key retail frontages and affect the vitality and viability of centres. Where permission is required Policy EC7 addresses these challenges by requiring robust evidence before supporting changes of use, and by maintaining a strong retail core in Primary Shopping Areas.

Policy EC7 – Retail hierarchy, Retail Impact Assessments and development proposals for retail and leisure

The Council will continue to promote and support the roles and functions of the designated Retail and Commercial Centres to positively contribute towards their viability, vitality, character, structure and roles.

A. Retail floorspace should be accommodated firstly within the appropriate town centres, and then other town centre locations. The hierarchy of designated centres (identified below) and the Primary Shopping Areas for Northampton, Daventry, Towcester and Brackley, are shown on the Policies Map.

i. Regional Town Centre: Northampton – this should be the first choice for retail, leisure, culture and other main town centre uses. Independent retailing will be particularly supported in the Primary Shopping Area
ii. Sub-regional Town Centre: Daventry
iii. Rural service Town Centre: Brackley
iv. Rural service Town Centre: Towcester
v. District Centres: Weston Favell, Northampton and Kingsthorpe, Northampton - these will be the focus for more localised retail, flexible workplace, commerce, community services and facilities that supports sustainable patterns of movement
vi. Local Centres, Primary Villages, Secondary Villages and Local Shops – small shops in nature, to support a small catchment and to provide for residents' day to day needs, and reducing the need to travel.

B. Retail, commercial and other main town centre uses will continue to be directed to these

centres in line with the sequential approach provided in the National Planning Policy Framework

C. Outside the town centres, any proposals for the change of use to retail and other main town centre uses which are 280 sq m gross or more, will need to undertake a retail impact assessment.

D. Proposals for the change of use of vacant units within the designated centres, to alternative main town centre uses or residential use will be supported where:

i. The unit has been continuously vacant, actively and appropriately marketed for at least 12 months, and

ii. There is clear evidence that there are no realistic prospects of the unit being occupied for its previous use.

E. In Primary Shopping Areas, proposals for change of use that would result in the loss of active ground floor retail frontages will only be supported where it can be demonstrated that the proposed use would contribute positively to the vitality and viability of the centre and maintain an active street frontage.

F. Proposals that retain, enhance, revitalise or provide neighbourhood centres and local parades will be supported where they meet the needs of the communities they serve and do not undermine the vitality and viability of nearby centres.

G. The loss of neighbourhood centres or local parades will be resisted unless it can be demonstrated that equivalent facilities and services are available within reasonable walking distance of the community they serve and there is no reasonable prospect of the premises continuing as retail, service, community or other local centre use.

WNLP objectives: 7, 10, 11, 14, 16

12.10 Relocation of vehicle recycling facility

12.10.1 The 'Making Great Places: Daventry' chapter of this plan proposes employment development in the south-east of Daventry (Daventry South East Gateway), where the existing vehicle recycling facility occupies a key gateway location. To assist with improvements at this gateway, the relocation of the vehicle recycling facility will be supported. Any new facility may be located elsewhere within West Northamptonshire, provided it can be demonstrated that there would be no significant adverse impact on the local landscape or heritage assets, including through a visual impact assessment or Heritage Impact Assessment where appropriate. Proposals must also ensure that the form, character and setting of existing settlements are not harmed, and that the site has good access to the strategic highway network without requiring traffic to pass through the centres of existing settlements to the detriment of residential amenity.

12.10.2 Given the nature of this use, which can generate substantial noise, any application must be accompanied by a robust noise assessment demonstrating that there would be no significant adverse impact on the amenity of existing residents.

Policy EC8 – Relocation of vehicle recycling facility

A. To assist with the regeneration of the Daventry South East Gateway proposals for the relocation of the vehicle recycling facility will be supported where it can be demonstrated that all of the following criteria are met at the proposed new site:

i. No significant adverse impact on the local landscape and heritage assets;
ii. Good access to the strategic highway network;
iii. No significant adverse impact on amenity of existing residents;
iv. No harm to the form, character and setting of an existing settlement.

WNLP Objectives: 1, 7, 10

12.11 Education, skills and training

12.11.1 Having the right skills is essential for sustained economic growth and adapting to technological and environmental change. Raising student attainment and school performance is also critical in attracting prospective employers. New housing development will bring with it opportunities for new schools and investment in existing schools. As well as investment in schools, a new approach and relationship is needed where trade associations and employer representatives work with education providers to help give a business edge to training and help make our young people ready for the workplace.

12.11.2 Collaboration between employers and education providers ensures training that meets business needs and prepares residents for high-quality jobs. West Northamptonshire benefits from strong education assets, including the University of Northampton, local further education colleges, and specialist facilities such as Silverstone's motorsport hub and University Technical Colleges in Silverstone.

12.11.3 The NPPF and the South East Midlands Local Skills Improvement Plan (LSIP) emphasise aligning skills with economic priorities, including digital and green skills. The West Northamptonshire Economic Growth Strategy (2025-2030) reinforces this by focusing on innovative technologies and six priority sectors: motorsport, creative and digital industries, clean energy, life sciences, advanced logistics, and advanced manufacturing.

12.11.4 Delivery will be supported through developer contributions, as set out in the Infrastructure and Developer Contributions SPD, and through the West Northamptonshire Employment Support Service, which connects employers with local talent and training opportunities. These measures will help retain graduates,

boost productivity, and ensure inclusive access to education, skills and training development across the area.

12.11.5 Applicants for major developments will be expected to submit supporting information to set out how the proposal will contribute to education, skills, and training outcomes aligned with the West Northamptonshire Economic Growth Strategy. Measures may include commitments to apprenticeships, collaboration with local colleges and universities, provision of on-site training facilities, or financial contributions to local skills programs. Evidence of engagement with relevant stakeholders, such as the LSIP, should be provided.

Policy EC9 – Education, Skills and Training

A. Proposals for major developments must demonstrate how they will support education, skills and training outcomes aligned with the priorities identified in the West Northamptonshire Economic Growth Strategy.
B. Proposals for Major developments must demonstrate how they will support skills and training opportunities through both construction and operational phases. This would include:
i. Provision of opportunities for apprenticeships and training, and
ii. Working with the West Northamptonshire Employment Support Service and local education providers to maximise recruitment from the local workforce and deliver skills aligned to priority sectors.
C. Where on-site delivery of skills and training is not feasible, financial contributions will be sought in accordance with the Infrastructure and Developer Contributions SPD to support skills and employment initiatives.
D. Proposals for new or expanded education and training facilities will be supported in accessible locations served by sustainable modes of transport, consistent with wider Plan policies on placemaking and infrastructure.

WNLP objectives: 6, 10, 14

12.12 Site specific policies

12.12.1 The following site-specific policies have been prepared to provide detailed guidelines on the types of developments that will be supported within the development areas, and the necessary work and considerations that need to be taken into account during the stages of preparing development proposals.

12.12.2 These are set out for allocated sites below in the order they appear in figures 39 and 41 above, followed by two sites where development principles are set out, at Silverstone and Northampton Gateway.

Whittlebury, Land at Shacks Barn

12.12.3 Shacks Barn site is located on the boundary of Silverstone and Whittlebury parishes. There are 10 businesses currently on site employing approximately 72 people, 25 subcontractors and 10 volunteer positions, as well as various training provisions for apprentices and students at local colleges. The potential new development is expected to see a rise in the total number of jobs to 275 over the course of the development. The site is located alongside the main A43 trunk road with existing direct access to the site. The A43 provides good access to the M40 to the West and the M1 to the East allowing direct transport links to the main conurbations in both the Midlands and London and the South East and as such will be attractive to incoming businesses looking to access those markets.

12.12.4 This allocation proposes to extend the business park with a range of new small and medium sized business units including uses that are ancillary or complementary to an existing or proposed E(g) Class. This will enable a wider class of uses to be considered, provided that it can be demonstrated that there is a link to an existing or proposed E(g), B2 or B8 class use. A variety of employment types will be sought to reflect the need for diversity and resilience in the local economy.

12.12.5 The proposed site lies within the setting of the scheduled monument at Lordsfields Farm moated site. Any future development must be preceded by an assessment of impact on the monument's significance, including the potential contribution of non-designated archaeological remains. This should be carried out in consultation with relevant stakeholders. Consideration must also be given to the line of the Roman road between Towcester and Alchester to the west of the scheduled area and the archaeological remains identified during the A43 Towcester to M40 Dualling Project.

12.12.6 Policy EC10 (Land at Shacks Barn, Whittlebury) therefore seeks to deliver this land for economic development in the interest of delivering jobs and investment by an appropriate extension to an existing site served by trunk road access.

12.12.7 The Council adopted the South Northamptonshire Employment Site Allocations Development Brief Supplementary Planning Document (SPD) in 2022 to provide further guidance on the development of this and other employment allocations in the South Northamptonshire Part 2 plan. The SPD considers landscape and visual considerations related to the development of these sites; sets out a detailed assessment of each site and then sets out a development framework covering matters such as access and movement, green infrastructure, building height, scale and massing. As set out in part G of Policy EC10 any application will need to include an assessment of how the proposals comply with the guidance set out in the SPD.

Policy EC10 – Whittlebury, Land at Shacks Barn

Site EC10 is allocated for 10ha of mixed employment generating development.

A. An integrated, coordinated and comprehensive planning approach will be required for

the employment site and a masterplan must be prepared, in consultation with the local planning authority, the local highway authority and other statutory undertakers prior to the submission of a planning application covering the development of the whole site.

B. The uses on the site will be a mix of E(g) (Uses which can be carried out in a residential area without detriment to its amenity, including offices, research and development and light industrial uses), B2 (general industrial) and B8 (storage and distribution). Supporting uses may be included where they are demonstrated to be subservient and complementary in both scale and nature to the proposed E(g) or B class use. The overall mix of uses will be required to be supported by an independent market assessment.

C. Access to the site will be based on the existing access only; and
i. Provision of new footpaths and cycleways that link to existing networks; and
ii. Good accessibility to public transport services should be provided for, including contributions to the cost of diverting existing routes through the site or to support existing local services to help promote sustainable travel as well as the enhancement of pedestrian cycling and walking links between the site and Towcester town; and
iii. A Transport Assessment and travel plan will be required to assess the transportation implications and to identify appropriate mitigation measures.

D. A detailed heritage impact assessment will be required for the whole site, to be agreed with the Local Planning Authority in consultation with Historic England where relevant to the scheduled monument, the assessment will:
i. Inform the height of any proposed buildings, layout and extent of the proposed development, taking into account the site allocation in line with the relevant supplementary planning document;
ii. Include a detailed assessment of the effects of the development of the site on the significance of the scheduled monument, Lordsfield Farm;
iii. Consider the impacts on the designated and non-designated heritage assets (where applicable), and
iv. Subject to the assessment being agreed, identify proportionate mitigation measures that ensure that the development avoids harm to significant heritage sites.
v. The assessment and findings, including mitigation measures, must be included with any planning application.

E. Prior to the submission of an application, a detailed archaeological assessment for the whole site will be undertaken to characterise archaeological remains, identify potential impacts and to inform an appropriate programme of archaeological mitigation which could involve preservation in situ by design or record or a combination of the two. The scope and methodology of this work will be agreed with the Local Planning Authority.

F. A detailed strategic landscape and visual impact assessment of the whole site will be required to deliver a high quality landscaped setting within and around the boundary of the proposal.

G. An assessment demonstrating compliance with the South Northamptonshire Employment Site Allocations Development Brief (October 2022), or any equivalent successor document will be required.

H. Development proposals must be supported by an assessment of crime prevention and community safety considerations, identifying potential impacts and any measures necessary to address them through the design and layout of the site.

WNLP objectives: 4, 10, 14, 15, 17

Northampton, land south of Junction 16 M1

12.12.8 Located approximately five miles from the centre of Northampton at Junction 16 of the M1 motorway, and benefiting from direct strategic road network access (A45 and M1), this site offers good highways connectivity for distribution, making it a prime location for national and international logistics and supply chain operations. The site is close to existing employment land which includes Panattoni Park to the north and Heygates Mill towards the east. It extends to approximately 50 ha.

12.12.9 The site contains mineral resources. Minerals extraction will be required prior to, or as part of the phased delivery of any employment development. The site lies within the impact area of a Site of Special Scientific Interest (SSSI), located to the south of the proposed boundary, although there are no designations within the site boundary itself. Any development will have to demonstrate that it will not have an adverse effect on the SSSI and will require appropriate ecological mitigation.

12.12.10 The southern boundary of the site is also bordered by the River Nene. Therefore, as well as the ecological detail, developments will need to take into account any flood risk associated with the river and ensure that appropriate mitigation and sustainable water drainage measures are incorporated to protect the site and the river itself.

12.12.11 The village of Nether Heyford is located less than 400 metres to the south-west of the site and has a conservation area at its core. The smaller hamlet of Upper Heyford sits close to the north-west boundary, with a mix of residential and agricultural properties outlining the sites border. Sensitive design, landscape buffers and green infrastructure will be required to protect the amenity and character of all neighbouring communities.

12.12.12 The location of the site is identified as suitable for strategic logistics and industrial development. It is important that the strategic B8 warehousing and logistics uses are supported, alongside ancillary uses which support the role and function of the area.

12.12.13 The Habitats Regulations Assessment identifies that the site has the potential to support functionally linked land associated with the Upper Nene Valley Gravel Pits SPA. Proposals will be required to undertake overwintering bird surveys and address any mitigation requirements identified through the assessment process.

Policy EC11 – Northampton, land south of Junction 16 M1

Land to the south of Junction 16 is allocated for 50 ha of strategic B8 warehousing and logistics

development.

A. An integrated, coordinated and comprehensive planning approach will be required for the employment site and a masterplan must be prepared, in consultation with the local planning authority, the local highway authority and other statutory undertakers prior to the submission of a planning application covering the development of the whole site.

B. Development proposals must have regard to the phased extraction and restoration of minerals on the site and demonstrate compliance with relevant minerals planning policies.

C. Alternative uses which are ancillary to the main use will be supported, provided it can be demonstrated that these uses are required to support the role of the site and its employees.

D. Development proposals will be required to:

i. Integrate low-carbon and renewable energy principles into the design, materials and construction process in accordance with the sustainable design and construction policies of the plan;

ii. Offer good quality training as part of the construction process and recruitment drive;

iii. Ensure that transport connectivity and accessibility form a vital part of the development design process, including provision for public transport and active travel; and

iv. Include details on the maintenance and management of the natural environment (including parkland, trees, and green infrastructure) to ensure that these features continue to thrive.

E. Development must incorporate enhanced landscape buffers and green infrastructure along boundaries with neighbouring settlements, including Nether Heyford and Upper Heyford, to protect village character, maintain clear physical and visual separation, and support biodiversity and the local environment. A detailed strategic landscape assessment will be required to demonstrate how the scheme respects the character of the landscape and the setting of nearby settlements, ensuring a high-quality landscaped setting within and around the proposal's boundary.

F. Proposals must demonstrate, through appropriate ecological assessment, that there will be no adverse effects on the integrity of the nearby Site of Special Scientific Interest (SSSI), and must deliver biodiversity net gain and ecological enhancements in line with national and local policy.

G. Proposals will be required to be supported by a detailed heritage and environmental impact assessment. This will inform the height, layout, and extent of development, and include appropriate mitigation for any identified impacts.

H. Proposals must include noise and lighting impact surveys that also detail appropriate mitigation measures in order to protect the amenity of surrounding villages and the environment.

I. Proposals must be supported by a detailed Transport Assessment, including

consideration of cumulative impacts on the strategic and local highway network.

J. Proposals must provide an appropriate contribution towards off site sustainable transport and highways mitigation measures as set out in the Local Plan's Strategic Transport Assessment (2026).

K. Subject to detailed assessment (including an assessment of contaminated land), development on this site should maximise the use of Sustainable Drainage Systems (SuDS) to reduce the rate of surface water runoff.

L. Any proposal for this site should be accompanied by a site-specific Flood Risk Assessment. Any proposal should also take into account the fact that the site is included within the Upper Nene Catchment Local standards for surface water drainage of 1 in 200 year plus an allowance for climate change to protect against pluvial flooding.

M. Development proposals must be supported by an assessment of crime prevention and community safety considerations, identifying potential impacts and any measures necessary to address them through the design and layout of the site.

N. Prior to submission, two years of overwintering bird surveys shall be undertaken to determine whether the site is used by overwintering Golden Plover / Lapwing and to identify whether it acts as functionally linked land to the Upper Nene Valley Gravel Pits Special Protection Area. If the site is found to be functionally linked land, appropriate mitigation will be required for the loss of habitat. Development proposals should be accompanied by a Construction Environmental Management Plan (CEMP) that includes measures that avoid the displacement of protected birds from construction noise and construction activity including, where appropriate, restrictions on the timing of works and shall incorporate sensitive design measures to avoid the displacement of protected birds from operational activity.

WNLP objectives: 14, 15

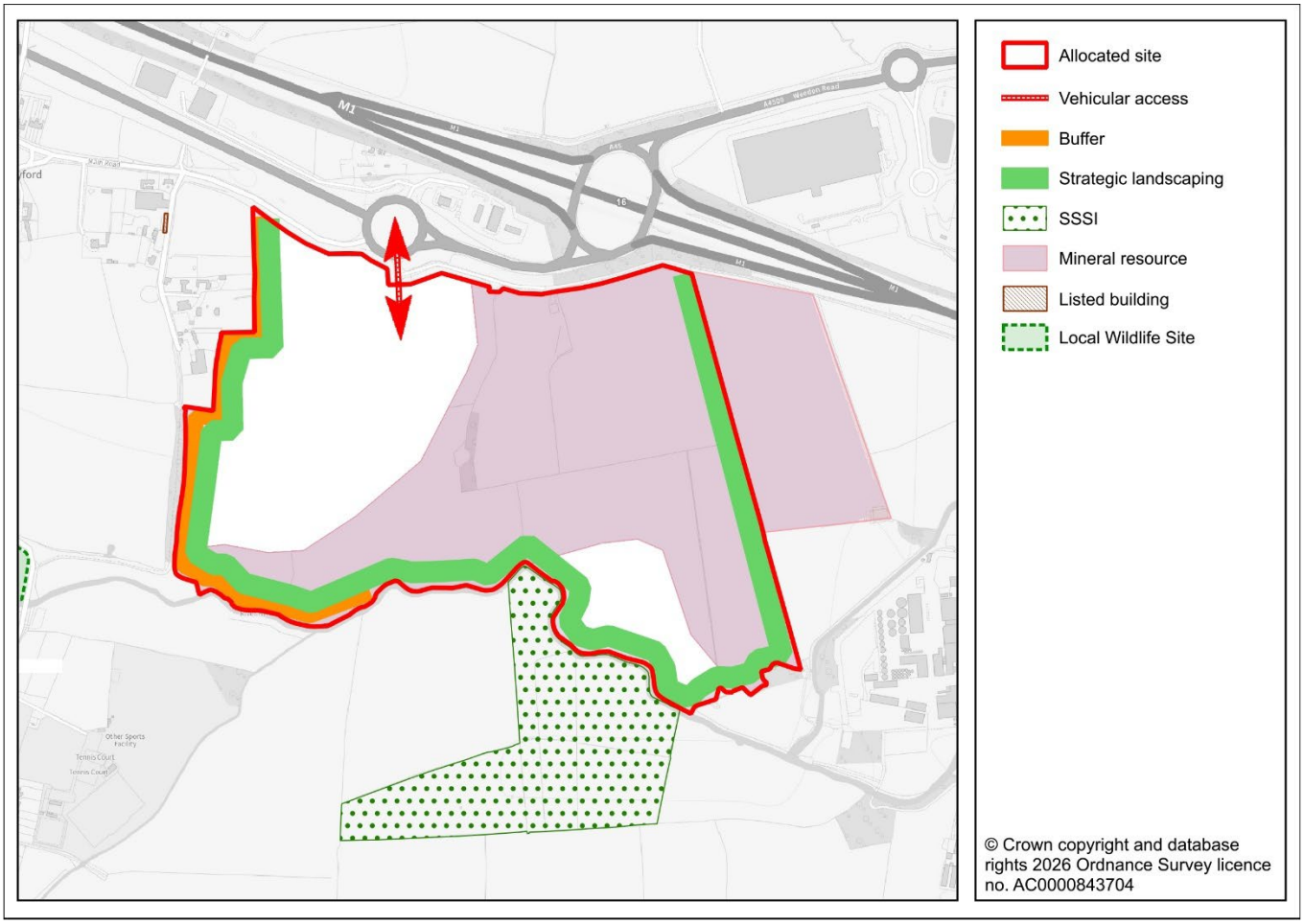


Figure 41: Development for Northampton, land south of Junction 16 M1

Land east of M1 (extension of Daventry International Rail Freight Terminal (DIRFT)

12.12.14 DIRFT is strategically located central to the "golden logistics triangle" with direct rail access to the West Coast Main Line, one of the UK's principal freight routes. It is also positioned at the junction of the M1 motorway, the A5 and the A428.

12.12.15 The site has evolved through three phases. DIRFT I included a rail freight terminal at its southern end which served the original development alongside one other unit with a dedicated rail siding. DIRFT II provided rail connections to individual units but did not have a dedicated rail freight terminal. The current phase DIRFT III, is being delivered under a Development Consent Order (DCO), which sets the framework for most of the infrastructure and development. Whilst the majority of DIRFT III complies with the DCO parameters there have been examples where planning permissions have been required for development that have been outside of the DCO.

12.12.16 DIRFT aspires to maintain its position as one of UK's leading rail served logistics and warehousing operations. The vision is to continue its role as an internationally significant centre for rail connected strategic distribution, exemplary in the field of sustainable logistics, with links to the University of Northampton.

12.12.17 It is important that the strategic B8 warehousing and logistics uses are supported at DIRFT, with ancillary uses which support the role and function of the area and the wellbeing of its employees and visitors.

12.12.18 DIRFT is a major source of investment and employment for West Northamptonshire, supporting the creation of thousands of jobs and strengthening the local economy. This plan proposes the allocation of DIRFT IV to reinforce this role and meet the demand for strategic employment identified in the HENA. By allocating further land adjacent to DIRFT, existing road and rail infrastructure can be utilised, and existing investment capitalised upon.

12.12.19 DIRFT IV will be located to the east of the M1, on a site between the motorway to the west and Yelvertoft to the east. The site will provide approximately 100ha of strategic employment land. It is acknowledged that development to the east of the M1 will need to be carefully considered to ensure its impact is acceptable. The landscape impact both in distant views and more locally in relation to nearby neighbouring settlements, including Crick, Clay Coton, Lilbourne and Yelvertoft, will need to be assessed and the recommendations of the Councils Green Wedge Report (January 2026) addressed through enhanced landscape buffers and green infrastructure to protect village character and amenity, maintain clear separation, and support biodiversity and the local environment.

12.12.20 The height of development will also need to be carefully assessed to ensure it is appropriate for the location and minimises visual impact on surrounding settlements. In addition, highway access must be carefully planned, with all vehicle movements routed through the existing DIRFT site to the west of the M1, avoiding direct access from local road networks.

Policy EC12 – Land east of M1 (extension of Daventry International Rail Freight Terminal DIRFT)

Land to the east of the M1 is allocated for strategic B8 warehousing and logistics development, recognising its national significance as a rail-served freight terminal.

A. An integrated, coordinated and comprehensive planning approach will be required for the employment site and a masterplan must be prepared, in consultation with the local planning authority, the local highway authority and other statutory undertakers prior to the submission of a planning application covering the development of the whole site.

B. Alternative uses which are ancillary to the main employment use will be supported, provided it can be demonstrated that these uses are required to support the role of DIRFT and its employees.

C. Development proposals will be required to:

i. Integrate low-carbon and renewable energy principles into the design, materials and construction process in accordance with the sustainable design and construction policies of the plan;

ii. Offer good quality training as part of the construction process and recruitment drive;
iii. Ensure that transport connectivity and accessibility form a vital part of the development design process, including provision for public transport and active travel; and
iv. Include details on the maintenance and management of the natural environment (including parkland, trees, and green infrastructure) to ensure that these features continue to thrive.

D. Development must incorporate enhanced landscape buffers and green infrastructure along boundaries with neighbouring villages or hamlets, including Crick, Clay Coton, Lilbourne and Yelvertoft, to protect village character, maintain clear physical and visual separation, and support biodiversity and the local environment.

E. A detailed strategic landscape assessment will be required to deliver a high quality landscape setting within and around the boundary of the proposal. The assessment must demonstrate how the scheme will respect the character of the landscape and the setting of nearby settlements.

F. Proposals will be required to be supported by a detailed heritage and environmental impact assessment. This will inform the height, layout, and extent of development, and include appropriate mitigation for any identified impacts.

G. Proposals must be supported by noise and lighting impact surveys that also detail appropriate mitigation measures in order to protect the amenity of surrounding villages and the environment.

H. Proposals must be supported by a detailed Transport Assessment, including consideration of cumulative impacts on the strategic and local highway network.

I. Proposals must provide an appropriate contribution towards off site sustainable transport and highways mitigation measures as set out in the Local Plan's Strategic Transport Assessment (2026).

J. Highway access must be designed to ensure all vehicle movements are routed through the existing DIRFT site to the west of the M1 avoiding direct access from local road networks.

K. Development should maximise the use of Sustainable Drainage Systems (SuDS) and be accompanied by a site-specific Flood Risk Assessment, taking into account local standards and climate change allowances.

L. Development proposals must be supported by an assessment of crime prevention and community safety considerations, identifying potential impacts and any measures necessary to address them through the design and layout of the site.

WNLP objectives: 14, 15

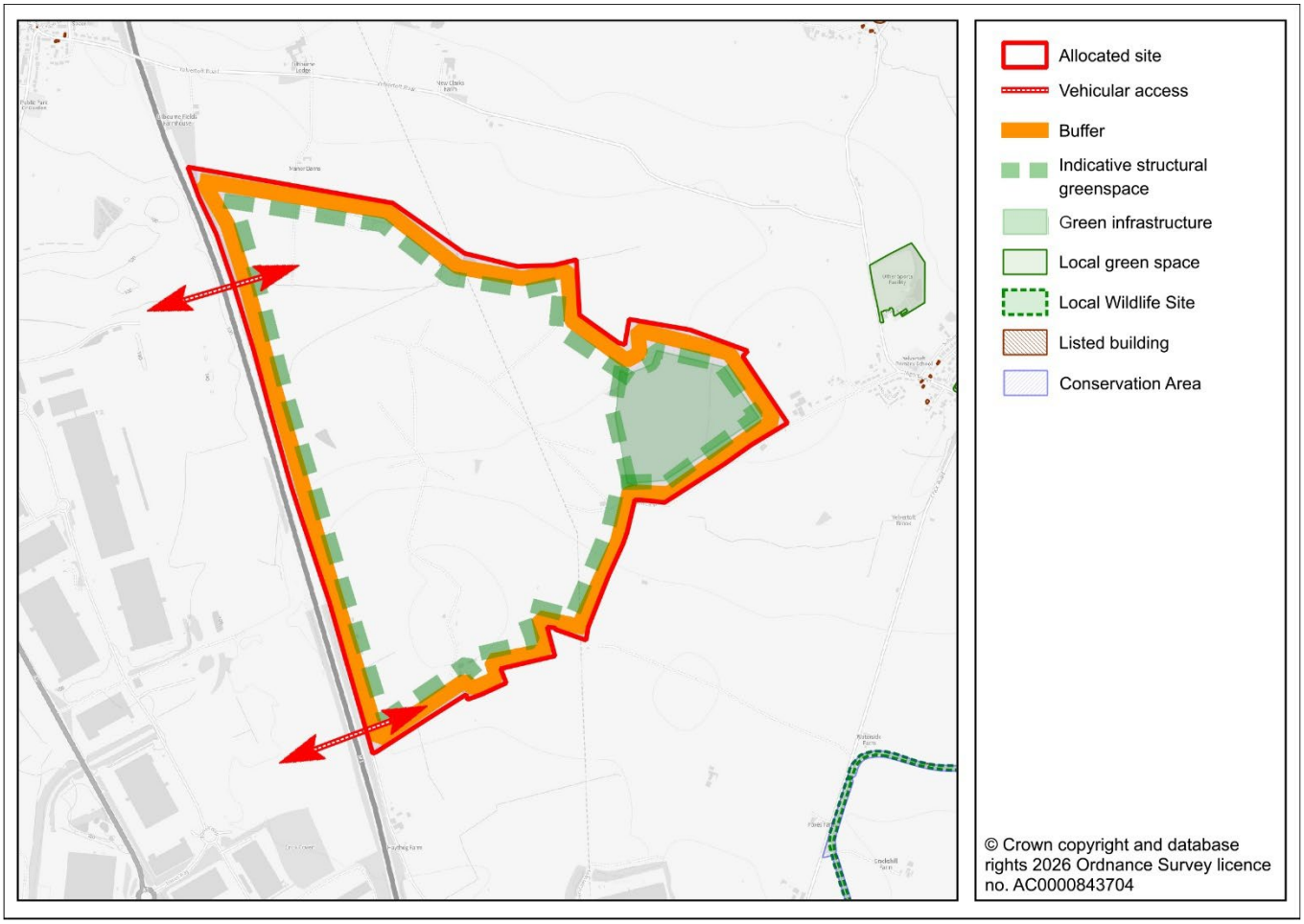


Figure 42: Development for Land east of M1 (extension of Daventry International Rail Freight Terminal DIRFT)

12.13 Development principles for strategic sites

12.13.1 The following sets out development principles for Silverstone and Northampton Gateway, which differ from the preceding site allocations. These locations are already established, strategically significant employment areas where growth is governed by existing consents or long-standing operational roles, rather than by the identification of new land through this Plan. As such, the policies that follow do not allocate additional sites but instead provide a framework to guide future proposals, ensure coordinated and sustainable development, and secure wider economic and infrastructure benefits in line with their unique functions.

Silverstone

12.13.2 Silverstone is a nationally and internationally significant destination for motorsport, advanced engineering, education, tourism, and leisure. It accommodates a diverse range of uses and facilities associated with these sectors, including world-class racing infrastructure, high-tech businesses, and specialist training centres recognised as supporting high-performance innovation.

12.13.3 Silverstone is also a key location within the Oxford-Cambridge Growth Corridor, recognised for its potential to drive innovation and high-value growth at both regional and national levels. Its strategic position enables it to contribute to the delivery of the Government's Modern Industrial Strategy and supports the vision for growth across the eight priority investment sectors identified for West Northamptonshire, including advanced manufacturing, clean energy, digital technologies, life sciences, logistics, motorsport and high-performance engineering, the visitor economy, and creative industries.

12.13.4 The Economic Growth Strategy highlights Silverstone as a hub for high-value economic activity, especially in automotive technology and advanced manufacturing, with established businesses and specialist sectors at Silverstone Park and the Silverstone Technology Cluster. Hotel accommodation, conference facilities and spa services such as Whittlebury Hall, benefit from year round demand, supporting a growing visitor economy.

12.13.5 The Silverstone Vision sets out long-term ambitions for the area as a global centre for motorsport, engineering, innovation, and visitor experiences. While not a statutory planning document, the Vision complements the policy objectives for Silverstone, such as sustainable growth and cross-boundary collaboration. Where appropriate, proposals may align with the Vision.

12.13.6 Silverstone straddles the boundary between West Northamptonshire and Buckinghamshire, creating unique challenges for infrastructure planning and funding. Major developments on the Buckinghamshire side can place additional pressure on transport networks, utilities, and visitor facilities within West Northamptonshire. To address this, Policy EC13 requires development proposals to assess cross-boundary impacts. This ensures that growth at Silverstone is supported by adequate infrastructure, delivers shared benefits, and aligns with national planning guidance on strategic cooperation and infrastructure funding. Contributions will be sought through planning obligations or other agreed mechanisms, with collaboration between both local authorities and stakeholders.

12.13.7 Parts of the Silverstone area fall within a Minerals Safeguarding Area as defined in the adopted Minerals and Waste Local Plan. Development proposals will need to have regard to this and demonstrate compliance with relevant minerals safeguarding requirements, which will be addressed through the development management process.

12.13.8 Silverstone will continue to grow as a global centre for high performance innovation and enterprise. Development should strengthen Silverstone's international reputation and contribute to the local economy by supporting sectors such as motorsport, automotive technology, advanced engineering, digital innovation, and education. Proposals should complement existing uses, reinforce Silverstone's role as a specialist destination, and align with ambitions for sustainable growth and skills development.

Policy EC13 – Silverstone

The Council will continue to support Silverstone in its role as an international venue for motorsport and high-performance innovation. Development that enables growth in advanced engineering, and automative technology, will be encouraged, as well as providing education, business opportunities and research and skills development particularly in sectors aligned with motorsport.

A. Proposals should demonstrate how they will deliver economic benefits, attract inward investment, and foster collaboration between businesses, academia, and the public sector.

B. Development should complement existing uses to reinforce Silverstone's role as a specialist destination, and support the visitor economy through tourism, hospitality and leisure.

C. Proposals will need to comply with key placemaking, design, and sustainable development policies contained in this Plan.

D. All proposals must demonstrate how they will provide functional links to Towcester and Brackley, ensuring sustainable transport connectivity.

E. Proposals must demonstrate how they will address cross-boundary infrastructure requirements, including transport, utilities, and visitor facilities, through planning obligations or other agreed mechanisms. The Council will work collaboratively with Buckinghamshire Council and other stakeholders to ensure contributions are proportionate and deliver shared benefits.

WNLP objectives: 10, 14, 15, 17

Northampton Gateway, Junction 15, M1

12.13.9 The SEGRO Logistics Park Northampton Gateway (NG) facility, which is now under construction, is a large-scale logistics park located adjacent to J15 of the M1 with a Strategic Rail Freight Interchange (SRFI). It has been designated as a Nationally Significant Infrastructure Project (NSIP) and has a Development Consent Order (DCO) permitting development of up to 464,515 sq m (5 million sq ft) of distribution buildings. It consists of a 182 ha state-of-the-art multi-modal logistics development, which will accommodate around five million square feet of modern sustainable warehouse space and logistics facilities.

12.13.10 The project aims to create in excess of 7,450 jobs and includes:

- A 14 ha Strategic Rail Freight Interchange
- An intermodal freight terminal capable of handling trains up to 775m in length
- Up to 5 million sq ft of distribution buildings
- New road infrastructure and improvements on the A508, A45 and M1 J15
- A508 Bypass of Roade village
- Numerous junction improvements on the surrounding road network
- Extensive landscaping, including new footways and cycleways
- Planting of 60,000, trees and 30,000 shrubs
- Over 32 ha of parkland and amenity grassland.

12.13.11 The site also offers potential to support a wider range of employment uses aligned with the target investment sectors of the West Northamptonshire Economic Growth Strategy, such as advanced manufacturing, clean energy, and digital industries.

12.13.12 Parts of the Northampton Gateway area fall within a Minerals Safeguarding Area as defined in the adopted Minerals and Waste Local Plan. Development proposals will need to have regard to this and demonstrate compliance with relevant minerals safeguarding requirements, which will be addressed through the development management process.

Policy EC14 – Northampton Gateway

The Council will support high quality sustainable development for strategic B8 and logistics at Northampton Gateway.
Alternative uses which are ancillary to the main use will be supported as long as it can be evidenced that these uses are required to support the role of Northampton Gateway and its employees.

A. Development proposals will be required to:

i. Integrate low-carbon and renewable energy principles into the design and construction process in accordance with the sustainable design and construction policies of the plan;
ii. Offer good quality training as part of the construction process and recruitment drive;
iii. Ensure that transport connectivity and accessibility form a vital part of the development design process to include provision for public transport and cyclists. Particular attention

needs to be given to improved and sustained connectivity with Northampton town and Roade village; and

iv. Include details on the maintenance and management of the natural environment (parkland, trees etc) to ensure that they continue to thrive.

WNLP objectives: 14, 15

Chapter 13: Historic and Natural Environment

13.1. West Northamptonshire's Historic Environment

Defining heritage assets

13.1.1. The NPPF provides a comprehensive definition of the historic environment and heritage assets. Heritage assets can be designated or non-designated. Examples of types of designated heritage assets found in West Northamptonshire are scheduled monuments, listed buildings, registered parks and gardens, registered battlefields and conservation areas. Non-designated heritage assets (NDHAs) can also be buildings, monuments, sites, places, areas or landscapes. They are generally identified through formal processes such as a conservation area appraisal, the planning process, public nomination and neighbourhood plans. They have a degree of heritage significance, but not usually a sufficient level to be designated. Footnote 72 of the NPPF clarifies that non-designated heritage assets of archaeological interest which are demonstrably of equivalent significance to scheduled monuments, should be considered subject to the policies for designated heritage assets.

13.1.2. The historic environment of West Northamptonshire is influenced by the unique combination of natural and man-made features found in the area, which includes the underlying geology, archaeology, biodiversity, agricultural landscapes, buildings, structures and transport connections. The individual and combined contribution of these elements are what make the area distinctive and give it a sense of place. There are multiple benefits to protecting and celebrating heritage: exploring culture, defining sense of place, enhancing local distinctiveness, mitigating climate change, boosting the economy and promoting health and wellbeing.

Positive strategies for heritage

13.1.3. The Council will support development proposals that foster an awareness, appreciation and understanding of the heritage and history of West Northamptonshire and contribute to the local economy and wellbeing in a way that is accessible to all. In doing so, proposals will be expected to demonstrate how they meet the requirements of all relevant national heritage policy and legislation and local heritage policies.

13.1.4. The Council also takes a positive approach to the historic environment through its work to identify, understand and protect local heritage and incorporate it into development proposals. This includes a review of conservation areas, preparing guidance and advice notes and identifying non-designated heritage assets, which will enable us to provide enhanced guidance for applicants and decision makers. The Council maintains a West Northamptonshire Local Heritage List, predominantly of historic buildings and upstanding monuments and landscapes.

13.1.5. The Council also maintains the Northamptonshire Historic Environment Record (HER). This is a publicly accessible database that holds and maintains information

about the county's heritage assets, including historic buildings and structures, landscapes, archaeological sites and other assets of importance. The HER can be used as a primary source for stakeholders to access information about heritage assets which can help understand their history, development, and significance. This material can help to inform policy making and to steer development so that it sustains the significance of heritage assets. The HER should be used in conjunction with other sources of information, such as the National Heritage List for England, and it can also signpost to other relevant data sources, such as local records and archives or national records held by organisations such as the Archaeological Data Service.

13.1.6. The Council is committed to supporting communities which engage in community-led planning. All plans which make reference to heritage (whether designated or non-designated) must ensure any strategy or guidance is clear, positive and evidence based. This leads to more robust plans and decision making. The Council will advise on appropriate evidence, including existing conservation area appraisals and management plans, the National Heritage List for England, the Northamptonshire HER and the Local List. It will also advise on the criteria for identifying non-designated heritage assets.

13.2. Heritage assets and decision making

13.2.1. Proposals affecting heritage assets and their settings will be considered in accordance with the relevant statutory framework and the guidance set out in the NPPF. Not all assets have equal levels of significance and proposals have different levels of impact. The NPPF provides a mechanism to apply appropriate weight in decision making according to the asset's significance and level of harm, where harm arises.

13.2.2. The Council encourages owners of heritage assets to engage in early dialogue with officers and relevant stakeholders to positively manage and sustain their significance. Seeking pre-application advice is welcomed for all proposals, including alterations to listed buildings, large and complex sites, multiple assets, major alterations or developments impacting on heritage assets and their settings. The sympathetic conservation of historic features and details will be supported where they contribute positively to the objectives of this Plan.

13.2.3. Proposals affecting the historic environment should be accompanied by an assessment proportionate to the significance of the asset and the nature and extent of the works proposed. This should set out the significance (heritage statement) and the impact of development on significance (heritage impact assessment). Reference should be made to the Northamptonshire Historic Environment Record (HER) as a minimum, and other relevant up-to-date evidence including but not limited to, the National Heritage List for England, the West Northamptonshire Local Heritage List, heritage at risk registers, heritage impact assessments, conservation area appraisals, conservation plans and any archaeological fieldwork reports. Conservation area appraisals and management plans have been prepared for most

of the area's conservation areas and will in all cases, be a material consideration.

13.2.4. Where loss or change to historic buildings, structures or archaeological remains is unavoidable and justified, provision should be made for on-site investigation, recording, interpretation and the production of a suitable archive and report in accordance with current national and local standards. The scope of the investigation should be proportionate to the asset's significance and the impact of development on the asset. The information and understanding gained should be made publicly available, as a minimum through the Northamptonshire Historic Environment Record.

13.2.5. Policy EN1 is a general historic environment policy setting out the overall approach to heritage assets. EN2 relates to designated heritage assets, EN3 to non-designated heritage assets (buildings, structures and landscapes) and EN4 applies to archaeology.

Policy EN1 – West Northamptonshire's historic environment

A. The Council supports proposals that will sustain West Northamptonshire's distinctive historic urban and rural landscapes, buildings, sites, archaeology and structures by protecting, conserving and, where appropriate, enhancing the significance of designated and non-designated heritage assets and their settings.

B. Proposals, including change of use, that affect designated and non-designated heritage assets and their setting will be required to submit evidence in line with best practice and relevant national guidance, examining the significance of the asset though a heritage statement, including any contribution made by its setting. The level of detail should be proportionate to the asset's significance and sufficient to understand the potential impact of the proposal on the asset's significance.

C. Where proposals would lead to loss or change to designated and non-designated heritage assets that is unavoidable and justified, provision should be made for proportionate on-site investigation, recording, interpretation and production of a suitable archive and report.

WNLP objectives: 1, 4, 11, 13

Policy EN2 – Designated heritage assets

A. Proposals, including change of use, that affect a designated heritage asset or the setting of a designated heritage asset will be expected to:

i. Preserve, enhance or better reveal those elements which contribute to the significance of

the asset or its setting;

ii. Respect any features of architectural or historic interest, including where relevant, the historic curtilage or context, its group value or its setting;

iii. Reinforce local significance in terms of siting, size, scale, height, alignment, proportions, design and form, colour palette, materials, methods of construction, detailing, boundary treatments and surfacing, in order to retain the special interest that justifies its designation;

iv. Ensure significant views to, from, through and associated with the asset are preserved or enhanced; and

v. In the case of a conservation area, to have regard to elements identified in relevant evidence as contributing positively to spatial and architectural character, as well as design guidance and any opportunities for enhancement.

B. Proposals that would lead to substantial harm or total loss of significance will be refused unless it can be demonstrated that the substantial harm or loss is outweighed by substantial public benefits and where it can be demonstrated that:

i. The nature of the heritage asset prevents all reasonable uses of the site; and

ii. No viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation;

iii. Conservation by grant funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and

iv. The harm or loss is outweighed by the benefit of bringing the site back into use.

C. Proposals that would result in less than substantial harm to the significance of a designated heritage asset will only be supported where it can be demonstrated that the public benefits will outweigh any harm identified.

WNLP objectives: 1, 4, 11, 13

Policy EN3 – Non-designated heritage assets

A. Proposals for development, including change of use, that affect a non-designated heritage asset or the setting of a non-designated heritage asset will be expected to have regard to the significance of the asset and its setting. Proposals should retain and re-use the asset in a way that is sympathetic to its significance.

B. Proposals, including change of use, that affect a non-designated heritage asset will be expected to:

i. Preserve, enhance or better reveal those elements which contribute to the significance of the asset or its setting;

ii. Respect any features of architectural or historic interest, including where relevant, the historic curtilage or context, its group value or its setting;

iii. Reinforce local significance in terms of siting, size, scale, height, alignment, proportions,

design and form, colour palette, materials, methods of construction, detailing, boundary treatments and surfacing; and

iv. Ensure significant views to, from, through and associated with the asset are preserved or enhanced.

C. Proposals that would result in total loss of a building or structure will be required to satisfy the following requirements:

i. Through appropriate evidence the asset is not capable of viable repair; and

ii. despite appropriate marketing the asset has no viable use; and

iii. the replacement scheme would result in a proposal of equal or greater quality.

WNLP objectives: 1, 4, 11, 13

13.3. Archaeology and the archaeological record

13.3.1. The terms 'heritage' and 'heritage asset' also includes archaeology. Due to the often unknown extent of below ground remains, the Council encourages pre-application consultation with the Council's Planning Archaeologists especially for larger proposals and in known sensitive areas which will inform the need for, nature, scale and timing of an evaluation. Development within a Scheduled Monument will be subject to Scheduled Monument Consent and require detailed discussions with Historic England.

13.3.2. The significance of the remains will inform whether preservation in situ or removal with appropriate mitigation is the most appropriate or practical course of action. When an evaluation identifies significant below ground remains, it may be possible to design the proposal so that the remains are protected as part of the site's open space with minimal ground disturbance, or the area excluded.

13.3.3. A plan should be put in place to record any remains the investigation yields, and to make the results publicly available, as a minimum on the Northamptonshire HER. Where investigations yield no evidence of archaeological deposits, this should be still recorded in line with best practice and published as "negative evidence" in the HER. This can be beneficial to future investigations to help determine the likelihood of archaeological deposits on or near to the site and inform the level of investigation that might be required.

13.3.4. The archives resulting from an archaeological fieldwork project should be stored in a suitably managed, publicly accessible repository. For West Northamptonshire this is the Northamptonshire Archaeological Resource Centre at Chester House.

13.3.5. A Council priority is to increase and enhance biodiversity and natural and semi-natural habitats, however, some activities aimed at improving biodiversity can be damaging to archaeology and need to be carefully assessed, for example, creating scrapes and ponds, tree planting, allowing scrub vegetation to grow on archaeological earthworks and building up ground levels.

Policy EN4 – Assessment, investigation and preservation of archaeology

A. Developers should engage in pre-application discussion especially for major proposals and those in areas that are known to be archaeologically sensitive to consider the need for, nature and timing of an evaluation.

B. Where archaeological remains are known or found to exist within a development site, information about the significance and current state of preservation of the archaeological material should be sought and the impact on their significance assessed. This will enable informed decision taking about the retention of remains within/below developments and possible mitigation options. Preservation in situ is preferred for significant remains that are of demonstrably equivalent significance to scheduled monuments, where it is appropriate and practical, and will be subject to an agreed preservation strategy.

C. Where visible or buried archaeological remains are preserved within a development, the developer will be expected to make provision for their on-going management to ensure long-term conservation, public enjoyment and contribution to a sense of place through on-site interpretation. Activities that would have a damaging impact on both visible and buried archaeological remains, for example tree planting or creation of new paths, should be avoided.

D. Where archaeological remains are affected by development proposals and are not to be preserved in situ, developers should make provision for full investigation and recording of the remains, and for the publication of results and deposition of the archive at a recognised repository.

WNLP objectives: 1, 4, 11, 13

13.4. Heritage led regeneration

13.4.1. Historic buildings and spaces are found across the district in our towns and rural areas, each with their own inherent character, which comes from an interplay between buildings, streets, public spaces, views and green and blue infrastructure that have developed over time. Some, but not all of these assets will be designated, however, in combination they contribute to a sense of place and identity which is unique to the location and which people value.

13.4.2. The historic environment is a positive asset that has the potential to act as a catalyst for successful regeneration projects, and proposals that are heritage led are usually better suited to the location. Regeneration in historic areas presents opportunities for conservation and development to work together to carefully integrate historic buildings and fabric into the heart of a project. Retaining and re-using traditional buildings is also a sustainable practice and reduces carbon emitted as compared with the alternative of demolition and new build. It is

important that heritage-led proposals form part of a wider regeneration strategy to ensure that projects are sustainable in the long term.

13.4.3. As part of the preparation of this Plan, the Council has investigated opportunities for brownfield regeneration within the towns, many of which will involve areas of traditional buildings, streets and spaces. This work has taken into account the importance of heritage assets within and in close proximity to the regeneration sites. These are dealt with in more detail in the place based sections of this Plan.

13.4.4. The Council places particular emphasis on finding positive uses for assets that are vacant and under-used, including those that are at risk. Long term vacant buildings are more likely to suffer damage and decay, which may ultimately cost more to remediate. The best way of protecting a building is for it to be occupied. Proposals for appropriate re-use and adaptation of historic buildings as part of a wider regeneration project will be supported.

13.4.5. Disrepair and damage may impact viability and can be a material consideration in decision making, however, where there is evidence of deliberate damage or neglect, the Council will disregard the condition of the asset.

Policy EN5 – Heritage led regeneration

The Council supports regeneration proposals that conserve and re-use heritage assets to deliver environmental, economic and community benefits which should:

i. Reinforce local distinctiveness by identifying and incorporating elements of the historic environment that make a positive contribution to sense of place and identity;
ii. Repair and conserve heritage assets in ways consistent with sustaining their significance and the protection of their setting;
iii. Take the opportunity to better reveal the significance of any heritage assets, including their settings; and
iv. Be informed by a clear business and investment strategy, heritage impact assessment, site specific masterplan and community engagement.

WNLP objectives: 1, 4, 11, 13, 17

13.5. Climate change

13.5.1. Buildings are one of the largest contributors of UK carbon emissions and emit carbon throughout their whole life cycle. The historic built environment can play an important role in mitigating the effects of climate change and can produce significant benefits for the environment in West Northamptonshire. Appropriate changes to historic buildings can greatly improve their energy efficiency as well

as ensuring that the CO_2 emissions embodied within existing buildings are not lost through demolition. The benefit of maintaining, repairing, reusing and adapting historic buildings should be recognised and works should be undertaken in such a way that sustains their significance. When assessing the impact of development proposals which affect the historic environment, the whole life carbon of historic buildings and any new building should be taken into account, including the impact of demolition and rebuild where relevant. For major applications, these details should be set out in the Sustainability Statement accompanying the application (as per the requirements of Policy PL1 of this Plan).

13.5.2. Buildings are also at risk from the effects of climate change and may need to adapt to ensure their resilience to current and future impacts. Historic buildings are usually of traditional construction and are very different to modern buildings. Retrofit of historic buildings with energy saving low carbon technologies and works to mitigate against climate change is therefore likely to require a different approach. Works should be undertaken in a responsible way which sustains the significance of the building which may require the use of bespoke solutions compared with modern buildings, whilst achieving climate positive objectives. A whole building approach should be used which provides an understanding of the building in its existing context and how it performs, avoids harm to the significance of the building and minimises risks of unintended consequences. Proposals for low carbon and renewable energy will be considered against policy PL3.

13.5.3. The primary emphasis with historic and traditional buildings should be on making energy efficiency improvements to reduce running costs and create a comfortable internal environment for the occupants. Measures should include addressing any maintenance issues (including those creating damp and mould) and simple, cost-effective measures such as the use of curtains, carpets, shutters and partitions. These should be considered prior to more extensive measures such as upgrading windows, providing insulation or generating renewable energy. The impact of overheating in summer will need to be considered as well as providing a warm and comfortable environment in winter. The unique factors of each building including age, construction methods and technical constraints will all need to be carefully considered.

13.5.4. Reference should be made to the latest Historic England advice on climate change and adaptation for historic buildings.

13.6. Landscape

13.6.1. West Northamptonshire's towns and villages are set within rural landscapes, which are a rich and varied mix of gently rounded hills and valleys with many long low ridgelines and a great variety of landform. The landscapes have evolved over time through a combination of physical and human influences. Registered Parks and Gardens are examples of designed landscapes, ridge and furrow are the result of

medieval system of strip cultivation; however, most landscapes are "fortuitous". The Council recognises the intrinsic character and beauty of the countryside and the contribution that all landscapes make to the distinctiveness and character of West Northamptonshire. It will ensure that development is landscape-led by responding to key landscape characteristics and features.

13.6.2. There is a wealth of guidance and evidence that can inform proposals including national guidance, the Northamptonshire Historic Landscape Character Assessment and the National Heritage List for England which includes registered parks and gardens, registered battlefields and scheduled monuments. The character of West Northamptonshire's rural areas has been comprehensively assessed through landscape character and sensitivity assessments undertaken to support this Plan and the Part 2 Local Plans. West Northamptonshire contains 15 of the generic landscape character types, which are subdivided into unique landscape character areas, which further underlines the diversity of landscapes present. Conservation area appraisals and management plans identify important historic open areas that make a positive contribution to the character and setting of conservation areas.

13.6.3. The Council supports the principle of important views and local valued landscapes identified through neighbourhood plans, providing they are supported by suitable evidence. This should have regard to the NPPF and use a methodology that is consistent with the principles and methods set out in current guidance from Natural England, the Landscape Institute and Institute of Environmental Management and Assessment as appropriate.

13.6.4. Where there is potential for a development to impact on landscape and/or visual amenity, the Council encourages pre-application discussion on the level of detail required to inform an application. An informal landscape and visual appraisal (LVA) would assess the baseline landscape and its sensitivity to accommodate development in landscape and visual terms, by identifying key landscape and visual opportunities and constraints of a site. It is less detailed than a landscape and visual impact assessment (LVIA) which would be required for any development that is likely to have a significant character or visual effect on an existing landscape or townscape setting. A LVIA is therefore more detailed and would identify the impacts of a proposal on landscape and visual receptors and how any adverse effect could be mitigated. It could form part of a comprehensive EIA or be a standalone report. It is important that a LVA or LVIA is undertaken in accordance with Guidance for Landscape and Visual Assessment GVLIA3 or successor guidance.

Policy EN6 – Landscapes

A. The Council supports proposals that maintain the distinctive character and quality of West Northamptonshire's landscapes. In doing so, it will take into consideration the cumulative impact of development proposals on the quality of the landscape. Where appropriate, applicants will be expected to demonstrate that their proposal:

i. Contributes positively to an area's character and identity by reinforcing local

distinctiveness and historic character of the particular landscape character area in which it is located and in doing so, has regard to, and where possible, is consistent with existing evidence and management guidance;

ii. Respects existing patterns of development and distinctive features that make a positive contribution to the character, history or setting of a settlement, or key buildings, important views, village skylines and ridgelines;

iii. Avoids creating hard developed edges to the open countryside;

iv. Avoids physical and visual coalescence between settlements;

v. Enhances and restores landscape features where the opportunity arises; and

vi. Incorporates mitigation measures to integrate development into its surroundings.

B. Where appropriate to their nature, scale, use and location, development proposals should include and be informed by a proportionate landscape and visual appraisal of the key landscape and visual opportunities and constraints of the site.

C. Applications for major developments and where the Council identifies that a proposal would have a significant impact on landscape character or visual effect, will require a proportionate full landscape and visual impact assessment which should be submitted as part of the planning application. This should be undertaken by an appropriately trained and experienced professional in accordance with the latest best practice guidelines.

WNLP objectives: 3, 4, 10, 13, 17

13.7. High quality landscapes

13.7.1. The NPPF requires plans to recognise the intrinsic character and beauty of the countryside, which can include making local valued landscape designations where supported by proportionate evidence. Reviews of the existing Special Landscape Areas (SLA) for the Daventry and South Northamptonshire Part 2 Local Plans supported the view that parts of the rural area have special qualities that set them apart from other landscapes. The SLAs were confirmed through the Part 2 Local Plans with some boundary amendments and one addition in South Northamptonshire. All the SLA areas have been carried forward in this Local Plan:

- Welland Valley
- Hemplow Hills, Cottesbrooke and Brington
- Catesby and Fawsley
- Eydon and Culworth
- Yardley Chase and Castle Ashby
- Tove Valley
- Whittlewood Forest and Hazelborough Forest
- Catesby, Fawsley, Maidford and Litchborough
- Aynho, Cherwell Valley and Eydon
- Sulgrave and Great Central Railway

13.7.2. The Special Landscape Area studies for the Daventry and South Northamptonshire areas (2017) set out the special qualities that define the character of each SLA. These include landscape condition, rarity, distinctiveness, scenic quality, natural and cultural character and function. Their character is sensitive to change, and a variety of factors can contribute positively to or detract from their quality. Policy EN7 aims to conserve and enhance the quality of the SLAs by requiring development proposals to be sympathetic in terms of siting, form, scale, materials and design.

13.7.3. The Rugby Borough Local Plan designates the Rainsbrook Valley as a landscape of elevated sensitivity. The Council supports the policy and supporting evidence.

Policy EN7 – Special Landscape Areas

A. The Council will protect the special qualities of the Special Landscape Areas identified on the Policies Map. The Council will consider the impact of proposals on the special qualities, including cumulative impacts, and will resist proposals that would have a harmful effect on their special qualities that cannot be successfully mitigated.

B. In addition to the provisions of EN6(C), proposals for development within or affecting the special qualities of a Special Landscape Area should:

i. Pay particular attention to design, materials, siting of buildings and the use of land;
ii. Be informed by the special qualities identified in the Special Landscape Area studies or any successor document; and
iii. Contribute, where appropriate, to the conservation, enhancement or restoration of the area's character and appearance.

C. Where required in accordance with policy EN6(C) the Landscape and Visual Impact Assessment should inform the design of the proposal to minimise harm to the special qualities, including the incorporation of mitigation and compensatory measures. Applicants will be required to;
i. Assess the likely impacts of the development on its special qualities, the level of detail of the assessments will be proportionate to the nature and scale of the proposal;
ii. Demonstrate that the design of the proposal has been informed by the assessment to minimise negative landscape impacts; and
iii. Demonstrate that the impact of any harm can be successfully mitigated through an appropriate landscape treatment in keeping with the Special Landscape Area and landscape character type.

WNLP objectives: 3, 4, 10, 13, 17

13.8. Fringes

13.8.1. The focus of sustainable growth at West Northamptonshire's towns (Brackley, Daventry, Northampton and Towcester) leads to pressure on their rural fringes, which are predominantly agricultural and home to a number of smaller settlements. Each settlement has a character and identity which makes them distinct from other places, and it is important to retain that sense of place. There are also potential development pressures at junctions 15 (Northampton Gateway), 15a, 16 and 18 of the M1. The Council uses a Green Wedge designation to avoid physical or perceived visual coalescence between the settlements, the towns and other major development. Applicants will be required to demonstrate how their proposals will achieve this, which could involve appropriate landscape mitigation.

13.8.2. The West Northamptonshire Green Wedge Assessment (2024) reviewed the existing areas of Green Wedge at Daventry and Northampton to assess whether they still fulfil the purposes of Green Wedge as set out in policy EN8. The Assessment also considered if any additional areas were suitable for Green Wedge designation. This Plan proposes new Green Wedge designations on the edges of the towns and other locations where there are settlements that could be affected by physical and perceived visual coalescence. The existing and proposed areas of Green Wedge are shown on the policies maps.

13.8.3. It should be noted that Green Wedge is a policy as opposed to a landscape designation and is not dependent on a high quality landscape as is the case with the Special Landscape Area.

Policy EN8 – Green Wedge

The character and identity of settlements will be protected, a sense of place will be retained and physical or perceived visual coalescence will be avoided. In order to achieve this:

A. Proposals within the areas of Green Wedge defined on the policies map will be required to demonstrate how they will protect the identity, open character around and setting of fringe settlements by avoiding physical or perceived visual coalescence between them, the towns and other major development.

B. A proportionate landscape and visual appraisal or landscape and visual impact assessment will be required to identify how potential coalescence can be successfully mitigated.

WNLP objectives: 10, 13

13.9. West Northamptonshire's Natural Environment

13.9.1. West Northamptonshire has a rich natural environment which encompasses a range of sites that are recognised for their important contribution to the diversity of species and important habitats. These range from sites that have been designated for their local importance to those that are internationally recognised, such as the Upper Nene Valley Gravel Pits Special Protection Area (UNVGP SPA) (Policy EN15). There are presently 22 Sites of Special Scientific Interest (SSSIs) across the area, and over 180 hectares of land designated as Local Nature Reserves, and 729 Local Wildlife Sites (LWS).

13.9.2. Local Geological Sites (LGS) and Regional Important Geological Sites (RIGs) are also to be found and define areas considered worthy of protection for their Earth Science or landscape importance.

13.9.3. Designated sites form a significant and important part of West Northamptonshire's natural resource by contributing to the connectivity and resilience of ecological assets, biodiversity linkages and the landscape as a whole. In the future these sites will help habitats and species adapt to the effects of climate change.

13.9.4. Increasing pressure is being placed on natural habitats, both as a result of new development, the wider impacts of climate change and the introduction of non-native species. There is a pressing need to not only protect, enhance and manage the adaptation of existing sites, but also to restore and create habitats at a landscape scale, especially those that are also important to the wider green infrastructure network to enable wildlife to freely move. Functioning and resilient habitat networks, also known as Natural Capital, provide significant beneficial effects to the ecosystem, such as on local climate regulation and carbon storage, local amenity, health and wellbeing.

13.9.5. All proposals likely to affect biodiversity/geodiversity will be expected to provide an ecological assessment which demonstrates an understanding of the importance of biodiversity. The ecological assessment can be included in a Design and Access Statement (DAS).

13.10. National policy and legislation for Nature Recovery

13.10.1. The UK Government's 25 Year Environment Plan sets out what the UK will do to improve the environment, within a generation. By 2042, the ambition is to achieve high quality, accessible, natural spaces with increased biodiversity close to where people live and work, with a focus around the equal distribution of environmental benefits and resources to all.

13.10.2. The Environment Act 2021 introduced a number of new duties for local authorities, which are of relevance to nature recovery and biodiversity, including:

- All planning permissions granted in England (with a few exemptions) have to deliver at least 10% biodiversity net gain.
- An enhanced duty for Local Authorities to conserve and enhance biodiversity and report on their actions.
- The need for LPAs to comply with the above duty and have regard to the Local Nature Recovery Strategy in local planning policy and decisions.
- Responsible authorities appointed by the Secretary of State to lead on the preparation of the Local Nature Recovery Strategy (LNRS), working with a broad range of stakeholders.

13.11. The UK Nature Recovery Network and Local Nature Recovery Strategies

13.11.1. The Nature Recovery Network (NRN) is a major commitment in the Government's 25 Year Environment Plan. By bringing together partners, legislation and funding, DEFRA's ambition is to restore and enhance the natural environment all over England. By 2042 the UK Governments aim is to:

- restore 75% of protected sites on land (including freshwaters) to favourable condition,
- create or restore 500,000ha of additional wildlife-rich habitat outside of protected sites,
- recover threatened and iconic animal and plant species by providing more, diverse and better-connected habitats,
- support work to increase woodland cover,
- achieve a range of environmental, economic and social benefits, such as carbon capture, flood management, clean water, pollination and recreation.

13.11.2. Part of this ambition is that local authorities will be responsible authorities and support the NRN by producing and delivering their own Local Nature Recovery strategies (LNRS), working together with local partners and developers to identify and map protected sites alongside areas of importance for biodiversity, including areas of notable potential for biodiversity enhancement and environmental benefits.

Local Nature Recovery Strategy

13.11.3. West Northamptonshire Council is a responsible authority and a LNRS for West Northamptonshire is being produced which will assist the implementation of the wider NRN. The LNRS will identify areas for biodiversity enhancement and provide a spatial strategy for nature, establishing priorities and opportunities to recover and enhance the local natural environment. Within this strategy and work, opportunities for the delivery of multiple benefits will ~~to~~ be identified

13.11.4. The Levelling-up and Regeneration Act 2023 requires that a local plan must take account of any local nature recovery strategy that relates to all or part of the local planning authority's area, including in particular:

A. the areas identified in the strategy as areas which –
i. are, or could become, of particular importance for biodiversity, or
ii. are areas where the recovery or enhancement of biodiversity could make a particular contribution to other environmental benefits,
B. the priorities set out in the strategy for recovering or enhancing biodiversity, and
C. the proposals set out in the strategy as to potential measures relating to those priorities.

The next version of this plan will take into account the West Northamptonshire Local Natural Recovery Strategy with an anticipated adoption of autumn 2026.

Policy EN9 – Nature conservation

A. Development will be required to:
i. Protect and enhance biodiversity and geodiversity. All proposals likely to affect biodiversity/ geodiversity will be expected to provide an ecological assessment which demonstrates an understanding of the importance of biodiversity/ geodiversity assets (as defined in C.) on site and in the surrounding area, and the potential impact of the proposed development on these assets. The assessment must set out the measures to be taken to minimise harm to nature conservation assets by following the mitigation hierarchy of:

a. Avoiding harm to biodiversity/ geodiversity, particularly where it is irreplaceable, and including consideration of alternative sites where appropriate, then
b. Mitigating (within the local area) any harm to biodiversity, then
c. Compensating for any remaining harm to biodiversity (within the local area or in other identified areas).

ii. Achieve a net gain in biodiversity in line with policy EN10; and
iii. Make appropriate provision for long-term management of habitats and geological features connected to or affected by the development.

B. Proposals should have regard to principles set out in the Northamptonshire Biodiversity SPD or successor document and where necessary undertake up to date, comprehensive ecological surveys in accordance with industry guidelines and standards to inform development.

C. Development proposals will be required to protect or enhance biodiversity assets in proportion to their importance:
i. Sites of national or international importance – Special Protection Areas, Ramsar sites and Sites of Special Scientific Interest are of international and / or national importance and

development affecting them will be expected to avoid causing adverse effects.

ii. Sites of local importance – Development affecting West Northamptonshire Local Nature Reserves, Local Wildlife Sites, Local Geological Sites and Potential Wildlife Sites will be expected to avoid causing adverse effects on these assets unless it can be demonstrated that the benefits of development clearly outweigh the harm.

iii. Other biodiversity assets – Development affecting sites that are not formally designated, but which make a positive contribution to biodiversity (such as biodiversity gain sites, areas identified in the LNRS for nature recovery including Areas of Particular Importance for Biodiversity and the River Nene Nature Improvement Area) will be required to take into account their current or potential role in West Northamptonshire wider biodiversity network.

iv. Priority Species and Habitats - Development proposals should avoid negative impacts upon Priority Habitats and Species, instead promoting their conservation, restoration and enhancement of habitats, and the protection and recovery of species.

v. Irreplaceable habitats - Development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland, ancient trees and veteran trees and buffer zones) will be refused, unless there are wholly exceptional reasons, and a suitable compensation strategy exists.

vi. Show the connectivity between rivers and other watercourses and other habitats where this would achieve an improvement in wildlife corridors and habitat management.

D. If significant harm to biodiversity resulting from a development cannot be avoided, adequately mitigated, or, as a last resort, compensated for, then planning permission will be refused.

WNLP objectives: 1, 2, 4, 5

13.12. Biodiversity Net Gain

13.12.1. Biodiversity net gain (BNG) is an approach to development, and/or land management, that aims to leave the natural environment in a measurably better state than it was beforehand, in line with the intentions of the Environment Act 2021.

13.12.2. In the context of BNG in the UK, "mitigation" refers to actions taken to avoid, minimise, restore, and/or offset negative impacts on biodiversity caused by development projects, following the mitigation hierarchy. The requirement for BNG does not change existing legal protections for important habitats and wildlife species. It maintains the mitigation hierarchy to avoid impacts first, then mitigate and only compensate as a last resort.

13.12.3. The NPPF promotes net gains for biodiversity and endorses net gains for biodiversity in new developments, especially on-site, stating at paragraph 193(d) that development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to improve biodiversity in and around developments should be integrated as part of their design, especially where this can secure measurable net gains for biodiversity or

enhance public access to nature where this is appropriate.'

13.12.4. Paragraph 187 continues: 'Planning policies and decisions should contribute to and enhance the natural and local environment by: [...] d. minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures...'.

Whilst paragraph 192 outlines that 'Plans should: [...] b. promote the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species; and identify and pursue opportunities for securing measurable net gains for biodiversity.

13.12.5. An ecological network is a collection of high-quality wildlife sites and associated surrounding habitats which are diverse and large enough to support species, and which have ecological connections between them that enable species, and/or their genes, to move and to contribute to overall species conservation and biodiversity. For instance, in forest ecosystems, ecological networks are characterised by relationships among trees, shrubs, animals, fungi, and microorganisms. In cultivated landscapes or built-up areas, habitat network theory would distinguish between core habitat (high-quality wildlife sites/SSSI/SPA), buffer habitats, linear and step-stone habitats as connective elements between core habitats to achieve minimum habitat sizes for species conservation and biodiversity.

13.12.6. The Environment Act 2021 places a statutory requirement on all developments to deliver a 10% net gain in biodiversity above existing levels, unless exempt. Demonstrating BNG requires an approach to measuring biodiversity. In order to achieve this, applicants will be required to use the latest Biodiversity Metric. Information on the latest metric and associated guidance is available on the Government website.

13.12.7. The Council strongly encourages developers to seek opportunities to exceed the minimum 10% requirement to help increase levels of biodiversity and reverse the trend of biodiversity loss across the UK. Developments will be required to provide biodiversity enhancements appropriate to the nature and scale of the development. The Biodiversity SPD recommends appropriate biodiversity enhancements for development, and for cases where mitigation or compensation is deemed unnecessary, and where planning policy requires new development to provide improvements to biodiversity where possible, such as to incorporate biodiversity into the fabric of buildings, e.g. with green roofs or with swift, swallow or bat bricks or boxes.

13.12.8. When securing biodiversity net gain, be that through on or off-site habitat enhancements and associated management, the local authority must be satisfied that this is secured in perpetuity. Developers will be required to maintain and manage biodiversity enhancements for at least 30 years and are encouraged to aim beyond this timeframe. This may involve the use of conservation covenants, private voluntary legal agreements between a

landowner and a responsible body that will safeguard the land for conservation. Conservation covenants will continue to apply even if the land changes hand. BNG can also be achieved by statutory biodiversity credits, which however should be a last resort.

Policy EN10 – Biodiversity Net Gain

A. Unless exempt, proposals for development will be required to provide a 10% net gain in biodiversity as required by the Environment Act 2021, through the enhancement and/or creation of habitats by:

i. Incorporating and enhancing existing biodiversity assets; and

ii. Following the biodiversity net gain hierarchy (where preference is given for enhancement and creation of habitats on site), unless it is agreed with the Council that a more favourable outcome for biodiversity would be achieved by off site provision.

B. Exempted development must provide biodiversity enhancements, appropriate to the scale, type and location of the proposed development, and must adhere to the principles set out in the Biodiversity SPD and any future West Northamptonshire Design Guide, and in line with features for priority and threatened species.

C. In addition to the basic statutory requirements, planning applications subject to mandatory biodiversity net gain must submit a draft Biodiversity Net Gain Plan at the application stage that includes:

i. How the biodiversity net gain hierarchy has been adhered to;

ii. Justification for the baseline date and assessed value of the site prior to development, including a brief synopsis of the site's historic biodiversity value and how strategic significance of habitats has been assigned;

iii. Pre and post-development biodiversity value of on site habitats and created off site habitats, supported by a completed Statutory Metric and baseline and post-development habitat plans;

iv. How 10% net gain will be achieved through on site provision, off site provision, purchased units or statutory credits, clarifying and explaining the predicted biodiversity outcomes both qualitatively and quantitatively; and

v. How a positive proportionate contribution has been made to the ecological networks and priorities as outlined within the Local Nature Recovery Strategy.

D. Where off-site biodiversity gain is proposed, the West Northamptonshire Local Nature Recovery Strategy should be used to guide the locations of biodiversity gain sites.

E. Development whose primary objective is to conserve or enhance biodiversity will be supported.

WNLP objectives: 2, 4, 7, 13

13.13. Trees, woodlands and hedgerows

13.13.1. Trees, woodlands and hedgerows are extremely important components of our Green Infrastructure Network, fulfilling a very wide range of functions including sequestering and storing carbon, enhancing biodiversity, providing access to nature, managing water, air, soil and noise pollution, reducing flood risk, stabilising land, reducing soil erosion, strengthening landscape character, and providing shade and cooling to combat high temperatures.

13.13.2. Trees, parklands and woodlands also provide a superb recreational resource, encourage community engagement greatly enhance amenity values of an area. They are often key features of areas with high recreational value, such as in parks, pocket parks and country parks (such as Daventry Country Park), Protected Woodlands (such as Salcey Forest, to the south of Northampton) or Canal and river valleys (Briar Hill Meadows, Midsummer Meadows in Northampton) or ancient parklands. Group of trees, alley trees or special solitary trees are often part of listed heritage sites, such as Historic Parks and Gardens, conservation areas or in Public Open Spaces, such as on many 'Village Greens'.

13.13.3. Trees, Woodland and Hedgerow have wider Natural Capital functions, i.e., in providing ecosystem services by regulation of environments, landscaping or wood production. Trees in urban areas can soften otherwise harsh environments (soft landscaping), filter wind, dust, aerosols, pollutants or noise from close environments (especially if close to streets or other polluting uses), cool urban environments down (also by transpiration) creating pleasant public spaces at street level. Trees can also control storm water by absorbing and intercepting rainwater runoff and stabilising ground and vulnerable soil types.

13.13.4. Canopies of trees provide cool shelter to habitat surfaces, species living there and also to human beings. This might become over time more important, as this will help mitigating the effects of climate change by protecting from light, moisture loss and UV radiation, both in rural and urban environments, that often suffer especially from the heat island effect.

13.13.5. The Council's Green Infrastructure and Natural Capital Evidence identified the following trees and woodland types within West Northamptonshire: Ancient Woodlands, broadleaved, mixed and coniferous woodlands. Ancient Woodlands are defined by Natural England as areas where there is believed to have been continuous woodland cover since at least 1600 AD. These woodlands can be either ancient semi-natural or ancient replanted woodland. They are irreplaceable habitats which contribute towards local distinctiveness, amenity and biodiversity. Other irreplaceable habitats include ancient woodpasture and parkland and infilled ancient wood pasture and parkland.

13.13.6. The NPPF provides protection to ancient woodland stating at paragraph 193 that development resulting in the loss or deterioration of irreplaceable habitats

(such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons, and a suitable compensation strategy exists. Irreplaceable habitats are those habitats which take significant time to restore, recreate or replace once they are destroyed, often as a result of their age, diversity or uniqueness. The definition and list of irreplaceable habitats for BNG are set out in the Biodiversity Gain Requirements (Irreplaceable Habitat) Regulations 2024. The Ecological/BNG report should set out a compensation strategy (as in para 193(c) of NPPF) that identifies and explain special provisions, also the timescales of habitats developments, with the protection and precautions being made to protect and maintain irreplaceable habitats near development and building activities. Bespoke compensation for irreplaceable habitats will be required to be in line with BNG statutory framework and the 2024 BNG Regulation.

13.13.7. The following ancient woodlands are well known within West Northamptonshire: Everdon Stubbs, Badby Woods, Salcey, Whittlewood and Yardley Chase. These woodlands provide the opportunity for woodland enhancement and creation, linking and extending the existing blocks of woodland and other habitats of high biodiversity value. The creation of new woodland should not be at the expense of existing areas of high biodiversity value and should not compromise the creation of geographically related habitats such as acid grassland and heath land. A Tree and Woodland Strategy has been adopted for WNC to support this process.

13.13.8. Many woodland types are Priority habitats. The conservation of these protected woodlands and continued efforts for habitat restoration will apply regardless of ownership and proposals for development that may prejudice the integrity and value of these sites, will be resisted. All development proposals in the proximity of ancient woodland shall incorporate buffers having regard to Natural England's standing advice. Natural England and the Forestry Commission have also produced standing advice on ancient woodlands.[5]

13.13.9. West Northamptonshire has a relatively low level of tree cover. 1.97% of the WNC area is Ancient Woodlands and only 3.8% of the area is defined as woodland areas, compared to 12.8% tree and woodland cover across the UK. Creation of new woodlands, particularly with native species, can stimulate the economy through tourism, business diversification, and forestry employment. Woodlands also deliver benefits through the creation of diverse habitats and by providing recreation opportunities. The Tree and Woods Strategy and the Local Nature Recovery Strategy for WNC identify Biodiversity or similar Improvement areas and other areas, where this is most likely achievable.

13.13.10. The Tree and Woods Strategy sets out how the Council will start the work to manage, protect and expand tree and woodland cover for the next twenty years to 2045. The strategy acknowledges the areas existing low baseline

[5] Gov.uk Guidance, Ancient woodland, ancient trees and veteran trees: advice for making planning decisions

coverage, with woodlands and trees outside of woodlands covering just 9% of the land area. This compares to an average current canopy cover of 14.5% in England and a national target to increase canopy cover to 16.5% of land area by 2050.

13.13.11. The Strategy sets a vision for the area with an aspiration to double the canopy cover of West Northamptonshire to 20% with appropriate and well managed trees and woods by 2045. It identifies the local plan as vehicle to help deliver this target, one that should set out policies to secure the protection and planting of trees in new development. For ancient and priority woodlands, the proposal should have a buffer zone of at least 15 metres from the crown boundary of the woodland to avoid root damage (known as the root protection area). Where assessment shows other impacts are likely to extend beyond this distance, the proposal is likely to need a larger buffer zone. For example, the effect of air pollution from development that results in a significant increase in traffic.

13.13.12. For ancient or veteran trees (including those on the woodland boundary), the buffer zone should be at least 15 times larger than the diameter of the tree. The buffer zone should be 5 metres from the edge of the tree's canopy if that area is larger than 15 times the tree's diameter. This will create a minimum root protection area.

13.13.13. Woodlands and semi-natural environments bring the highest natural capital functions. This becomes more apparent, with maps (West Northamptonshire Green Infrastructure and Natural Capital Study) that show ecosystem delivery is greatest in the south of the county, where the majority of woodlands are located along the Yardley Whittlewood Ridge. The demand maps of air quality, noise, local climate regulation, and accessible nature show clearly the importance of ecosystem service delivery to the urban centres in West Northamptonshire, with the highest demand in Northampton and Daventry. Urban areas adjacent to the road network are also hotspots for demand.

13.13.14. There is often a mismatch between demand and capacity to provide these ecological services, so where woodland and other semi-natural habitats occur within or in close proximity to urban areas, these areas should be protected.

Policy EN11 – Tree and woodlands strategy

A. The Council will support proposals that deliver the aims and objectives of the West Northamptonshire Tree and Woods Strategy, the UK Tree Strategy and the England Tree Action Plan, aiming to significantly increase tree cover, protect and enhance woodland, and connect people to the trees and woodland around them.

B. The Council will support proposals that:

i. Protect and expand the mosaic of woodland habitats, linking fragmented areas of woodland, in particular wooded river valleys and pockets of ancient and riverside (riparian) woodlands. Protect and expand the mosaic of woodland habitats, linking fragmented areas of woodland, in particular wooded river valleys and pockets of ancient, priority habitat and riverside (riparian) woodlands;
ii. Encourage habitat diversity through conserving and managing existing woodland and trees that are of heritage, cultural and/or aesthetic value, including ancient woodland, veteran trees and established woodland;
iii. Protect and manage trees of high quality, amenity value and in public open spaces as set out in tree and woodland strategies or more detailed park strategies for specific parks;
iv. Increase the provision of street trees within urban areas where appropriate;
v. Aim to have a tree planting initiative as part of Priority Habitat pilots;
vi. Target tree-planting at the areas of greatest need where the green infrastructure and natural capital benefits can be maximised, whilst avoiding the loss of, or harm to, other priority habitats, including encouraging woodland planting schemes on areas of low-grade agricultural land and land in need of remediation;
vii. Improve sensitive public access to woodlands and trees by sustainable travel modes to capture the health and wellbeing benefits whilst managing the associated pressures; and
viii. Encourage the positive management of woodland to bring it into a more productive / resilient state, improve habitat diversity, and more effectively contribute to important green infrastructure functions such as flood risk management, urban cooling and carbon storage/sequestration.

WNLP objectives: 2, 4, 6, 7, 13

13.14. Trees and hedgerows in development

13.14.1. Individual trees, tree groups and woodland can be protected by Tree Preservation Orders. This provides statutory protection to the trees, requiring consent to be sought for works to them. When necessary, the Council will use Tree Preservation Orders as a means to protect certain trees which have public amenity value including those that have an intrinsic beauty or make a special contribution to the landscape or street scene. Protection is also given if a tree is located in a conservation area and under the Hedgerow Regulations 1997 protection is afforded to substantial hedgerows which are considered important, i.e. to be 'irreplaceable' due to their age, and their archaeological, historical, landscape or wildlife significance.

13.14.2. Other trees, woodlands and hedgerows contribute to the character of the district and may be worthy of protection. These features can be used to positively enhance development schemes and trees and hedgerows should be retained and protected, wherever possible, but where their loss is unavoidable, they should be replaced with suitable new planting either within the site or in the locality if this is more appropriate. Trees and Woodland replacements should take place where they would be most beneficial to the location and

situation at site. This could be based on recommendations from the LNRS and the Tree and Woods Strategy.

13.14.3. Development can make a positive contribution to the local tree and hedgerow resource through new planting or the restoration and improved management of existing features. Planting schemes which use species and varieties native to the area, are locally sourced, and maximise the benefits to the local landscape and wildlife, will be preferred - guidance can be found in The Tree and Woods Strategy and the WNC Biodiversity SPD.

13.14.4. Natural England has developed an Urban Greening Factor for England[6], as one of a suite of five Headline Green Infrastructure Standards within the Green Infrastructure Framework – Principles and Standards for England. The application of the Urban Greening Factor for urban areas in WNC, especially in new developments could not only greatly contribute to an increase of the amount of urban green cover but also to improved floodwater retentions in those areas where applied, such as in urban areas near river valleys that are at increased risk of flooding.

13.14.5. In order to properly assess impacts, where there are trees that could affect, or be affected by a planning application, the Council will require a tree survey and assessment to be carried out to recognised standards and submitted in support of the application. Such an assessment, which should be carried out early in the design process should make clear which trees are to be retained and how these will be protected during the construction phase. Conditions will be imposed to secure the implementation of any necessary protective measures to secure their retention.

Policy EN12 – Trees and hedgerows

A. Proposals for development should seek to integrate existing trees, woodland and hedgerows.

B. Where the loss of existing trees, woodland and hedgerows is unavoidable suitable replacement planting will be required in agreement with the Council. This should be on the basis of each tree lost.

C. Where a proposed development retains existing trees and hedgerows on-site, or where development occurs within a tree root protection area, provision must be made for their care and protection throughout the duration of the development with mitigation measures being agreed and put in place to ensure that development works do not have a harmful impact on existing trees.

D. Planting schemes should use native or similar species of local provenance and maximise

[6] Natural England, Urban Greening Factor for England – Development and Technical Analysis - NERR132

the benefits to the local landscape and wildlife.

E. Development that would lead to the further fragmentation or result in a loss of ancient woodland (including ancient woodpastures or parklands), aged and veteran trees will not be permitted unless the need for, and benefits of, the development in that location clearly outweigh the loss.

Urban Greening in new developments

F. All new development proposals must meet the Urban Greening Factor (UGF) standard to achieve or assist in maintaining or reaching an average green cover of 40% in the applicable residential neighbourhood.

G. All new development proposals must not result in the net loss of green cover in urban neighbourhoods.

H. All new major development proposals must meet the core Urban Greening Factor (UGF) Target Score outlined in the Urban Greening Factor Standard as follows:

i. Commercial developments must achieve an UGF Target Score of least 0.3;

ii. Residential developments must achieve an UGF Target Score of at least 0.4, and of 0.5 for residential for residential development on agricultural or other Greenfield land.

WNLP objectives: 2, 3, 7, 13

13.15. Green and blue infrastructure

13.15.1. The NPPF defines Green Infrastructure (GI), as a network of multi- functional green and blue spaces, urban and rural, which is capable of delivering a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities and prosperity. Green infrastructure includes assets such as parks, open spaces, playing fields, woodlands, churchyards, field boundaries, archaeological sites, street trees, allotments and private gardens. Blue infrastructure provides the same benefits as GI and includes streams, ponds, canals, rivers other water bodies and SuDS and associated habitats. The Green and Blue Infrastructure (GBI) framework provides a range of ecosystem services which work at different geographic levels, including sub-regional, local and site-specific and provide benefits for West Northamptonshire.

13.15.2. Across West Northamptonshire the environmental and historic features have provided a rich green and blue infrastructure legacy of open countryside, historic parks, and amenity green spaces set in the framework of places where people live and work, natural and semi natural landscapes and green / blue corridors like the River Nene, Grand Union Canal and Brampton Valley Way. Rivers and river corridors have a critical and pivotal role in providing routes of connectivity between areas of green space and habitats and are fundamental in the GBI

network. Other places of note include allotments, play areas and teen facilities and places for quiet reflection like the grounds of churches.

13.15.3. Green and blue infrastructure provides a range of benefits including opportunities for sustainable movement by walking, cycling and wheeling, positive impacts on the health and wellbeing of residents and visitors, quality environments that attract investment in terms of housing and jobs, as well as performing important functions relating to the natural environment, climate change, mitigation and adaptation.

13.15.4. West Northamptonshire's Green Infrastructure provides a range of benefits and contributes to:

- Reinforcing and enhancing landscape and townscape, ensuring that proposed green infrastructure is appropriate to its local context.
- Supporting delivery of biodiversity net gain and Nature Recovery Strategies, including by providing links between habitats especially in identified Local and Regional Green Corridors.
- Connecting where appropriate to the wider ecological network whilst carefully balancing the needs of wildlife and people.
- Promoting healthy living for all members of the community by providing spaces designed to be physically accessible and socially inclusive,
- Protecting and enhancing the water environment and soil environments.
- Better community and public health by improving air quality and open- air surroundings to encourage outdoor activity which lowers stress levels and improve mental and physical health and well-being
- Improving connectivity and access by linking natural assets and offering modal choice for walking, wheeling and cycling.

13.15.5. The NPPF sets out that Local Plans should take a strategic approach to maintaining and enhancing networks of habitats for wildlife and green infrastructure for people, recognising the wide range of benefits that such green spaces can provide. Policy EN13 will require developments to include green infrastructure to provide a range of benefits appropriate to its type, scale and location**.** Strategic development sites should be master-planned in their entirety to show the location of new on-site strategic green infrastructure and how it relates to the wider network. Proposals should not lead to fragmentation of green infrastructure.

13.15.6. To restrict the spread of diseases and invasive species influenced by climate change, a multi-pronged approach is needed, including early detection and rapid response, international collaboration, and adaptation strategies for vulnerable ecosystems. Pests, diseases, Invasive Non-Native Species (INNS) and biosecurity are mentioned within the LNRS and there are several direct associated measures, including Dutch Elm Disease and Ash Dieback associated measures. Proposals should not lead to fragmentation of green and blue infrastructure.

13.15.7. The West Northamptonshire Green Infrastructure and Natural Capital Study identifies existing and potential Strategic GI projects for West Northamptonshire which will deliver multi-functional benefits to people and wildlife.

13.15.8. Projects include:

1. Improving Local Parks such as Abington Park, Eastfield Park and Racecourse Park
2. Improvements to Special Landscape Areas, woodlands and wildlife sites such as Salcey/ Yardley Ridge woodlands, Northampton Battlefield, Kingsthorpe Wildlife Trust Reserve linkage
3. Improving Local County Parks, such as Daventry Country Park, Hunsbury Hill Country Park and Upton Country Park
4. Improvements to the River Nene and Grand Union Canal Corridor and water environments such as Northampton Town Centre Waterside, Northampton Washland and Wootton Brook.

Policy EN13 – Green and blue infrastructure

A. The Council will support proposals that protect and enhance existing, and create additional, green and blue infrastructure.

B. New developments must ensure that existing green and blue infrastructure assets will be protected, managed and maintained, as well as connected to enhance their multi-functionality.

C. All major housing and commercial developments will be expected to deliver and / or contribute to the green and blue infrastructure projects proportionate to development. Applications must be accompanied by a site-specific green and blue infrastructure strategy and /or plan to illustrate how green and blue infrastructure is integrated within the development proposal and how it seeks to improve connectivity to the Local Level Green Infrastructure network beyond the site boundary.

D. In accordance with best practice principles, aims and objectives set out in the National Green Infrastructure Framework (Natural England, January 2023) (or subsequent updated documents), development proposals will need to demonstrate how they make a positive contribution to projects in existing Green Infrastructure Plans, or subsequent policy documents, or other projects that correspond to the components/principles identified within the National Green Infrastructure Framework. The green and blue infrastructure delivered within (or associated with) major new developments should be managed, maintained, and monitored for a minimum of 25 years.

WNLP objectives: 2, 4, 5, 7, 13

13.16. Green infrastructure connections

13.16.1. The Sub-Regional corridors within West Northamptonshire, identified through the West Northamptonshire Green Infrastructure and Natural Capital Study, broadly follow strategic waterways, valleys and ridges, and are known as follows:

1. The Nene Valley (Newnham–Wellingborough)
2. Brackley–Towcester–Wellingborough Wooded Ridge
3. Cherwell Valley/Oxford Canal (Oxford–Banbury– Rugby–Coventry
4. Grand Union Canal (Milton Keynes – Northampton – Daventry – Leicester)
5. Northampton to Milton Keynes Link
6. Brampton Valley (Northampton – Market Harborough)

13.16.2. The Local GI corridors within West Northamptonshire are identified as follows:

1. Weedon Bec–Banbury
2. Newnham–Napton on the Hill
3. Middleton Cheney–Brackley–Buckingham
4. Newnham–Woodford Halse–Brackley
5. Great Oxendon–Rugby
6. Northampton–Daventry
7. Farthingstone–Towcester–Milton Keynes
8. Pitsford Water–Winwick
9. Daventry–Newnham
10. Silverstone–Buckingham
11. Buckingham–Milton Keynes
12. Wellingborough–Northampton
13. Sywell Reservoir–Broughton
14. Oxford Canal–Towcester
15. Banbury–Grand Union Canal
16. Banbury–Moreton Pinkney
17. Northampton–Olney
18. Welford Reservoir–Ravensthorpe Reservoir

13.16.3. In an urban context, green and blue infrastructure is a network of natural and semi-natural areas, such as parks, green roofs, street trees, and sustainable drainage systems, designed to provide ecosystem services that enhance urban environments. The 'Accessible Greenspace Standard' from Natural England clarifies the quantity, quality and location of the green infrastructure required to meet different local needs, such as a Doorstep Standard, Local Standard, a Neighbourhood Standard and other wider standards. Its focus is accessible natural green spaces for public access, providing contact with nature and contributing to nature recovery networks. For instance, the Doorstep Standard is an accessible greenspace standard to promote access to good quality green and blue space within 15 minutes' walk from home. The

Green Infrastructure Framework provides a Mapping Database[7] with analysis of existing provision, including mapped representation of the areas thought to meet the size and proximity criteria. The People and Nature Survey published by Natural England found that 82% of adults agree that being in nature makes them very happy, but over one third of people in England do not have access to green space within this distance.

13.16.4. In early 2023 Natural England launched a major new tool to help towns and cities turn greener, the Green Infrastructure Framework[8]. The aim is to increase the amount of green cover to 40% in urban residential areas, and a commitment that the public in towns and cities should be able to access green space, such as woodlands, wetlands, parks and rivers, within a 15-minute walk from their home.

13.16.5. Green Ways are strategic access links between major settlements through open countryside, formed by the public rights of way network and cycle routes. Vulnerable users (pedestrians, cyclists and horse riders) should be considered in any planned Green and Blue Infrastructure work or planned off road connections. This would also support active travel.

13.16.6. Blue Ways are strategic access links between major settlements through open countryside along rivers, canals or navigations. These are formed by the 'public rights of way' network, canal towpaths, canals and navigations.

Policy EN14 – Green and blue infrastructure corridors

A. Green and blue corridors will be recognised for their important contribution to sense of place and they will be managed and enhanced by:

i. Incorporating existing and identified future networks into new development proposals;

ii. Securing contributions from development or identifying other sources for the creation of and future management of the green infrastructure networks; and

iii. Delivering long term management strategies for the subregional and local network.

B. Measures to enhance existing and provide new green infrastructure provision will:

i. Be designed and delivered sustainably with prudent use of natural resources;

ii. Mitigate and adapt to the effects of climate change including through improved flood risk management and as a carbon store;

iii. Be designed to the highest quality in terms of appearance, access provision and biodiversity enhancement and protection;

iv. Reflect local character through the planting of native and other climate appropriate species and consideration of natural and cultural heritage features; and

[7] Natural England, Green Infrastructure Map

[8] Natural England, Green Infrastructure Home

v. Be supported by long-term management strategies, such as a Local Nature Recovery Strategy and other strategies across the Council.

WNLP objectives: 1, 2, 3, 4, 5, 6, 7

13.17. Upper Nene Valley Gravel Pits Special Protection Area

13.17.1. The Upper Nene Valley Gravel Pits were designated as a Special Protection Area (SPA) in 2011 for their international importance as a wetland habitat for nonbreeding waterbirds. Unit 1 of the SPA is located to the south-east of Northampton and is known as the 'Clifford Hill Gravel Pits' or 'Northampton Washlands'. It has also been included on the list of wetland sites of international importance (Ramsar sites) and is a Site of Special Scientific Interest (SSSI).

13.17.2. The Upper Nene Gravel Pits SPA Supplementary Planning Document (SPD) was adopted by West Northamptonshire Council in November 2021 and supplements the policies contained in the WNJCS. It highlights the requirement to consult Natural England on proposals that could affect the SPA, and details consultation zones for different types of development. It should be referred to when preparing development proposals. A mitigation strategy has also been adopted (March 2022) for the Upper Nene Valley Gravel Pits SPA which is appended to the SPD.

13.17.3. Since the adoption of the WNJCS, Natural England has continued to monitor visitor pressure on the SPA. A bird disturbance survey and Visitor Access Study was commissioned jointly with North Northamptonshire Council in 2021. The surveys were undertaken and completed in Spring 2023 and provide an up-to-date evidence base. West Northamptonshire Council is working with North Northamptonshire Council to prepare a new mitigation strategy for the SPA based on this new evidence.

13.17.4. This evidence shows that new development within a wider distance from the SPA can increase recreational pressure contributing to disturbance of and decline in bird species, which form the SPA qualifying features. The mitigation strategy identifies a number of measures including provision of information panels and wardening of the SPA to educate visitors, and a Strategic Access Management and Monitoring (SAMM)[9] contribution and other bespoke mitigation to protect the SPA.

13.17.5. Mitigation may involve:

[9] For residential developments which result in a net increase in the number of dwellings within 5.9km of Unit 1 of the SPA it is proposed to avoid and mitigate likely adverse recreational pressure effects on the SPA by making a financial contribution towards Strategic Access Management and Monitoring (SAMM) and/or other suitable mitigation. West Northamptonshire Supplementary Planning Documents.

i. Development and implementation of habitat and access management plans within the SPA
ii. Improvement of existing greenspace and recreational routes
iii. Provision of suitable alternative natural greenspace and recreational routes and information panels for the community and to promote awareness and understanding of the importance of the SPA.

13.17.6. Other significant adverse effects such as loss or fragmentation of habitats and change to water quality can also arise from development. In addition, there could be impacts on areas of functionally linked land which support the bird species (golden plover and lapwing) for which the Upper Nene Valley Gravel Pits SPA has been designated. As such developers should engage early with Natural England regarding their proposals. For example, for sites in close proximity to the SPA, consideration should be given to phasing the construction period, whereby the most intensive/ noisy part of development avoids the sensitive winter season (1st October – 31st March inclusive).

13.17.7. Proposals directly impacting on green infrastructure connected to the Upper Nene Valley Special Protection Area are required to engage with the community to promote awareness and understanding of the importance of the SPA.

Policy EN15 – Upper Nene Valley Gravel Pits Special Protection Area

A. Developments that are likely to have significant effects alone or in combination on the Upper Nene Valley Gravel Pits Special Protection Area must satisfy the requirements of the Habitats Regulations, determining site specific impacts and avoid or mitigate where impacts are identified.

B. Where development is likely to have significant effects on the Upper Nene Valley Gravel Pits Special Protection Area, a Habitats Regulations Assessment will be required, which if the proposal is likely to have a significant effect on the site's conservation objectives, will include the need for an Appropriate Assessment. For developers, early consultation with Natural England is needed regarding proposals that could affect the SPA. Applicants should also have regard to the SPA Guidance Document, as amended. Developers will be encouraged to provide compensation in the local area by joining an approved off-site biodiversity compensation scheme, where there is an operational scheme covering the local area.

C. Applications for development in the Upper Nene Valley Gravel Pits SPA and Ramsar site zone of influence, that are likely, alone or in combination, to have an adverse effect on the integrity of the SPA if not mitigated, will be considered and assessed within the Mitigation Strategy. Mitigation should include water recycling measures in consultation / discussion with Anglian Water (AWS) and the Environment Agency (EA).

D. An assessment demonstrating compliance with the mitigation strategy for the Upper Nene Valley Gravel Pits SPA or any successor document for any application that is located within

the zone of influence will be required. Development will be required to pay a Suitable Access Management and Monitoring (SAMM) contribution and / or provide bespoke mitigation such as a Suitable Alternative Natural Greenspace (SANG) in order to mitigate recreational impacts (direct or indirect).

E. Mitigation will be required for other adverse effects including the loss or fragmentation of functionally linked land, non-physical disturbance (noise, vibration or light), and impacts due to water runoff.

F. Sites that could potentially be functionally linked land associated with the SPA will need to undertake two years of diurnal and nocturnal overwintering bird surveys early in the planning process ahead of submitting an application in strict accordance with the survey framework detailed within the SPA Guidance'. Site allocations where a loss of Functionally Linked Land is likely are listed in Table 5.5 of the HRA report.

G. Major developments will be required to demonstrate that there is sufficient capacity at the receiving Water Recycling Centre, to ensure water quality is protected consistent with the requirements of the Habitats Directive.

H. In order to protect sightlines for birds included within the Upper Nene Valley Gravel Pits Special Protection Area and Ramsar site, proposals for new development within a 250 metre zone of the Special Protection Area and Ramsar site shown on the policies map must be accompanied by an assessment to demonstrate that they will not have a significant adverse effect on birds within the area or, if directly adjacent to existing buildings, should reflect surrounding building heights.

WNLP objectives: 1, 2, 3, 4, 5, 6, 7

13.18. Nene Valley Nature Improvement Area

13.18.1. Nature Improvement Areas (NIAs) are defined as 'Inter-connected networks of wildlife habitats intended to re-establish thriving wildlife populations and help species respond to the challenges of climate change'.

13.18.2. Guidance requires that to minimise impacts on biodiversity and geodiversity, planning policies should consider specifying the types of development that may be appropriate in NIAs; and that local plans should contain a clear strategy for supporting NIAs where they have been identified. NIAs were established to create joined up and resilient ecological networks at a landscape scale. They are run by partnerships of local authorities, local communities and landowners, the private sector and conservation organisations with funding provided by the Department for the Environment, Food and Rural Affairs (Defra) and Natural England.

13.18.3. Established in 2012, the Nene Valley Nature Improvement Area is one of 12 NIAs that were selected through a national competition. It covers an area of 41,000

hectares running through the heart of Northamptonshire. It covers a landscape that has been altered by man, with fragments of wildlife habitats like wildflower meadows, woodlands and wetlands that need to be protected, managed better, enlarged, and connected up. All of this needs to be surrounded by a sustainably managed landscape of farmland, towns and villages.

13.18.4. The strategic nature and benefits of the Nature Improvement Area are acknowledged, and Policy EN16 gives detailed consideration to the operation and functioning of the NIA in West Northamptonshire. The Wildlife Trust provides local information on the Nene Valley NIA online.

Policy EN16 – Development in the Nature Improvement Area

Development within the Nene Valley Nature Improvement Area will be permitted where it:

i. Enables the functioning of the Nature Improvement Area; and
ii. Where appropriate, contributes to the opportunities for habitat creation and/or habitat management within the Nature Improvement Area.

WNLP objectives: 1, 2, 3, 4, 5, 6, 7

13.19. River corridors

13.19.1. All river environments are an important resource for wildlife, the biodiversity network, leisure and recreation and are also an important link to the area's past and cultural heritage. The River Nene is a strategic river that together with the Grand Union Canal provides an important navigable function for West Northamptonshire, connecting the area to the rest of the waterway network. The River Nene contributes heavily to the area's sense of place, and the banks of the Nene are rich in heritage assets. The Nene offers opportunities to restore enhance and create wetland landscapes and other natural habitats. It also provides a focus for regeneration and the provision of accessible open space and Green and Blue Infrastructure as it passes through Northampton.

13.19.2. Across the plan area, there is significant potential to enhance the setting of the River Nene and its tributaries, and other river systems, such as for the Great Ouse, the River Cherwell (flowing into the River Thames) and the River Ise, both within the urban and rural context. Within the town of Northampton itself, the River Nene provides opportunities for sport, leisure and recreation such as canoeing and rafting, the Northampton Marina facilities at the River Nene's junction with the Grand Union Canal, and access to walks and cycle routes.

13.19.3. As the river opens up into the broad floodplains to the south of Northampton, and particularly in the areas that have previously been exploited for gravel

extraction, there are increased opportunities for habitat creation and enhancement, especially those linked to the internationally designated Special Protection Area and priority habitats, such as wet grasslands. These areas also help to meet some of the flood risk management requirements, as set out above, by making space for water and providing an important resource for helping to provide the area with ways to adapt to climate change.

13.19.4. River Corridors are particularly important for biodiversity and Biodiversity Networks because they are specialist habitats with high habitat and nature value, and as they have a natural connectivity to their tributaries and their wildlife corridors/habitats. These GBI networks and biodiversity functions could be enhanced by river related measures, such as river restoration and bank improvements, water quality protection and Sustainable Farming/Sustainable Land Management. The project 'Farming for the Future' sets out measures to improve Sustainable Farming Sustainable Land Management in more detail. The Wildlife Trust for Beds, Cambridgeshire and Northamptonshire is also able to advise on land management and to a number of riverine Local Wildlife Sites.

13.19.5. Hard engineering approaches to riverbank protection will be discouraged and opportunities to apply soft engineering and natural flood management techniques are encouraged. This has multiple benefits for example for biodiversity, flood storage, Water Framework Directive objectives, heritage, genius loci and aesthetics. Where watercourses have been historically modified within or directly adjacent to a development, and where the opportunity arises, the watercourse should be restored, as part of good design, and where possible as habitat. Adequate attention to waterway design and buffers is resulting in better water quality, and a more natural environment with soft landscaping, thus benefiting wildlife and the river environment as a positive experience.

13.19.6. In recognition of the importance of the River Nene, the Environment Agency with its partners is producing the 'Nene Water Management Strategy'. The Council is committed in the support of that project.

13.19.7. Contamination in or on land can present risks to the water environment (surface and groundwater), given the sensitive nature of the water environment in West Northamptonshire to pollution, especially where water gets removed from rivers for domestic use. Where land contamination is suspected or known to exist, an assessment must be undertaken by a 'competent person' to assess the risks. It may be necessary to undertake a site investigation to identify all potential risks from land contamination, and where unacceptable risk is identified, a remediation strategy needs to be provided before the determination of an application for development. All investigations and remediation must to be carried out in accordance with Land Contamination Risk Management guidance.

Policy EN17 – River corridors

A. The natural and cultural environment of the river corridors through the Plan area, including its tributaries, will be protected and enhanced in recognition of its important contribution to the area's Green and Blue Infrastructure network, landscape, townscapes, regeneration, recreation and historic environment.

B. Proposals for new development and habitat enhancement should demonstrate an understanding of the importance of the river for biodiversity and natural capital within and beyond the Plan area.

C. Watercourses and associated land, such as natural and seminatural habitats close to them, play a pivotal role in maintaining ecological function not only for themselves, but also for the water environment and dependent wildlife, and also in the habitat connections of neighbouring green spaces, habitats and related wetland and water habitats. Therefore:

i. Development proposals that are likely to have an adverse impact on the functions and setting of a current watercourse and its associated corridor will not be permitted.

ii. Development should seek to conserve and enhance the ecological, landscape and recreational value of the watercourse and its associated corridor through good design and in line with the Water Framework Directive objectives, whenever possible. In previously undeveloped areas, an undeveloped buffer zone measuring a minimum 10m from the top of the riverbank is required to be retained/reinstated on both sides of the watercourse, in order to provide for the functioning of wildlife habitats, while being able to facilitate informal access for enjoyment of the river. For any construction and operational phases of development, development will need to include a working methods statement detailing how the buffer zone will be protected during construction together with a long-term Landscape Ecological Management Plan.

iii. New domestic gardens and formal landscaping should not be incorporated into the buffer zone. The buffer zone should be planted with locally native species and appropriately managed under an agreed scheme. The buffer zone and river corridor should form an essential/valuable part of green infrastructure.

iv. Developments that propose culverting of watercourses or hard bank revetment or prevent future opportunities for de-culverting and naturalisation of riverbanks will not be supported, and those that include de-culverting and naturalisation of riverbanks be supported. Proposals for new essential infrastructure will be supported.

v. . Development will be not permitted unless the applicant can demonstrate that there will be no adverse impacts to groundwater.

WNLP objectives: 1, 2, 3, 4, 5, 6, 7

13.20. Ground instability

13.20.1. There are areas across the Plan area that are prone to ground instability issues due to their underlying geological and geomorphological make up. Northampton Sand occasionally overlays Upper Lias Clay and this combination can cause the formation of landslides particularly where slopes have angles greater than seven

degrees. A number of the ground stability issues encountered in this geological setting formed during the end of the last ice age and are considered to be in a state or near to a state of equilibrium. If however, these slopes are disturbed, by human activities or the ingression of water, these features could be reactivated.

13.20.2. The risk of landslide is increased by the following:

- Local geology;
- Natural springs in the area;
- Slopes of over seven degrees; and
- Human activity (e.g. building or diversion of water into slope).

13.20.3. Unfavourable slope conditions can practically be accommodated through engineering design. For instance, the risks presented by new development proposals, which can potentially create instability in adjacent existing infrastructure either through construction activity such as excavations, vibrations and operation of plant or machinery should also be considered.

13.20.4. The areas in West Northamptonshire where instability is suspected have been identified using data available from the British Geological Survey (BGS). This data identifies land on gradients that are greater than seven degrees.

13.20.5. When preparing planning applications, the developer will be required to establish if their proposal is in an area of known or potential ground instability using the data available from the BGS. If the proposal is in an area of known or potential ground instability the developer will be required to submit a ground stability report describing and analysing the issues relevant to ground instability and indicating how any issues will be mitigated against including remedial works. The ground stability report will be required to accompany the submission of the planning application.

13.20.6. Where land is affected by ground instability and is unsuitable for built development, in larger developments, proposals should consider alternative uses that support biodiversity, green infrastructure and ecological connectivity for those areas.

Policy EN18 – Ground instability

A. Development will be permitted on sites of unstable or potentially unstable land provided that:

i. The nature of the ground stability of the site has been assessed to the satisfaction of the planning authority and a ground stability report has been provided and agreed before the application is determined;
ii. The development does not add to the instability of the site or the surrounding land;

iii. Any required remedial works are implemented prior to the occupation of development; and
iv. The development of any required stabilisation measures are environmentally acceptable to the satisfaction of the determining authority.

B. The ground stability report will be required to demonstrate that:
i. The degree of instability has been assessed;
ii. Measures to mitigate against the risk have been identified;
iii. A schedule of mitigation measures is in place;
iv. Any need for formal environmental assessment arising from any stabilisation work has been identified;
v. That the risk presented by new development proposals, which can potentially create instability in adjacent existing infrastructure either through construction activity such as excavations, vibrations and operation of plant or machinery, has been considered; and
vi. Indirect risks, such as through the imposition of increased loading onto structures such as canals and their associated infrastructure, including tunnels, reservoirs, cutting and embankment slopes, walls could also lead to instability of structures, should be considered.

WNLP objectives: 1, 7, 13

Chapter 14: Transport

14.1. Introduction

14.1.1. To support the level of growth set out in this Plan, a range of transport schemes have already been identified by the Council and its partners. Specific details on the schemes are contained within the West Northamptonshire Infrastructure Delivery Plan (IDP).

14.1.2. An initial 'Phase 1' Review of the IDP was undertaken in May 2024. This updated the current IDP and associated infrastructure schedules needed to support extant growth in the WNJCS and the Part 2 Local Plans. To reflect the comments received through the 2024 Regulation 18 consultation, a Phase 1 Review (updated) IDP has been produced alongside this 2026 Regulation 18 WNLP. A 'Phase 2' review of the IDP was undertaken in response to comments received from stakeholders and partners through that consultation and subsequent discussions with infrastructure providers. This takes into account any additional transport (and other) infrastructure required to support the combined WNJCS, WNLP and part 2 plans' growth. The IDP and the Infrastructure Chapter of this Plan set out how applications should deliver and/or contribute to infrastructure schemes either through financial and/or land contributions.

14.2. National and local policy context

National Planning Policy Framework (NPPF) December 2024 and Planning Practice Guidance

14.2.1. The NPPF sets out that 'transport issues should be considered from the earliest stages of plan-making' based on a locally set vision and a vision-led approach to integrating land-use and transport planning. This is to ensure that patterns of movement are integral to the design of schemes, potential impacts on transport networks can be addressed, opportunities can be realised, sustainable modes are prioritised and pursued, and environmental impacts are taken into account.

14.2.2. It states that 'significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes'. The NPPF does however recognise that opportunities to maximise sustainable transport solutions will vary between urban and rural areas.

14.2.3. The policies within this Plan have been prepared in liaison with the Council's transport service and other partners such as National Highways, Network Rail and England's Economic Heartland as required by the NPPF. Where appropriate, these policies include recognition of schemes/routes that may come forward in the future which could unlock further growth.

14.2.4. When considering transport, the NPPF also requires policies to provide for large scale transport facilities (such as interchanges for rail freight and roadside services). Plans should also recognise the importance of providing adequate overnight lorry parking facilities and lorry parking.

Planning Practice Guidance

14.2.5. Planning Practice Guidance (PPG) contains further detail on the consideration transport should be given in the plan making process. It discusses the evidence base needed to support local plans and what assessments should establish.

14.2.6. A key piece of evidence required for local plans is an assessment of the impact of growth on the road network and on other transport modes. This has been undertaken for this Plan and along with detailed assessment of the growth within the WNJCS and the Part 2 Local Plans is evidence supporting the schemes contained within the Phase 2 IDP.

14.3 Evidence base and partnership working

14.3.1. This Plan has been informed by the West Northamptonshire Local Transport Plan (LTP) (2025-2045) and a suite of supporting transport strategies and action plans prepared by the Council, including the Active Travel Strategy, Mobility Hub Action Plan and Rail Action Plan. Together these documents establish the Council's vision-led approach to integrating land-use and transport planning, supporting healthier, more sustainable travel patterns, improved connectivity and reduced reliance on private car travel.

14.3.2. A new Northamptonshire Strategic Transport Model (NSTM) has been developed jointly by West Northamptonshire Council and North Northamptonshire Council to support the preparation of their respective Local Plans. The model includes highway, public transport and demand modelling components and informed the West Northamptonshire Strategic Transport Assessment in the consideration of both the cumulative effects of planned growth across the area and the site-specific impacts and opportunities associated with proposed allocations, helping to identify any transport infrastructure, mitigation measures and investment requirements needed to support the Plan.

14.3.3. The Council's transport evidence base promotes a transport hierarchy which prioritises opportunities to reduce the need to travel, followed by walking, wheeling and cycling, public transport and shared mobility, before private vehicle use. The West Northamptonshire Active Travel Strategy, Mobility Hub Action Plan and Rail Action Plan support the creation of connected and sustainable communities through improved walking and cycling networks, integrated public transport, mobility hubs, enhanced rail accessibility and better first and last mile connections.

14.3.4. The Council has worked closely with partners to identify the infrastructure,

investment and interventions required to support planned growth. This collaborative approach will continue through the implementation of the Plan and the Infrastructure Delivery Plan.

14.4. Sustainable transport

14.4.1. To achieve wider sustainability objectives and meet the future travel needs of residents and visitors, this Plan builds on the vision-led approach set out above. This approach seeks to reduce the need to travel, prioritise walking, wheeling, cycling and public transport, and deliver well-designed, connected and inclusive places. The Plan also supports a shift towards sustainable and low-carbon travel choices.

14.4.2. It is acknowledged that opportunities to travel by modes other than the private car, particularly in rural areas, can be more limited due to distance and service availability. To respond to these challenges, this Plan is aligned with the objectives and policies of the LTP and area Local Cycling and Walking Infrastructure Plans (LCWIPs). It supports objectives to create thriving communities through more resilient transport networks both in the urban and rural towns and villages as well as Policy 12 of the LTP which seeks to reduce isolation and improve access in rural areas.

14.4.3. This Plan includes policies that will help achieve LTP ambitions and provide a framework to facilitate a resilient transport network in both urban and rural towns and villages.

14.4.4. The LTP considers all transport modes across West Northamptonshire and identifies schemes that can be delivered alongside development. The LCWIPs assess existing walking, wheeling and cycling infrastructure to identify where upgrades are needed or should be prioritised. Together, with the Active Travel Strategy, Mobility Hub Action Plan and Rail Action Plan, these strategies promote an accessibility-led approach to growth, helping to align land use and transport planning, improve connectivity and accessibility, support integrated public transport and mobility hubs, and increase opportunities for travel by sustainable modes, informed by robust national evidence such as DfT Connectivity Tool. The design of walking, wheeling and cycling infrastructure should have regard to relevant national guidance, including Local Transport Note 1/20 (Cycle Infrastructure Design), which promotes coherent, direct, safe, comfortable and attractive routes for users of all ages and abilities.

14.4.5. The approved Northamptonshire Rights of Way Improvement Plan was published in July 2020. It shows how the council intends to improve the quantity and quality of access to the countryside to 2030. Development should support and enhance connections to this network where appropriate.

14.4.6. England's Economic Heartland's 'Active Travel Strategy – The Opportunity' (July 2023) uses the Propensity to Cycle tool which looks at people's propensity to

cycle to that seen in the Netherlands. Northampton (along with Peterborough and Luton) shows the largest potential increase in demand for cycling using this tool. This highlights the opportunity to significantly increase levels of active travel across the area.

14.4.7. In addition to improvements to sustainable transport infrastructure, provision of measures such as ticketing, real time information and promotion of public transport will play an essential part of the strategy. The Council will work with partners to help achieve this transition towards more sustainable travel behaviour.

14.4.8. Policies within this section should be read in conjunction with the entire plan and especially alongside policies within the Placemaking chapter. The Placemaking chapter sets out how applicants should approach the design of their developments in the round; including consideration of the transport hierarchy and how movement within and around the development can help achieve other objectives such as better health and design. This includes integrating movement, accessibility and design to support high-quality, sustainable places.

14.4.9. Locations with the highest levels of accessibility provide the greatest opportunity to reduce reliance on private car travel and make efficient use of land. In areas where access to services, facilities, public transport and active travel networks is demonstrably high, development can often be delivered with lower levels of parking provision and greater emphasis on walking, wheeling, cycling and public transport. This can support regeneration, increase housing delivery and help deliver more efficient development patterns. The Council will therefore support proposals that reduce car dependency in accessible locations, informed by evidence including the Department for Transport Connectivity Tool. Development in these locations should also provide high-quality active travel infrastructure and secure cycle parking to support a shift away from private car use.

EV charging and Building Regulations

14.4.10. The UK Government is proposing changes to Building Regulations to set up minimum requirements for electric vehicle (EV) charging infrastructure in both new and existing residential and non-residential buildings. For residential buildings, the proposal mandates cable routes for EV chargers in every parking space for new buildings or major renovations with over 10 parking spaces. In non-residential buildings, the Government suggests one charger and cable routes for every one in five spaces for new buildings or major renovations with over 10 parking spaces. Existing non-residential buildings with over 20 parking spaces should have at least one charger by 2025. Applicants should have regard of the latest Building Regulations and national guidance relating to electric vehicle charging infrastructure.

14.4.11. The Council approved a draft West Northamptonshire Electric Vehicles Infrastructure Strategy (2024 – 2030) in November 2024. The objectives of the

strategy are to deliver an appropriate network of charging solutions across West Northants that include on-street, rapid, destination and workplace opportunities with the aim of installing over 1,000 charging points.

Policy TR1 – Sustainable transport vision

A. Development proposals must demonstrate compliance with the following sustainable transport principles:

i. Prioritising safe, direct and inclusive walking, wheeling, cycling and public transport use over private car use for trips made to everyday services and facilities such as schools, community facilities, open spaces and shops both on and off-site;
ii. Ensuring it is located within or is well-connected to existing or deliverable strategic public transport corridors that can be enhanced; and
iii. Supporting the national ambition for increased walking, wheeling and cycling, including the objective of 50% of journeys in towns being made by active travel by 2030, through compliance with Active Travel England Standing Advice.

Transport mode hierarchy (in order of priority)

B. To achieve the above vision all developments must demonstrate they have considered the following sustainable transport hierarchy in the development and operation of transport infrastructure and services as appropriate for each specific location:

i. Enabling access to services and opportunities without the need for motorised travel through spatial planning and enhancing digital access;
ii. Active travel for people of all abilities (walking, wheeling, cycling, and horse riding);
iii. Public and community transport (bus, scheduled coach, rail and community transport);
iv. Taxi, shared and private hire vehicles (with priority given to zero emission vehicles);
v. Zero emission private vehicles (cars, vans, and motorcycles); and
vi. Freight and fleet vehicles, including trucks and lorries (with priority given to low and zero emission vehicles), private vehicles with tailpipe emissions (for example, those using internal combustion engines).

Infrastructure standards

C. Proposals must demonstrate and achieve the following sustainable travel principles:

i. Provide safe, inclusive and secure walking, wheeling and off-street cycle routes on allocated and major sites, connecting all dwellings to key destinations;
ii. Provide secure cycle parking spaces per dwelling, in accordance with LTN 1/20 or successor documents;
iii. Enable public transport penetration within larger sites and provide supporting last-mile active travel infrastructure including cycle parking spaces with new planned bus-stops;
iv. Provide connected street networks and hierarchy of routes as guided under NMDC-2, prioritising low-traffic neighbourhoods and reduce dominance of motorised vehicles;
v. Consider car-free development as a starting point in sustainable locations. In other

locations, to minimise private car use, supported by robust evidence and incorporating electric vehicle charging infrastructure in accordance with national requirements;

vi. Proposals within existing centres must not generate parking demand that would result in unacceptable impacts on the local highway network, public realm, active travel infrastructure or sustainable travel principles;

vii. Provide shared and flexible parking solutions, to make efficient use of land and support active travel, public realm and mixed-use development; and

viii. The provision of mobility hubs to support everyday needs of local residents and provide an alternative for private car usage on short distance routes.

Transport impact assessment standards

D. Applicants must demonstrate that the proposals will not have severe adverse impacts on the transport network through the following assessments and supporting information:

i. For all developments (as required through the local validation checklist): A transport assessment/statement demonstrating how the proposal responds to the sustainable transport principles set out in Policy TR1; and

ii. For major developments:

- An Active Travel Assessment aligned with the latest Active Travel England guidance and design principles as guided under NMDC-2 and Policy PL6;
- A robust Travel Plan demonstrating measurable modal shift away from private car use; and
- A public transport strategy.

E. Transport Assessments/Statements and Travel Plans must demonstrate delivery of the transport vision, account for cumulative and future impacts, and ensure that there will not be an unacceptable impact on highway safety, or that the residual cumulative impacts of the development on the road network, following mitigation, will not be severe, taking into account all reasonable future scenarios.

WNLP objectives: 1,7,8,9,10

14.5. Strategic connections

14.5.1. West Northamptonshire's strategic rail and road connections make the area economically attractive for distribution, logistics and other industries which rely on national and international connections, including being home to Daventry International Rail Freight Terminal (DIRFT) and Northampton Gateway at junction 15 of the M1. However, these connections (M1, A45 and A43) are also attractive for local trips which increases congestion around junctions and on the strategic road network, with freight and passengers causing congestion on the rail network (West Coast Main Line). The West Northamptonshire LTP (2025) and England Economic Heartland's 'Rail Strategic Objectives' (October 2023) set out the priorities for railway transport for West Northamptonshire.

14.5.2. To ensure that the road network remains efficient and can serve the strategic

demand, it will be important to make improvements to carefully manage more local movements to enhance capacity. At the strategic level 'Smart Motorways' which include use of former hard shoulders have been introduced on some sections of the national motorway network. Locally, this includes the M1 between J13 and J19.

14.5.3. The West Northamptonshire LTP details key interventions locally and was informed by England Economic Heartland's Peterborough – Northampton – Oxford Connectivity Study (December 2022) and the Oxford – Milton Keynes Connectivity Study (December 2022) which set out the priorities for road transport for West Northamptonshire.

14.5.4. In the case of the A45 and A43 trunk roads in the area, National Highways have implemented or are proposing to implement traffic management measures and related junction modifications in conjunction with development coming forward in these corridors.

14.5.5. On the A43, junction improvements have been required to enable housing and employment growth at Towcester, Silverstone and Brackley. The Northampton Growth Management Scheme (NGMS) for the M1/A45 sets out necessary mitigation measures on the A45 between the M1 Junction 15 and Great Billing Junction required to support growth at Northampton. The partner councils have agreed a Memorandum of Understanding (MoU) with National Highways on the delivery of NGMS with the agreement outlining a mechanism for using S106 planning obligations and CIL to deliver the schemes. The NGMS also considers the staging of developer contributions to support the viability of developments. The specific developer funded measures on the A45 and A43 are set out in the Infrastructure Delivery Plan.

14.5.6. The West Coast Mainline provides the key north-south rail link for England and into Scotland but is particularly congested around Northampton and Long Buckby where freight and passenger services share the same lines. As demand from passengers and freight on the line increases, there may be a conflict between users. Whilst the area benefits from this strategic rail link (West Coast Mainline via the Northampton loop), the range of destinations available, the frequency and speed of connections is weaker than nearby settlements such as Coventry, Rugby and Milton Keynes which are of a similar population size. It should be noted that once High Speed 2 is built and operational, this is expected to release some capacity on the West Coast Mainline.

14.5.7. West Northamptonshire is also serviced by the Chiltern Line with a station at Kings Sutton. This is a smaller station which serves the more rural areas in the west of the Plan area, however services from here into London are less frequent than on the West Coast Main Line.

14.5.8. Development and infrastructure planning should take account of the cumulative impacts of growth on strategic transport corridors, including the M1, A43, A45

and West Coast Main Line, working collaboratively with National Highways, neighbouring authorities and other transport providers.

14.5.9. Delivery of the strategic transport priorities identified in Policy TR2 will require cross-boundary collaboration with neighbouring authorities, National Highways, Network Rail, train operators, England's Economic Heartland and other stakeholders to address connectivity, capacity and investment requirements across the wider region.

Policy TR2 – Strategic connections

The priorities to retain and enhance West Northamptonshire's strategic connections for economic advantage are to work in partnership with, and support the relevant transport providers in order to secure the following initiatives:

A. Rail

The necessary rail transport improvements to support strategic connectivity are the implementation of:

i. An enhanced service in terms of journey time and frequency of passenger rail services between London, Birmingham and the region's airports (via Northampton station); and
ii. The introduction of additional rail services for passengers to improve capacity;
iii. An aligned strategic multi-transport interchange in the Milton Keynes and Northampton areas, enabling enhanced connectivity across the area;
iv. Improved connectivity across Northamptonshire and the wider area (Aylesbury, Bletchley, Milton Keynes and Northampton); and
v. Increased multi-modal freight flows from London to Northampton, the Midlands and the North, enabling improved efficiency in the movement of goods and reducing HGV volumes across the strategic road network.

B. Road

The necessary road transport improvements to support strategic connectivity are the implementation of:

i. Traffic management measures and related junction modifications on the A45 in connection with development coming forward;
ii. A43 improvements;
iii. A step-change in bus service provision within and between major settlements and to key innovation sites such as Silverstone including provision of the appropriate bus service infrastructure;
iv. Improved bus integration with Northampton railway station; and
v. Expansion of electric bus fleet and infrastructure.

C. Waterways

Support will be given to proposals to use the canal network for freight movements.

WNLP objectives: 8, 9

14.6. Future transport schemes

14.6.1. Housing and employment allocations in the WNJCS and the Part 2 Plans have already been assessed in terms of the transport infrastructure required to mitigate them. These schemes are contained in the Phase 2 IDP. As part of the ongoing preparation of this local plan, additional transport schemes may be added if required to support the delivery of growth.

14.6.2. As mentioned above, West Northamptonshire's strategic rail and road connections have made the area economically attractive. However, to ensure the network remains efficient and capable of serving future demand, improvements and mitigation measures are needed.

14.6.3. The West Northamptonshire Local Transport Plan (LTP) (2025 – 2045) sets out objectives for the Plan area and how it will connect people through a combination of key interventions and policies. The key interventions include the following:

Short term (by 2030)	**Medium term (by 2040)**	**Long term (by 2050)**
A422 Farthinghoe traffic mitigation scheme	A361 Byfield village traffic calming	Hydrogen vehicle assistance programme
LCWIP interventions in Brackley	A43 signal and safety improvements Northampton to Corby	
LCWIP interventions in Towcester	A43 signal and safety improvements Towcester to Brackley	
A5 Towcester relief road upgrade	Brackley to Banbury active travel link	
A5 Towcester Watling Street traffic calming	New strategic mobility hub and coach interchange at M1 J15	
Abington Area active travel scheme	New strategic mobility hub at Northampton East park and ride	
Access to bikes initiative	St Giles Street public realm	
Electric bus fleet and infrastructure expansion		

Short term (by 2030)	Medium term (by 2040)	Long term (by 2050)
Electric vehicle assistance programme and charging in car parks		
Town and village traffic calming programme		
LCWIP interventions in Northampton		
LCWIP interventions in Daventry		

Figure 43: Local Transport Plan – 2025 – Key Interventions

14.6.4. In addition to the schemes in Figure 43, the council continues to work with partners on the delivery of the Northampton Growth Management Scheme (A45), the North – West Relief Road and the Northampton to Brackmills Sustainable Transport Corridor. While the potential reinstatement of the Northampton to Market Harborough railway link is not a priority to progress at the present time, the Council will continue to work with the relevant partners should the project be reinstated.

14.6.5. The Northampton North-West Relief Road was completed in Autumn 2025 and is expected to open shortly. When open it will enable further growth to the west of Northampton where there are several SUEs allocated in the WNJCS.

14.6.6. The former Northampton to Market Harborough railway line now plays a significant role in the biodiversity network of Northampton and beyond, with a series of identified Local Wildlife Sites (LWS) located within/alongside it due to the species rich neutral grasslands (a Priority Habitat under the Natural Environment and Rural Communities Act, 2006) found within them, as well as itself, being a wildlife corridor. Any reopening of the former Northampton to Market Harborough railway line will be led by Network Rail and will need to be subject to relevant studies that consider alternative options and provide justification for the most sustainable option, bearing in mind its high biodiversity status. Any proposal to re-open the line would need to address how it is going to compensate for any loss of habitat having regard to the Local Nature Recovery Strategy.

14.6.7. The route is also part of the National Cycle Network (route no.6), providing a continuous traffic free route between the two towns. Any proposals to re- open the line would need to provide a parallel (but not along the same trackbed) walking, wheeling, and cycling route between the towns.

14.6.8. If further evidence emerges that the future use of this link for transport is

viable, the use of this route will need to be investigated in a future local plan review. If the line is to be brought back into use for rail, there will be a need to realign part of the North West Relief Road to facilitate a bridge over the line. This will require land outside of the current railway line corridor.

14.6.9. A safeguarded corridor between Northampton Station and Brackmills is identified for use as a continuous sustainable travel corridor for public transport, cycling, wheeling and/or walking active travel route. The Council needs to safeguard the land required for transport related developments to be progressed. Any proposals affecting this corridor should mitigate against the potential adverse impacts on biodiversity, and seek to secure net gain, in compliance with the relevant policies in this local plan. If further evidence emerges that the future use of this link for transport is viable, the use of this route will need to be investigated in a future local plan review.

14.6.10. Through the Road Investment Strategy, the UK government has allocated a ring-fenced £100 million for an Air Quality Fund available through to 2021 for National Highways to help improve quality on its network and improve air quality. The Council continues to work in partnership with Highways England to implement measures to reduce the impact of emissions from the motorway traffic on the affected communities.

14.6.11. The Council is exploring options for the provision of highway improvements to the north of Northampton to relieve existing settlements of the impacts of traffic and to facilitate more reliable journey times in this part of the town. Consultation on a number of options for part of this route was undertaken in 2017, further work is now underway to provide an updated understanding on the need, benefit, costings and potential funding sources. Options being considered are: the completion of the route between the North-West Relief Road) and the A43 to the north of Moulton; a longer route between junction 16 of the M1 and the A43 north of Moulton in the longer-term; and more localised, targeted, interventions to reduce congestion.

14.6.12. This matter was further considered as part of the LTP. The LTP defers this for a later study as at the time the precise need, nature and deliverability of a scheme was not sufficiently well defined to warrant inclusion in the Plan. Further work is being undertaken to understand the level of intervention required, its cost benefit and deliverability, as well as considering how it supports the strategic direction of the Local Plan once that is understood. The further study whilst including the evidence base for the new Local Plan will also benefit from the Council's new Strategic Traffic Model.

14.6.13. The Council will also safeguard areas of land for transport schemes which have been identified during the plan period, once their precise alignment has been defined.

14.6.14. The schemes identified in Policy TR3 either require land to be safeguarded to enable their delivery or are identified within this Plan for potential future transport schemes. The next version of this Plan will update on progress made on the evaluation of these schemes.

14.6.15. The transport schemes identified within this policy are at different stages of development, investigation and funding. Inclusion within the Plan does not indicate that a scheme is fully funded or committed. The delivery, timing and implementation of schemes will be informed by future evidence, business cases, funding opportunities and infrastructure planning undertaken by the Council and its partners. Any future scheme will need to demonstrate its need, deliverability and consistency with the objectives of this Plan and the Local Transport Plan.

Policy TR3 – Future transport schemes

A. The following routes, as shown on the policies map, may be investigated for future transport use:

i. Former Northampton to Market Harborough railway line (which would necessitate a re-alignment of part of the North West Relief Road and a bridge over the line); and

ii. Former Northampton to Brackmills railway line.

B. Schemes would need to make compensatory provision for any loss of habitat, and in the case of Northampton to Market Harborough, a parallel opportunity for cycling and walking will need to be provided.

C. Consideration will also be given to the provision of a Northampton Northern Orbital Road.

WNLP objectives: 8,9

14.7. Overnight lorry parks

14.7.1. There is a high level of lorry traffic in West Northamptonshire due to the area being a major location in the UK for a large number of companies that rely on lorry movements including logistics and warehousing.

14.7.2. Daventry International Rail Freight Terminal (DIRFT) is located at junction 18 of the M1 where it meets with the A5. Other major employment sites are also set alongside junctions 15, 15A and 16 of the M1 motorway.

14.7.3. The following, formal overnight lorry parks are in West Northamptonshire:

- Red Lion Truck Stop, Weedon Road, Harpole
- The Super Sausage Car and Lorry Park, Northampton
- Truckstop Roadchef, Northampton M1 J15A
- DIRFT III Lorry Park, Lilbourne

- Night Owl – North of DIRFT on A5

In addition, planning permission exists for a lorry park to the north-east of Junction 1 on the A14.

14.7.4. New lorry parks would be supported at appropriate locations and with evidence that there is a need for further lorry parking facilities. The Council will seek to ensure that future overnight lorry parking provision is planned and delivered in locations that support the effective operation of the strategic freight network, including West Northamptonshire's role within the wider Golden Triangle logistics area, and address identified gaps in provision identified through evidence of current and future demand.

14.7.5. Park Mark Freight is a recognised accreditation scheme which promotes safe, secure and well-managed parking facilities. Overnight lorry parks should be designed and operated to minimise opportunities for crime and enhance the safety and wellbeing of drivers. Applicants should demonstrate how the development has incorporated recognised good practice, including Secured by Design principles where appropriate. Measures may include suitable site layout, lighting, surveillance, access control, boundary treatments, landscaping and driver welfare facilities. Proposals should also minimise adverse environmental effects, including noise, lighting and vehicle emissions, having regard to relevant environmental policies in the Plan.

Policy TR4 – Overnight lorry parks

Proposals for the provision or expansion of overnight lorry parks will be supported where they are in a location that meets an identified need. Such proposals should:

i. Be located adjacent to the strategic road network or other major roads in particular the M1, A5, A14, A43 and A45;
ii. Include facilities for drivers of lorry vehicles;
iii. Have access arrangements that are designed to minimise queuing of vehicles on the highway;
iv. Be located such that they are accessible and do not have an unacceptable impact on the amenity of nearby settlements;
v. Not be located adjacent to or accessed through a residential area or rely on an unsuitable rural road network for access;
vi. Promote a safe and secure environment, incorporate Secured by Design principles, and be designed to achieve Park Mark Freight standards or an equivalent accreditation;
vii. Have no significant adverse impact on residential amenity or the local environment including through noise, lighting and air quality impacts;
viii. Be screened and carefully designed and landscaped to minimise its visual impact; and
ix. Be supported by a detailed transport impact assessment and travel plan.

WNLP objectives: 8, 14

Chapter 15: Infrastructure

15.1. Introduction

15.1.1 To support the level of economic growth and growth in population as a result of new housing in this Plan, infrastructure will need to be delivered alongside homes and jobs in a timely manner. As such this Council will work in partnership with developers, neighbouring authorities, central government and other stakeholders to deliver this infrastructure.

15.1.2 An initial 'Phase 1' Review of the Infrastructure Delivery Plan (IDP) was undertaken in May 2024. This updated the 2020 IDP and associated infrastructure schedules that supported the extant growth in the WNJCS and the Part 2 Local Plans.

15.1.3 To reflect the comments received through the 2024 Regulation 18 consultation, a Phase 1 Review (updated) IDP was produced and consulted upon alongside this 2026 Regulation 18 WNLP.

15.1.4 A 'Phase 2' review of the IDP has now been undertaken reflecting on the comments received from stakeholders and partners through the consultation on that version of the Plan. This takes into account additional infrastructure required to support the combined WNJCS, WNLP and part 2 plans' growth. The IDP and this Infrastructure Chapter set out how applications should deliver and/or contribute to infrastructure schemes either through financial and/or land contributions.

15.2. National and local policy context

15.2.1. At the heart of the NPPF is the achievement of sustainable development through three overarching objectives for the planning system. Part of the economic objective is to identify and coordinate the provision of infrastructure (Paragraph 8).

15.2.2. For plan-making the NPPF sets out at paragraph 11 that all plans should align growth and infrastructure with the requirement that plans be shaped by early, proportionate and effective engagement between plan makers and infrastructure providers and operators (paragraph 16. c).

15.2.3. The NPPF (paragraph 20) goes on to state that policies should make sufficient provision for infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat); and community facilities (such as health, education and cultural infrastructure).

Planning Practice Guidance

15.2.4. Planning Practice Guidance (PPG) contains details on planning obligations and states that they should assist in the mitigation of impact of unacceptable development to make it acceptable in planning terms. It makes provision for policies to be set out in plans and examined in public to ensure clarity from the outset.

15.2.5. The policies relating to planning obligations and infrastructure will be informed by viability assessments that consider affordable housing and other policy requirements.

One West Northamptonshire Plan

15.2.6. The One West Northamptonshire Plan sets out five guiding principles and seven priorities for the authority.

15.2.7. The provision of suitable and timely infrastructure to support the existing and proposed population of West Northamptonshire will contribute to achieving these priorities. Specifically, timely delivery of infrastructure will help create sustainable, thriving and connected environments for West Northamptonshire's population ensuring it is a great place to grow up and age well.

15.2.8. To achieve the above priorities this Plan supports the provision of infrastructure that will help achieve Net Zero as set out by central government. The Plan contains policies relating to electric vehicle charging infrastructure and requires development to be linked sustainably to existing and planned for facilities and amenities. New developments will be connected and will need to prioritise foot, cycle, wheeling and public transport modes before the individual car where possible; developments will need to demonstrate how people will travel sustainably through a detailed Travel Plan for the development.

15.2.9. To improve the life chances and reduce inequalities of people living and working with West Northamptonshire, quality educational infrastructure will be required to support growth.

15.2.10. West Northamptonshire Council is the Local Education Authority and has a statutory duty to provide sufficient school places for children within its boundary. Housing development will generate the need for new places either through new schools or extensions to existing and will consist of provision for early years, primary, secondary and SEND school places. The School Organisation Plan (SOP) for West Northamptonshire sets out the number of new places needed on a 5-year basis. The current version SOP has informed the IDP for this Plan.

15.2.11. Green infrastructure and open space will need to be provided alongside development. As set out in the Built and Natural Environment chapter, this will either be provided on-site or through improved provision off-site. Where it is located off-site, sustainable links from development to the infrastructure will be required to ensure people have access to environments that enable healthier lifestyles. In some cases, some open space may also contribute to biodiversity net gain and nature recovery networks. Whilst this is not infrastructure required to support development; it is a statutory requirement for developers to ensure that a net gain in biodiversity is achieved to support the overall ambitions for environmental protection within the UK.

15.2.12. Infrastructure to allow high speed electronic and digital communications will be a core infrastructure component for new development, allowing people and businesses to be connected and to continue to build a strong economy.

15.2.13. This Plan and its IDP have been informed by current information from utility providers who have identified where existing capacity or new infrastructure is needed to support growth. Connections to electric, gas and any other emerging energy grids is a requirement of development; developers are expected to have started conversations with providers early on in the planning process.

15.2.14. To ensure the residents of West Northamptonshire are able to lead healthy lives with fewer health inequalities, healthcare infrastructure will need to be delivered alongside new residential development. This can be achieved through increasing existing providers' capacity, such as GPs and surgeries but can also include other measures such as embedding sustainable transport choices that enable residents and visitors to make healthy choices when travelling and spending their leisure time.

15.3. Evidence base summary

15.3.1. This Plan has been informed by an up-to-date HENA. The HENA uses current census population data and forecasting to reach housing and employment figures and has been appraised for viability against policy requirements of the Plan.

15.3.2. To support growth, the Council has worked with partners to identify the infrastructure needed to mitigate the impacts of development building on the initial 'Phase 1' update of the West Northamptonshire Infrastructure Delivery Plan (IDP) as set out above.

15.3.3. The IDP has been produced to sit alongside this Plan and inform policies within it. It will be updated regularly to take account of delivered and /or new schemes and any new information coming forward in terms of funding opportunities and partnerships.

15.3.4. The IDP infrastructure schedule tables identify schemes within the following categories:

- Transport
- Healthcare
- Education
- Community and Leisure – including libraries, social care, burial grounds
- Open Space, Green Infrastructure and Biodiversity Net Gain
- Utilities including water management
- Fire and Police
- Waste management
- Digital and telecoms

15.3.5. The Council has worked extensively with the following partners (not exhaustive) to help inform the IDP and moving forward, to help deliver West Northamptonshire's infrastructure:

- Northamptonshire Police
- Northants Fire and Rescue
- National Highways
- Anglian Water
- Thames Water
- Severn Trent Water
- The Environment Agency
- Natural England
- Historic England
- National Grid
- South East Midlands Local Enterprise Partnership (SEMLEP) in the early stages of plan preparation
- England's Economic Heartland

15.3.6. The policies within this section of the Plan set out how the delivery of that infrastructure will come forward and detailed infrastructure requirements are set out in the IDP for West Northamptonshire.

15.3.7. Details on and policies relating to open space, community needs and green infrastructure can be found in relevant sections of this Plan and applicants should read the Plan as a whole to understand the infrastructure requirements of their proposals.

15.4. Funding mechanisms

15.4.1. Infrastructure that is required to serve the current and future needs of West Northamptonshire is expected to be delivered through a variety of mechanisms including Sections 106 (Town and Country Planning Act 1990) 111(Local

Government Act 1972) and 278 (Highways Act 1980), Community Infrastructure Levy (CIL), and Strategic Access Management and Monitoring (SAMM) fees. In some cases, infrastructure may be able to be funded through Government and partnership funding pots.

15.4.2. West Northamptonshire has three CIL charging schedules for the former Daventry, Northampton and South Northamptonshire areas. The CIL is a viability tested charge on most forms of new development. Unlike S106 obligations CIL monies can be used to help fund a wide range of infrastructure projects including strategic infrastructure not necessarily directly related to the development the CIL monies are accrued from.

15.4.3. The SAMM payments have historically been required for new housing within 3km of the Upper Nene Valley Gravel Pits Special Protection Area (SPA). The most recent evidence commissioned by the Council extends this zone of influence to 5.9km a position taken forward in this plan. Details on developer requirements can be found in the West Northamptonshire Upper Nene Valley Gravel Pits Special Protection Area Guidance and Mitigation Strategy. Any other funding mechanisms that emerge during the lifetime of the plan will also be utilised where appropriate.

15.4.4. It is expected that most infrastructure will be delivered by either the Council or developers at the beginning or during the build out of development. However, the Council will work with external partners where necessary to bring forward infrastructure schemes.

15.4.5. Applicants should discuss infrastructure requirements with the council and infrastructure providers early in the application process. This allows all parties to understand the impact of developments, whether any existing capacity exists or will need to be provided and the costs associated with mitigation.

Developer contributions

15.4.6. Developer contributions play an important part in helping to fund infrastructure at both the local and strategic level. The established method of collecting developer contributions is by way of S106 planning obligations. West Northamptonshire Council has an adopted (June 2026) Infrastructure and Developer Contributions Supplementary Planning Document (SPD) in place. Section 106 planning obligations are subject to the tests set out in the National Planning Policy Framework (paragraph 57) and in Regulation 122 of the Community Infrastructure Levy Regulations 2010 which require that obligations are only sought where:

- They are necessary to make the development acceptable in planning terms;
- Directly related to the development; and
- Fair and reasonably related in scale and kind to the development.

15.5. Infrastructure types

15.5.1. Below are summaries of the types of infrastructure that development is expected to contribute to. Details on specific schemes to support growth in West Northamptonshire are contained in the IDP.

Transport infrastructure

15.5.2. Transport infrastructure enables people and goods to move around with modes including the private car, lorries, walking, wheeling, cycling, taxis and public transport. Recent years have also seen the emergence of automated shopping robots as well as electric scooters and e-bikes that can be owned by the individual or rented.

15.5.3. Off-site schemes will be delivered by a combination of partners including West Northamptonshire Council, developers, National Highways, Network Rail or other relevant bodies. The Council also works with sub-national transport body, England's Economic Heartland on transport strategies across the region that impact on the authority. Funding will be secured directly from development either through Planning Obligations (Section 106), the (Community) Infrastructure Levy, or other funding sources. On-site schemes will either be delivered directly by the developer or through S278 agreements.

15.5.4. The placemaking section of this Plan discusses the movement hierarchy in West Northamptonshire and sets out how developments should prioritise sustainable and healthy modes such as walking, wheeling and cycling. Policies within this section should be read in conjunction with other policies in the Plan and the IDP which sets out the full schedule of transport infrastructure schemes required to support the proposed growth within this Plan.

15.5.5. The policies within this Plan should be read in conjunction with the West Northamptonshire Local Transport Plan (LTP), the Electric Vehicles Infrastructure Strategy (EVIS) and any Local Cycle Walking Infrastructure Plans (LCWIPs) which are in place. These identify routes which are a priority for upgrading and/or new routes that development is expected to help deliver. The EVIS sets out how West Northamptonshire will provide charging infrastructure and support the transition to decarbonised transport. Any schemes identified in the LTP, EVIS or LCWIPs will be included in the IDP which will be updated regularly to reflect new and/or updated schemes.

Social infrastructure

15.5.6. Social infrastructure includes education, healthcare, community, recreation and sports facilities, and emergency response services. It plays an important role in maintaining existing and developing new communities and encourages social and physical links between them.

15.5.7. Development or regeneration proposals can provide opportunities to consider how facilities are constructed and services are delivered. Colocation of services should be considered where appropriate to maximise the use of the land and buildings. Applicants should consult with the Council prior to submitting applications to discuss master planning and infrastructure requirements relating to major and strategic sites.

Education

15.5.8. Educational infrastructure includes early years, primary, secondary and special education and disability schools (SEND) as well as higher education facilities such as colleges and universities and adult education.

15.5.9. A wide variety of providers will deliver this provision across West Northamptonshire during the plan period. The Council is the Local Education Authority and is required to provide a sufficiency of school places to meet the needs of all children of school age. The Council produces a School Organisation Plan which covers a 5-year period: the current document covers 2018-2023.

15.5.10. All residential proposals will be required to fully mitigate their impact on educational infrastructure, and in some cases support transport to access educational infrastructure. Schemes are required to directly deliver or contribute to school places, classrooms, and schools and/or contribute to the delivery of other education infrastructure projects identified in the IDP. These schemes may be on or off-site and where necessary, developers will be expected to provide the land to accommodate educational infrastructure.

15.5.11. Some adult learning is also provided by West Northamptonshire Council. Where appropriate, contributions will be sought towards the provision of this service.

Local Labour Strategies

15.5.12. Some commercial development will be required to either contribute to or prepare their own Local Labour Strategy. The Council will work with developers to create a strategy which will benefit the local labour market and maximise opportunities for economic and social benefits. Further details can be found in the economy section of this Plan.

Healthcare

15.5.13. The healthcare system in West Northamptonshire is made up of a range of organisations with different functions including the Department of Health and Social Care, NHS England (Midlands region), Northamptonshire Integrated Care Board (ICB) and the NHS trust.

15.5.14. Northamptonshire ICB is a statutory body responsible for local NHS services, functions, performance and budgets. It is directly accountable to the NHS and is made up of local NHS trusts, primary care providers and local authorities. The ICB will work with the council and developers to ensure the assessment of existing health infrastructure is robust and that mitigation can be secured which aligns with NHS requirements.

15.5.15. Northampton General Hospital is the major acute healthcare hospital for West Northamptonshire as well as being the provider of specialist services (cancer, stroke and vascular care) for the county.

15.5.16. The current NGH site in Northampton town centre is the main focus for the hospital's services and there is a masterplan to guide future development. This includes construction of new ward blocks, operating theatres, car parking and administrative accommodation.

Community, recreation and sports

15.5.17. Community and leisure infrastructure includes community halls/centres, emergency services, cultural development such as libraries, museums and galleries, indoor and outdoor sports provision, open space, burial spaces as well as public realm.

15.5.18. In large developments it is expected that facilities will be provided directly by the developer. However, most proposals will need to contribute to schemes and, in some cases, meet criteria set out in other policies within this Plan such those relating to sport and open space.

Emergency services infrastructure

15.5.19. The spatial vision of this Plan seeks a thriving economy and vibrant, sustainable communities and as part of this, communities will require access to police and fire services. As such, developments will be expected to contribute to this type of infrastructure.

15.5.20. An increase in population and employment allocations within West Northamptonshire not only require access to emergency services, but in some cases specialist equipment such as hydraulic lifts and community/on- site policing. Additionally, site masterplans should be designed in conjunction with the emergency services to ensure that road layouts and parking are accessible for fire appliances.

Waste services infrastructure

15.5.21. The Council has a statutory duty to collect and make arrangements for the treatment of Municipal Waste. Population growth has an impact on waste

management and recycling. More people and jobs place additional pressure on these services which are provided by the Council. Contributions are therefore required to ensure new properties have suitable facilities for waste and recycling and to enhance existing or provide new facilities to ensure there is capacity to sustainably manage West Northamptonshire's residents waste in the future.

15.5.22. This includes the provision of new bins, suitable space for waste containers and contributions to improve waste infrastructure such as household waste recycling centres, waste depots and waste transfer stations.

Utilities infrastructure

15.5.23. Utility infrastructure provides buildings with energy (usually electric and gas), potable water and water recycling and telecommunications (phone lines and internet connections).

15.5.24. National Grid Electricity Transmission owns and maintains the electricity transmission system in England and Wales. National Gas Transmission owns and operates the high-pressure gas transmission system across the UK. National Grid distribute electricity within West Northamptonshire and Cadent distribute gas within the area. Applicants should liaise directly with these organisations at the outset of proposals.

15.5.25. Anglian Water, Severn Trent and Thames Water provide water services in West Northamptonshire. Again, direct liaison between applicants and water and sewerage companies is expected from the inception of proposals to ensure necessary capacity is available and connections are made.

15.5.26. Proposals for all new development should ensure appropriate infrastructure is provided during construction that is sufficient to enable all development to be connected to full fibre broadband without any post development works.

Policy IN1 – Infrastructure delivery and funding

A. Where necessary to make it acceptable, new development is required to appropriately fund and/or contribute towards the delivery of new infrastructure, and where necessary, provide land to accommodate that infrastructure.

B. New development will only be permitted if the necessary on and off-site infrastructure that is required to support it and mitigate its impacts is either in place or there is a reliable mechanism to ensure it will be delivered at the appropriate time. This includes enhancement of existing and/or provision of new infrastructure.

C. The Council supports schemes that have identified opportunities to co-locate services, where appropriate.

D. Developers should have regard to the West Northamptonshire Infrastructure Delivery Plan to identify the schemes they may need to contribute to as well as the most up to date Planning Obligations strategies.

E. Developers will be expected to engage with relevant infrastructure providers at the earliest stage of the development process to ensure the timely and coordinated delivery of infrastructure required to support growth.

F. Where development generates a need for additional infrastructure, developers will be required to provide appropriate contributions and/or land to support the delivery, enhancement or expansion of infrastructure, in accordance with the Council's Infrastructure and Developer Contributions Supplementary Planning Document and relevant infrastructure planning evidence.

WNLP objectives: 8

15.6. Viability

15.6.1. The submission version of this Plan will be informed by a viability assessment (VA). To date, an interim VA has been undertaken as the plan has progressed to ensure it is viable. The VA considers elements such as affordable housing, CIL, S106 and SAMM payments as well as other policy requirements such as water usage.

15.6.2. It is recognised that in exceptional cases developments cannot meet all policy and infrastructure requirements. Where an applicant considers this to be an issue, they will need to take the steps outlined in Policy IN2.

Policy IN2 – Viability

A. If, through meeting the other policies within this Plan, proposals are deemed financially unviable by the developer the Council requires evidence to support this conclusion at application stage.

B. Proposals should be supported by an independent viability assessment undertaken on terms agreed by the Council and funded by the developer. This will involve an open book approach.

C. Where viability constraints are demonstrated by evidence, the Council may:

a. Prioritise developer contributions for essential infrastructure, affordable housing and then other infrastructure; or
b. Use an appropriate mechanism to defer part of the developer contributions requirement to a later date; or
c. Refuse planning permission if the development would be unsustainable without the inclusion of the unfunded infrastructure requirements or affordable housing taking into

account reasonable contributions from elsewhere including CIL or other mechanisms.

WNLP objectives: 8

Chapter 16: Implementation and Monitoring Framework

16.1. Introduction

16.1.1. Reviewing and monitoring are important and necessary parts of the plan led system. The Council is required to report on the progress of Local Plan preparation and to what extent Local Plan policies are being achieved as set out in the Town and Country Planning (Local Planning) (England) Regulations 2012. As such there is a duty to publish:

- Detail relating to the Local Plan(s) and supplementary planning documents outlined in the Local Development Scheme including: the title; timetable for production; progress towards meeting the identified milestones; details of adoption; and, if necessary, reasons for any delay;
- Identification of Local Plan policies that are not being implemented, the reasons behind this and the steps the authority intends to take to rectify this situation;
- Where a policy in a local plan specifies an annual number, or a number relating to any other period of net dwellings or net additional affordable dwellings, completed during the monitoring period and since the start of the plan period;
- Details of any neighbourhood development order or neighbourhood development plans;
- Summary details of CIL expenditure during the reported year; and
- Details of any action taken under the duty to cooperate during the monitoring period.

16.2. Monitoring framework

16.2.1. In order to determine the effectiveness of the overall plan and to take into account the changing circumstances nationally and locally, a monitoring framework is required to measure how the West Northamptonshire Local Plan is delivering its objectives. If necessary, actions or interventions can be put in place to mitigate against any potential adverse impacts.

16.3. How will the Local Plan be monitored?

16.3.1. The Council has and will continue to monitor the implementation of the Local Development Scheme and the extent to which the policies set out in the Local Plan are being achieved.

16.3.2. Using data from internal and external sources the Council will produce an Authorities Monitoring Report (AMR). This will assess how the aims of the policies in the Local Plan are being achieved and whether objectives are being met.

16.4. Implementation

16.4.1. Development within West Northamptonshire must conform with the policies within this Plan which have been formulated to enable delivery its spatial vision, strategic

objectives and the corporate objectives of West Northamptonshire.

16.4.2. However, it is important to note that along with this Plan, other plans and strategies will contribute to the achievement of its vision and objectives. This will include plans and strategies produced at the national and local levels, investment by the public, private and voluntary sectors as well as actions of individual businesses, other statutory bodies and organisations.

16.4.3. As such, to deliver the proposed growth in West Northamptonshire in a sustainable manner, it will be necessary to form effective and working partnerships with stakeholders in both the public and private sectors. The Local Plan will play an important role in influencing and providing a positive framework for investment decisions.

16.5. The monitoring indicators

16.5.1. Indicators are essential instruments for monitoring and evaluation. They measure how far policies have gone towards meeting objectives, targets and delivering sustainable development, and provide the evidence required to know if policies have unintended consequences.

16.5.2. The Monitoring Framework for this Plan uses both quantitative and qualitative indicators to assess policy implementation. Quantitative, or statistical in nature, data will be used where policies promote or aim to manage additional development. For other policies contextual updates will be used to measure the impact of the policy.

16.5.3. Most of the indicators that are expected to be contained in the monitoring framework will be easily accessible from sources of national statistics, regional or sub regional data sources, or from information held or collected within the Council and its partner organisations.

16.5.4. To be robust over the plan period and resilient to change, it will be necessary to periodically review these to respond to changes in the availability of information, and the effectiveness of specific indicators.

16.5.5. The monitoring framework provides the principal mechanism through which the Council will assess the effectiveness of the Local Plan's Vision, Strategic Objectives, Spatial Strategy and Strategic Policies.

16.5.6. The monitoring framework focuses on strategic outcomes and delivery rather than development management matters.

16.5.7. The framework links:

- Strategic Objectives;
- Strategic Policies;
- Key Indicators;

- Targets;
- Data Sources;
- Monitoring Frequency;
- Trigger Points; and
- Potential Responses.

16.5.8. Monitoring outcomes will be reported through annual Authority Monitoring Reports and will directly inform Local Plan implementation, infrastructure planning and future review.

16.6. Five Year Housing Land Supply

16.6.1. The Council now reports its housing land availability for the whole of West Northamptonshire with a single figure, previously it had reported on three policy areas identified in the West Northamptonshire Joint Core Strategy.

16.7 Monitoring Framework

Strategic Theme: Spatial Strategy and Distribution of Growth

Relevant Policies	Indicator	Target / Desired Outcome	Data Source	Frequency	Trigger for Investigation	Potential Action
S1, N1, D1, B1, T1, LB1, R1 to R6, HO1	Housing growth by settlement hierarchy	• Growth broadly aligned with spatial strategy • Housing Allocation delivery • Parish housing requirements met in accordance with Policy R6	AMR and Housing Land Availability Reports	Annual	Significant deviation from spatial strategy and under delivery of housing growth	• Work with developers and review supply and trajectories. • Review supply position and identify additional opportunities and policy interventions.
R1, R2, R6	Delivery of parish housing requirements through neighbourhood plans or site allocations.	Parish housing requirements met in accordance with Policy R6.	AMR and Housing Land Availability Reports	Annual	• No demonstrable progress on neighbourhood plans within two years of Local Plan adoption, (measured as less than 10% of the rural housing requirement being identified in plans that have reached Regulation 16	Allocate sites through a Development Plan Document and continue annual progress reviews.

Relevant Policies	Indicator	Target / Desired Outcome	Data Source	Frequency	Trigger for Investigation	Potential Action
					stage). • Thereafter less than a further 10% of the rural housing requirement included in Regulation 16 plans per annum in aggregate.	
EC1 to EC4, EC10 to EC13, TR1 to TR3, IN1 to IN2	Employment growth in strategic locations	• Growth aligned with Employment Strategy • Employment allocation delivery	AMR and Employment Land Monitoring Reports	Annual	Significant deviation from spatial strategy and under delivery employment land	• Work with developers and review supply and trajectories. • Review supply position and identify additional opportunities and policy interventions.
PL1, PL3 to PL5, EN6 to EN10, EN13 to EN14	Delivery of strategic allocations	Delivered in line with trajectory	AMR and Employment Land Monitoring Reports	Annual	Significant deviation from spatial strategy and under delivery housing and employment land	• Work with developers and review supply and trajectories. • Review supply position and identify additional

Relevant Policies	Indicator	Target / Desired Outcome	Data Source	Frequency	Trigger for Investigation	Potential Action
						opportunities and policy interventions.
IN2 and IN2	Infrastructure delivery	Support planned growth	AMR and Employment Land Monitoring Reports, IDP	Annual	Significant deviation from spatial strategy and under delivery of infrastructure to support housing and employment growth	• Work with developers and review supply and trajectories. • Review supply position and strengthen policy intervention.
TR1 to TR4	Sustainable transport delivery	Positive annual Progress	AMR and Employment Land Monitoring Reports, IDP	Annual	Significant deviation from spatial strategy and under delivery of transport infrastructure to support housing and employment growth	Strengthen policy implementation.
PL1, PL3 to PL5, EN6 to EN10, EN13 to EN14	Compliance with climate and environmental policies	High policy compliance	AMR	Annual	Significant deviation from spatial strategy and the delivery of non-policy compliant development	Strengthen policy implementation.

Remaining strategic themes

Strategic Theme	Relevant Policies	Indicator	Target / Desired Outcome	Data Source	Frequency	Trigger for Investigation	Potential Action
Housing Delivery/ Housing Supply	HO1	• Housing Delivery Test (HDT) Result • Net additional dwellings completed. • Five-Year Housing Land Supply (with appropriate buffer) met	Minimum five-year supply maintained	• Housing monitoring data. • Housing Land Supply Assessment	Annual	• Failure to meet Housing Delivery Test (HDT) requirements. • Housing Delivery Test measurement rule book. • Supply falls below five years.	• Work with developers and review supply and trajectories. • Review supply position and identify additional opportunities.
Affordable Housing	HO2, HO3, HO4, HO5	Number and % of affordable dwellings completed	Affordable housing needs across West Northamptonshire, including rural areas, are met.	• S106 monitoring, Registered Providers; • Housing Officers	Annual	Affordable housing delivery significantly below target.	Review viability evidence; and consider guidance update.
Housing Mix	HO6, HO7, HO8	Mix of dwelling sizes, tenures and types delivered	Broad alignment with the Housing Needs Assessment and / or policies on housing mix.	AMR completion data	Annual	Persistent mismatch between delivery and identified need	Strengthen policy implementation.
Specialist Housing	HO9, HO10	Older persons and specialist accommodation delivered	Delivery aligned with identified need	Housing Strategy Team	Annual	Significant under-delivery	Review supply pipeline.
Self-Build and Custom Build	HO8	Serviced plots granted and delivered	Meet demand on Self-Build Register	Planning permissions	Annual	Register demand exceeds supply over three years	Identify additional opportunities
Gypsy and Traveller	HO11	Number of pitches and plots	Identified accommodation	AMR; GTAA updates	Annual	Delivery below identified	Identify additional sites; engage with

Strategic Theme	Relevant Policies	Indicator	Target / Desired Outcome	Data Source	Frequency	Trigger for Investigation	Potential Action
Provision		delivered.	needs in the plan are met across the plan period.			trajectory	landowners and travelling community
Employment Land & Economic Growth	EC1, EC2, EC3, EC4, EC6, EC8, EC9, EC10, EC11, EC12.	• Employment land delivered (ha)/net change in employment floorspace by use class. • Loss of employment land/sites. • Protection of employment sites	• Adequate employment land is delivered and protected to support economic growth across West Northamptonshire. • No net loss of employment land. Employment sites retained and delivered in appropriate locations. • Existing and potential employment sites protected from inappropriate development.	AMR, Commercial floorspace data	Annual	• Persistent under-delivery and net loss of employment land. • Net loss of employment land over the plan period.	• Review allocations; investigate market conditions and delivery barriers; consider use of Article 4 directions. • Review policy effectiveness and consider policy intervention. • Review site protection measures and policy implementation.
Town Centres, Retail and Leisure	EC7	• Vacancy rates within town centres/ Retail and leisure floorspace completed. • Proportion of main town	• Support vibrant and viable town centres through retail and leisure development aligned with the retail hierarchy.	AMR, Town Centre Health Checks	Annual	• Persistent increase in vacancy rates. • Increase in permissions for out-of-centre schemes not	• Town centre review and regeneration initiatives. • Review policy implementation and decision-making; update

Strategic Theme	Relevant Policies	Indicator	Target / Desired Outcome	Data Source	Frequency	Trigger for Investigation	Potential Action
		centre uses approved in accordance with the sequential approach.	• Main town centre uses directed to town centre locations first, then edge-of-centre, and only out-of-centre where sequentially justified.			demonstrating the sequential approach.	guidance and evidence where necessary.
Education and Skills	EC9	Skills and training initiatives secured through development	• Positive annual trend. • Major developments supporting education, skills, training and apprenticeship opportunities, contributing to a skilled local workforce and sustainable economic growth.	S106 monitoring	Annual	Limited delivery on major sites	Review implementation mechanisms.
Climate Change and Net Zero	PL1, PL2	• Percentage of major developments complying with climate change and energy requirements. • Number/capacity of approved renewable and low-carbon	Development contributes to net zero carbon emissions through energy-efficient design, reduced energy demand, climate resilience measures, and increased renewable and low-carbon	Planning decisions and appeal decisions	Annual	Significant under-performance against policy requirements over three consecutive years.	Review implementation guidance.

Strategic Theme	Relevant Policies	Indicator	Target / Desired Outcome	Data Source	Frequency	Trigger for Investigation	Potential Action
		energy schemes. • Carbon reduction measures secured through planning permissions.	energy generation.				
Renewable Energy	PL3	• Renewable and low-carbon energy capacity (MW) approved and delivered annually; • number of schemes approved.	Increase the delivery of renewable and low-carbon energy development to support the transition to net zero carbon emissions.	Planning permissions	Annual	No schemes approved or delivered for three consecutive years, or a significant decline in renewable energy capacity delivered.	• Review barriers and opportunities • Review supporting guidance and engage with developers. • Consider policy review if under-performance persists.
Air Quality	PL4	Compliance with air quality requirements	Full policy compliance	Environmental Health Monitoring	Annual	Deterioration in Air Quality Management Areas	Review mitigation requirements.
Flood Risk, Water Management and Sustainable Drainage	PL5	• Permissions approved contrary to Environment Agency objection • Major developments incorporating SuDS	• Development avoids areas of high flood risk and protects water resources. • Zero permissions contrary to EA objection. • 100% where required	• Environment Agency consultation responses • Planning monitoring	Annual	• Any approval contrary to objection. • Repeated non-compliance	• Review decision-making procedures. • Strengthen implementation measures.
Design Quality and	PL6	• Percentage of	High-quality, well-designed	Planning application	Annual	• Significant	Review design guidance and

Strategic Theme	Relevant Policies	Indicator	Target / Desired Outcome	Data Source	Frequency	Trigger for Investigation	Potential Action
Placemaking		major applications approved in accordance with Policy PL6. • Number of schemes subject to Design Review. • Number of appeal decisions allowed where design quality was a reason for refusal.	development that contributes positively to local character, sense of place, health, inclusivity and sustainability.	records; Design Review reports; Planning appeal decisions; AMR.		increase in appeals allowed on design grounds or evidence of poor-quality design outcomes in approved developments. • Increase in appeal losses	training.
Health and Wellbeing	PL8, PL9	• Number of Health Impact Assessments (HIAs) submitted with relevant planning applications. • Proportion of HIAs identifying positive health and wellbeing outcomes for local communities.	• Increase in proportion of eligible applications supported by HIAs • Majority of HIAs demonstrate positive health impacts and mitigation of adverse effects	• Planning decisions; appeals; HIAs submitted • Declining proportion of positive outcomes identified in HIAs	Annual	• Declining number or low submission rate of HIAs • Repeated non-compliance	• Review planning guidance and validation requirements; engage with applicants/pre-application process • Review policy effectiveness; strengthen health and wellbeing requirements and partnership working with public health bodies.
Community	PL10	Community facilities retained	No unjustified net loss	Planning monitoring	Annual	Loss of facilities contrary to	Policy implementation

Strategic Theme	Relevant Policies	Indicator	Target / Desired Outcome	Data Source	Frequency	Trigger for Investigation	Potential Action
Facilities		and delivered				Planning policy	review.
Open Space, Sports and Recreational Facilities	PL11, PL12, PL13	New sports facilities delivered and developer contributions secured.	Sufficient new sports provision delivered to meet community needs and support healthy lifestyles.	Planning records; S106/CIL monitoring.	Annual	Shortfall in sports provision in growth areas.	• Work with governing bodies; • Review delivery mechanisms and infrastructure funding. • Review developer contribution programmes.
Historic Environment	EN1-EN5	Heritage assets conserved and enhanced	Conserve and enhance the historic environment and heritage assets, including their significance and settings.	Historic England, Planning appeals data	Annual	Increase in heritage assets at risk or appeals allowed contrary to policy.	Review implementation of heritage policies.
Landscape Protection and Enhancement	EN6-EN8	• Number of permissions granted contrary to landscape policies; • appeal decisions allowed contrary to policy.	Protect and enhance landscape character, Special Landscape Areas and Green Wedges.	Planning applications and appeal records	Annual	Significant adverse impact on designated landscapes.	Review policy implementation and guidance.
Nature Conservation and Biodiversity	EN9-EN10	• Biodiversity Net Gain delivered; • number of permissions affecting designated nature conservation	Protect and enhance biodiversity, habitats and ecological networks, achieving measurable Biodiversity Net Gain	Planning records, Biodiversity monitoring reports, ecological reports.	Annual	Failure to achieve required Biodiversity Net Gain or increase in adverse impacts on designated sites.	• Review Policy implementation and biodiversity delivery measures. • Enhanced monitoring and enforcement.

Strategic Theme	Relevant Policies	Indicator	Target / Desired Outcome	Data Source	Frequency	Trigger for Investigation	Potential Action
		sites.					
Trees, Woodland and Hedgerow	EN11-EN12	• Net gain/loss of trees and woodland; • number of permissions resulting in loss of protected trees or hedgerows.	Protect, enhance and increase tree, woodland and hedgerow cover across West Northamptonshire.	• Planning records; Tree Preservation Order (TPO) records; • woodland and habitat monitoring data.	Annual	• Net loss of trees; • woodland or hedgerows or increase in permissions contrary to policy.	• Review policy implementation and tree planting/protection measures. • Strengthen mitigation and replacement requirements.
Green and Blue Infrastructure	EN13-EN17	• Net gain in green and blue infrastructure; • permissions affecting designated assets.	Protect, enhance and connect green and blue infrastructure networks and ecological assets.	Planning records, ecological monitoring data	Annual	Loss of assets or failure to deliver planned enhancements	Review policy implementation and delivery mechanisms.
Sustainable Transport and Connectivity	TR1-TR4	• Delivery of transport infrastructure, • active travel and public transport improvements	Improved sustainable transport, strategic connectivity and accessibility across West Northamptonshire.	Planning records, Transport, authority monitoring data, IDP monitoring	Annual	Delays or under-delivery of transport schemes	Review delivery barriers and funding mechanisms.
Infrastructure Delivery and Funding	IN1	• Infrastructure projects delivered; • S106/CIL contributions secured and spent; • progress against infrastructure	Timely delivery of infrastructure to support growth and sustainable communities.	Infrastructure Delivery Plan monitoring; S106 and CIL monitoring; Council infrastructure delivery records.	Annual	Significant infrastructure delivery delays or funding shortfalls.	• Review Delivery priorities and funding mechanism; • Engagement with delivery partners.

Strategic Theme	Relevant Policies	Indicator	Target / Desired Outcome	Data Source	Frequency	Trigger for Investigation	Potential Action
		Delivery Plan.					
Viability	IN2	• Number of viability assessments submitted and approved; • developments delivering policy-compliant infrastructure and developer contributions.	Development remains viable while delivering policy requirements and supporting sustainable growth.	Planning application records; viability assessments; S106 and CIL monitoring.	Annual	Increase in viability claims reducing policy compliance	Review viability evidence base and policy implementation.

Appendix A: Glossary of Terms

Term	Description
Accessible Homes	Accessible homes are defined under Approved Document M (volume 1: Dwellings) as residential properties designed with features for people of all ages and abilities. M4(2) - accessible and adaptable dwellings M4(3) - wheelchair user dwellings, of which M4(3)(2)(a) are homes that can be easily adapted to meet the needs of a wheelchair user; and M4(3)(2)(b) are homes readily useable by a wheelchair user at the point of completion.
Active Travel	Making journeys in physically active ways like walking, wheeling (using a wheelchair or mobility aid), cycling, or scootering.
Affordable Housing	As definition in Annex:2 of the NPPF
Air Quality management Area (AQMA)	Areas designated by local authorities because they are not likely to achieve national air quality objectives by the relevant deadlines.
Article 4 Direction	A direction used to withdraw the permitted development rights granted by the General Permitted Development Order that allow certain type of development to be undertaken without the need to apply for planning permission.
Amenity Green Space	Informal recreation and green spaces in and around housing, with a primary purpose of providing opportunities for informal activities close to home or work or enhancing the appearance of residential and other areas
Ancient woodland	Ancient woodland: An area that has been wooded continuously since at least 1600 AD. It includes ancient semi-natural woodland and plantations on ancient woodland sites (PAWS).
Biodiversity	The variety of plants, animals and other living things in a particular are or region. It encompasses habitat diversity, species diversity and genetic diversity.
Birds and Habitats Directives	European Directives provide a strong legislative framework to conserve natural habitats and wild fauna and flora.
Brownfield Land Register	Registers of previously developed land that local planning authorities consider to be suitable for residential development, having regard to criteria in the Town and Country Planning (Brownfield Land Registers) Regulation 2017. Local planning authorities will be able to trigger a

Term	Description
	grant of permission in principle for residential development on suitable sites in their registers where they follow the required procedures.
Build to Rent	Purpose built housing that is typically 100% rented out. It can form part of a wider multi-tenure development comprising either flats or houses but should be on the same site and/or contiguous with the main development. Schemes will usually offer longer tenancy agreements of three years or more and will typically be professionally managed stock in single ownership and management control. Annex 2 of the NPPF.
Call for Sites	An opportunity for individuals, landowners and developers to suggest sites that might be available for development in the future.
Community Facilities	For the purposes of the policy the term "community facilities" includes: local shops, meeting places, cultural buildings, public houses and places of worship
Community Infrastructure Levy	A statutory way of collecting developer contributions to help fund infrastructure projects such as transport schemes and community facilities, to support new development in the area.
Community Right to Build Order	An Order made by the local planning authority (under the Town and Country Planning Act 1990) that grants planning permission for a site- specific development proposal or classes of development.
Defined Employment Area	An employment area that is specifically identified by the Local Plan for the purposes of Policy EC2.
Deliverable	As NPPF definition, Annex 2
Design Code	A set of illustrated design requirements that provide specific, detailed parameters for the physical development of a site or area. The graphic and written components of the code should build upon a design vision, such as a masterplan or other design and development framework for a site or area. Annex 2 of the NPPF
Designated heritage assets	A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation. Annex 2 of the NPPF
Developable	To be considered developable, sites should be in a suitable location for development with a reasonable

Term	Description
	prospect that they will be available and could be viably developed at the point envisaged. Annex 2 of the NPPF
Development	Development is defined in Section 55 of the Town and Country Planning Act 1990 as the carrying out of building, engineering, mining or other operation's in, on, over or under land; or the making of any material change in the use of any buildings or other land.
Employment area	An employment area is a concentration of land and premises, planned or evolved, predominantly used for industrial, storage, distribution and office-based economic activity.
Environmental Impact Assessment (EIA)	A procedure to be followed for certain types of projects to ensure that decisions are made in full knowledge of any likely significant effects on the environment. Annex 2 of the NPPF
Exception site	Rural exception sites are located outside the confines of rural settlements. They are usually small scale, not allocated in the local plan and would not normally be considered suitable for residential development but are considered suitable to deliver affordable housing.
Exception test (flood risk)	Where no suitable sites are available in zones with a lower probability of flooding, the exception test will be required to show that the proposed development will provide wider sustainability benefits that outweigh flood risk and that it will be safe for its lifetime, without increasing the risk of flood elsewhere and where possible, reduce flood risk.
Functionally Linked Land	An area of land or sea occurring outside a designated site which is considered to be critical to, or necessary for, the ecological or behavioural functions in a relevant season of a qualifying feature for which the Special Areas of Conservation (SAC) / Special Protection Area (SPA) / Ramsar site has been designated.
Geodiversity	The variety of rocks, fossils, minerals, natural processes, landforms and soils that underlie and determine the character of our landscape and environment.
Green and Blue Infrastructure Network	Network of natural and semi-natural features, including the water environment, within and between urban and rural areas. It includes conventional open spaces, such as parks, woodlands and playing fields, allotments, street trees, private gardens, green roofs and sustainable drainage systems.
Green Wedge	A policy designation intended to retain the open character of areas between towns, strategic employment areas and smaller settlements. By maintaining physical and visual

Term	Description
	separation and preventing coalescence, the areas will protect the identity, character and setting of the settlements.
Gypsies and Travellers	As defined by DCLG Planning Policy for Traveller Sites (December 2024)
Habitats Regulations Assessment (HRA)	Under the Habitat Regulations 2010, where a plan or project (alone or in combination with other projects or plans) is likely to affect a European site or European Marine Site, a HRA is used to consider the impact on the integrity of the site and to identify measures that would avoid or reduce the impacts to an acceptable level.
Heritage asset	As NPPF Annex 2
Heritage Impact Assessment	A structured process to make sure that the significance of historic assets are considered when developing and designing proposals for change.
Houses in Multiple Occupation (HMO)	An entire residential house or flat which is let to three or more tenants who form two or more households and who share a kitchen, bathroom or toilet. For planning purposes, a use class differentiation is identified between a small HMO (between three and six individuals) and a large HMO (more than six individuals). The full definition of an HMO and a household can be found in the Housing Act 2004.
Housing needs assessment	An assessment undertaken by an applicant at a local level to establish housing need which will include primary sources of information consistent with a housing needs survey. Ideally the methodology should be agreed in advance with the Council.
Housing needs survey	A survey that helps to identify current and future housing need at a local level. They are used to understand and work towards improving the housing supply to meet these needs and looks at whether the area needs market housing, affordable housing or both. The Council undertakes housing needs surveys at parish level and combines information from questionnaires and the general housing register.
Local Cycling and Walking Infrastructure Plan (LCWIP)	Ten-year plans for investing in walking and cycling within a defined area (such as a town, district or borough).
Local Enterprise Partnership	A body, designated by the Secretary of State for Housing, Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area.
Local Development Scheme	Required under the Planning and Compulsory Purchase Act 2004, the LDS is a project plan that identifies (among

Term	Description
	other matters) the development plan documents which when adopted, will make up the local plan for the area. It must be publicly available and kept up to date.
Local Green Space	A designation that provides special protection against development for green spaces of particular importance to local communities. NPPF Annex 2
Local Connection	For the purposes of Policy HO5 (Rural exception sites) this is the test set out in the current West Northamptonshire Housing Allocation Policy. For the purpose of Policy HO8 (Self-build and custom build homes) a local connection is demonstrated for applicants who: i. have lived in the parish or an adjoining West Northamptonshire parish continuously for the two years immediately preceding their application; or ii. have immediate family members that are current residents in the parish or an adjoining West Northamptonshire Parish and must have lived in the area for a minimum of five (5) years continuously prior to acceptance on to the register
Local housing need	The number of homes identified as being needed through the application of the standard method set out in National Planning Guidance (or, in the context of preparing strategic policies only, this may be calculated using a justified alternative approach as provided for in the NPPF).
Local Nature Reserve	Statutory designated and protected sites with wildlife or geological features that are of special local interest. They are for people and wildlife.
Local Transport Plan (LTP)	A planning document that local transport authorities produce which set out strategies for improving transport networks, propose projects for investment and plan how key objectives will be achieved.
Local Wildlife Site	Non-statutory designation comprising sites of substantial local importance for wildlife conservation which are identified by a partnership between the Wildlife Trust, local authorities, statutory nature conservation agencies, local naturalists, landowners and wildlife charities using national criteria which have been adapted for local use. Most are privately owned.
Lower Super Output Area (LSOA)	Groups of four or five output areas, comprising between 400 and 1200 households and a resident population of between 1000 and 3000 people.

Term	Description
Major development	For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m2 or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015.
Masterplan	An overarching planning document that is used to structure land use and development that is used as a framework for planning applications.
Micro-renewables	Small-scale renewable energy systems typically under 50kW used by individuals, communities or businesses to generate their own electricity or heat.
National Highways	The government company charged with operating, maintaining and improving England's motorways and major A roads.
National Planning Policy Framework (NPPF)	This document sets out the Government's planning policies for England and how these are expected to be applied. It provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.
National Planning Practice Guidance (NPPG)	Guidance that adds further context to the NPPF, it explains statutory provisions, key planning issues and the planning system.
Natural and semi natural open space	Including woodlands, urban forestry, scrub, grasslands (e.g. downlands, commons and meadows) wetlands, open and running water, wastelands and derelict open land and rock areas (e.g. cliffs, quarries and pits).
Neighbourhood development order	An Order made by a local planning authority (under the Town and Country Planning Act 1990) through which parish councils and neighbourhood forums can grant planning permission for a specific development proposal or classes of development.
Neighbourhood development plan	A plan prepared by a parish council or neighbourhood forum for a designated neighbourhood area. In law this is described as a neighbourhood development plan in the Planning and Compulsory Purchase Act 2004.
Non-designated heritage assets	Locally identified buildings, monuments, sites, places, areas or landscapes identified by plan making bodies as having a degree of heritage significance meriting consideration in planning decisions, but which do not meet the criteria for designated heritage assets. Some non-designated heritage assets are equivalent to designated heritage assets in terms of significance.

Term	Description
Parks and gardens	Including urban parks, country parks and formal gardens
Pitch (Gypsies and Travellers)	Area on a site developed for a family unit to live. On socially rented sites, the area let to a tenant for stationing caravans and other vehicles.
Playing pitches	For the purposes of Policy PL12 the term "playing pitches" covers football, cricket, rugby union and league, hockey, baseball and Gaelic football (as defined in Sport England Playing Pitch Strategy Guidance and Town & CP (DM Procedure) (England) Order) Formal pitches are distinct from areas of other open spaces that are used for informal sport such as playing fields.
Plot (Travelling Showpeople)	Area on a yard for Travelling Showpeople to live. As well as dwelling units, Travelling Showpeople often keep their commercial equipment on a plot.
Potential Wildlife site	A site that has the potential to become a Local Wildlife Site but has not been formally designated.
Primary Shopping Area	Defined area where retail development is concentrated. NPPF Annex 2
Private Rented Sector	A classification of housing tenure used by the UK Government whereby a property a property is owned by a landlord (private individual, property company or institutional investor) and leased to a tenant.
Provision for children	Equipped children's play areas and adventure playgrounds that are perceived to cater for children under 9
Provision for young people	Facilities for young people serve children over the age of 8 and may include BMX tracks, Multi Use Games Areas (MUGA) and play areas designed for older children.
Registered Park and Garden	A designed landscape which is designated and included on a register maintained by Historic England in recognition of its special historic significance.
Registered provider	A provider of social housing listed on the Register of Providers of social housing. They can be local authorities or private registered providers. The latter are registered with Homes England and include housing associations, for-profit providers and charities.
Renewable and low carbon energy	Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to the conventional use of fossil fuels).

Term	Description
Scooting	This represents the use of a scooter, often used as an alternative to walking or wheeling.
Sequential Test (Flooding)	Sequential approach to steer new development to areas with the lowest probability of flooding, having regard to the availability of sites in flood zones 1 and 2 before considering flood zone 3.
Setting of a heritage asset	NPPF Annex 2
Settlement Hierarchy	A settlement hierarchy is a way of categorising settlements based on factors such as the range of services and facilities they provide.
Significance (heritage)	NPPF Annex 2
Small and Medium Enterprise Builders	If engaged in economic activity, the self-employed, sole traders, partnerships, associations, or any other economically active organisation may qualify as an SME. To qualify as an SME, an enterprise must meet the requisite core threshold criteria for staff, turnover, and balance sheet total (total assets) as specified in the Procurement Act 2023 (Act). Core Threshold criteria
Special Landscape Area	A local valued landscape designation which recognises that parts of the rural area have special qualities that set them aside from other landscapes.
Special Protection Area	Areas which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds found within European Union countries. They are European designated sites, classified under the Birds Directive.
Sports facilities	Includes sports hall (courts), swimming pools, health and fitness suites, athletics, squash, gymnastics, indoor and outdoor bowls, indoor and outdoor tennis, golf, village and community halls, cycling, netball, judo, countryside and water sports, rowing, canoeing and orienteering.
Strategic Environmental Assessment (SEA)	A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment.
Supplementary Planning Document (SPD)	A document that may include a range of issues, thematic or site specific, and provides further details of policies and proposals in a development plan document or local plan. They are capable of being a material consideration in

Term	Description
	planning decisions but are not part of the development plan.
Sustainability Appraisal (SA)	This examines the impacts of the policies against a large number of economic, social and environmental sustainability objectives. It also provides an indication of what measures may need to be taken to minimise/ eliminate any adverse impacts and promote sustainable development. The Planning and Compulsory Purchase Act requires an SA to be undertaken for all Local Plans throughout the plan making process.
Sustainable Development	At a very high level the objective of sustainable development can be summarised as meeting the needs of the present without further compromising the ability of future generations to meet their own needs.
Sustainable Drainage Systems (SuDS)	Alternative water management approaches designed to manage storm water locally, to mimic natural drainage and encourage its infiltration, attenuation and passive treatment.
Traditional buildings	Buildings typically constructed before 1919, using solid walls (not cavity) and materials like stone, brick, wood and lime.
Transport Assessment	A comprehensive and systematic process that sets out various transport issues relating to a proposed development and identifies what measures will be taken to deal with the anticipated transport impacts of the scheme in relation to all forms of travel.
Travel Plan	Long-term management strategies for integrating proposals for sustainable travel into the planning process, based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel.
Travelling Showpeople	People who organise circuses and fairgrounds and who live on yards when not travelling between locations. Most Travelling Showpeople are members of the Showmen's Guild of Great Britain.
Wheeler	Any kind of wheeled mobility aid, including wheelchairs, mobility scooters, walking frames, prams or buggies.
Whole Building Approach	Holistic and systematic process for devising and implementing suitable, coordinated, balanced and well-integrated solutions that considers how all elements of a building work together, rather than retrofitting components in isolation and avoid harm to the significance of the building, preserve health, and manage unintended consequences.

Term	Description
Whole Life Carbon	The entire amount of carbon produced by any built asset, from construction to decommissioning at the end of the building's life.

Appendix B: Local Green Space

The list below identifies where the Local Green Space (LGS) as defined by the NPPF Paragraph 106 was designated by reference to Neighbourhood Development Plan (NDP) or the Daventry Settlements and Countryside Local Plan or the South Northamptonshire Local Plan Part 2 after the village name.

Arthingworth (NDP)

- St Andrew's Churchyard and its setting
- Village Green

Ashton (NDP)

- Millennium Garden
- Hartwell Road Green
- Vale Brook Green

Badby (NDP)

- Pinfold Green

Barby (NDP)

- The Ware
- Millennium Orchard
- The Green adjacent to the allotments
- Park
- Church Walk twining sign in front of the park
- Pocket Park
- Small Park
- Lees Pitt
- Village Green
- Derry
- War Memorial and garden
- Open Space 3-9 Holme Way
- Allotments
- Camp's Copse
- Flag Pole

Boddington (South Northamptonshire Part 2 Local Plan)

- Jubilee Field

Boughton (Daventry Settlements and Countryside Local Plan Part 2)

- Chestnut Tree Green, Butcher's Lane
- Boughton Allotments, off Howard Lane
- The Green, Butcher's Lane
- Willow Tree Green, Butcher's Lane/Spring Close
- Boughton Green, Moulton Lane
- Old Church of St Johns the Baptist, Boughton Green

- Obelisk Sports Centre open space, 400 Obelisk Rise
- Obelisk Spinney Pocket Park, off Spinney Close
- Boughton Pocket Park, off Howard Lane
- Boughton Rise Open Space, Dixon Road/Holly Lodge Drive

Braunston (NDP)
- The Green
- Jetty Field
- Braunston Playing Field
- Manor Field

Brixworth (NDP)
- St David's Recreation Ground
- Spratton Road Recreation Ground
- The Ashway Playing Field
- Haywards and Victors Barns Recreation Area

Bugbrooke (South Northamptonshire Part 2 Local Plan)
- Land off Church Lane
- Captains Close, Great Lane
- Elm Tree Bank, High Street
- Cricket Ground, Camp Farm
- Waggon and Horses Green

Chipping Warden (South Northamptonshire Part 2 Local Plan)
- Cricket pitch, Culworth Road
- Allotments

Clipston (NDP)
- All Saint's Churchyard
- Village Green
- Haddon Fields

Creaton (Daventry Settlements and Countryside Local Plan Part 2)
- Churchyard, Violet Lane
- Village Green, The Green

Crick (NDP)
- The Marsh and adjacent green
- The Washbrook, Main Road
- Land beyond the school towards Oak Lane
- Village Pond and land beside Bury Dyke
- Fallowfields Open Space
- Triangle of land near Access Garden Products
- St Margaret's View Open Space
- Cracks Hill

- Millennium Wood
- Jubilee Wood
- Crick Sports Field
- Crick Old Road

Culworth (South Northamptonshire Part 2 Local Plan)

- Cricket Field
- Village Green

Daventry (Daventry Settlements and Countryside Local Plan Part 2)

- Daneholme Allotments, Welton Road
- Drayton Allotments, off School Street
- Northern Valley Park, A361
- Staverton Road Allotments, Staverton Road
- The Grange Schools, Staverton Road
- Welton Road Allotments, Welton Road
- Welton Road Cemetery, Welton Road
- Braunston and Morning Star Road
- Christchurch Drive and Ruskin Road
- Daneholme Park, Daneholme Avenue
- Daventry Parish Church Yard, Abbey Street/Church Walk/Vicar Lane
- Daventry Sports Park, A425/Browns Road
- Dewar Drive Play Area, Dewar Drive
- Eastern Way Village Green, Eastern Way
- Ericsson Close Play Area
- Fishponds Open Space, off Southway
- Fraser Close and Norton Road
- Fusilier Road Children's Play Area
- Grovelands Road Playing Field
- Hood Road Children's Play Area
- Horncastle Close Green Space
- The Inlands/Burtons Meadow Green Space
- Kelmarsh Mews Pocket Park
- Kentle Wood
- Livingstone Road Green Space
- Marston Way Open Green Space
- Mayfield Park, Royal Oak Way/Taper Way
- Middleton Road Pocket Parks
- New Street Recreation Ground
- Norton Close/Eastern Way Path
- Preston Drive, Lang Farm Open Green Space
- Roman Road Play Area
- Sedgemoor Way Open Green Space
- St Catherine's Close/Western Avenue Open Green Space
- Stafford Close/Western Avenue Open Green Space
- Stefen Hill Open Green Space

- Tadcaster Close Children's Play Area
- Taper Way/Furnace Drive Green Space
- The Grange Green Space
- The Hollows/Jubilee Road Open Green Space
- The Leam Children's Play Area
- The Witham Green Space
- Western Avenue to London Road Green Corridor
- Wimborne Place Open Green Space
- Worcester Way Pocket Park

Evenley (South Northamptonshire Part 2 Local Plan)

- Paddock off Church Leys
- St George's Churchyard

Flore (NDP)

- High Street Verges
- Ram Bank
- Russell Bank
- Town Yard
- Last remaining ancient orchard
- Collins Hill
- Brodie Lodge Playing Field
- Old Village Green
- Other Village Verges (Bricketts Lane, Spring Lane, Brockhall Road, The Avenue)

Grange Park (NDP)

- Wootton Brook Country Park and surrounding green space
- Lark Lane Allotments
- Foxfield Country Park, including Foxfield Pavilion
- Alamein Woodland
- Alamein Walkway, including Primrose Way and Wake Way play parks
- Spinney Woodland including play parks
- Middlehedge walkway, including park
- Bowling Green, Community Centre and surrounding green space
- Grange Valley Greenway

Great Brington & Little Brington (Daventry Settlements and Countryside Local Plan Part 2)

- Allotments, Great Brington, Back Lane and to rear of Old and New Rectory, Great Brington
- Kimbell's Field, Great Brington, Back Lane, Great Brington
- Playing Field, Little Brington, adj. Little Brington Primary School, Little Brington

Great Houghton (NDP)

- The Green

- The Cross
- Pocket Park
- War Memorial

Great Oxendon (NDP)
- Church View

Guilsborough (NDP)
- Village Greens
- Village Recreation Ground

Hackleton (NDP)
- Longland Meadow
- Piddington Fields

Hannington (Daventry Settlements and Countryside Local Plan Part 2)
- Allotments, Red House Lane
- Pocket Park, Holcot Road
- Springfields, between Springfields & 6 Main Street

Harlestone (NDP)
- The Green
- Harlestone Playing fields
- The Allotments
- Willow Paddock

Harpole (NDP)
- Coronation Green, Carrs Way and High Street
- The Maltings, outside Carr House
- The Green Tree, Glassthorpe Lane and High Street
- Green Space opposite Manning Watt House
- Millennium Green and Flagpole, Larkhall Lane
- Village Sign Green, Northampton Road
- Village Pound, Park Lane
- Playing Fields, Larkhall Lane
- Allotments, Larkhall Lane

Hellidon (Daventry Settlements and Countryside Local Plan Part 2)
- The Green, Opposite Red Lion PH
- Post Box Green, Catesby End

Hinton in the Hedges (South Northamptonshire Part 2 Local Plan)
- Village Green

Holcot (Daventry Settlements and Countryside Local Plan Part 2)

- Allotments, Moulton Road
- Old School, Main Street
- Playing Field, Back Lane
- Washbrook, Sywell Road
- Crossroads Green, Brixworth Road/Moulton Road

Kilsby (NDP)
- Devon Ox Green
- Malt Mill Green
- Butts Lane
- Recreation Ground
- Allotments
- Junction of Main Road and North Street
- Churchyard
- Hall Close Circular Green
- Jubilee Plantation
- The grassed area on either side of Main Road in the vicinity of zebra crossing near junction of Main Road and Manor Road

King's Sutton (South Northamptonshire Part 2 Local Plan)
- Land opposite the Gatehouse, Upper Astrop Road
- Land west and south of the Manor House

Long Buckby (Daventry Settlements and Countryside Local Plan Part 2)
- Long Buckby Recreation Ground, Station Road

Maidwell with Draughton (NDP)
- Brampton Valley Way
- Recreation Ground, Loder Hall

Moulton (Daventry Settlements and Countryside Local Plan Part 2 AND NDP)
- Green Area, Adjacent to Nature Reserve, Thorpeville/Ashley Lane
- Moulton Allotments, off Rose Tree Close
- Pages Brook Valley
- Moulton Public Gardens
- Land at the end of The Nurseries
- Field adjacent to Barlow Lane (Lantsbury's Field)
- Crowfields Common Local Nature Reserve
- Busby's Meadow Pocket Park

Naseby (Daventry Settlements and Countryside Local Plan Part 2)
- Village Hall Recreation Ground, Haselbech Road
- Allotments, off High Street
- Obelisk, Clipston Road

Newnham (Daventry Settlements and Countryside Local Plan Part 2)

- Allotments, Coronation Road
- Playing Fields, Preston Capes Road

Northampton Growing Together (NDP)

- Billing Arbour
- Swanhaven Park
- Lodge Farm Field
- Lumbertubs Park
- Birds Hill Road Play Area
- Lings Playing Fields
- Lings Wood
- Foxcovert Wood
- Overstone Lane Wood
- Blackthorn Recreation Ground
- Blackthorn Community Centre green space

Norton (Daventry Settlements and Countryside Local Plan Part 2)

- Village Green, Daventry Road
- War Memorial Green, Daventry Road
- Graveyard, Daventry Road
- Jack's Patch Play Area, Gouldens View
- Allotments, Daventry Road & Weedon Lane

Overstone (Daventry Settlements and Countryside Local Plan Part 2)

- Ass Bank, Sywell Road and Court Farm Lane
- Cow Pasture Spinney, Sywell Road
- Playing Fields, rear of Overstone Primary School, Sywell Road

Paulerspury (South Northamptonshire Part 2 Local Plan)

- Church Green and associated verges
- Doctor's Green (excluding associated verges)

Pitsford (NDP)

- Millennium Spinney
- The Square
- Flagpole Green
- Churchyard and green space when approaching the church
- Valley area to the west of Grange Lane north of Meadow View Cottage
- Reservoir Car Park
- T's Wood
- Jubilee Green
- Grange Lane Nature Reserve

Potterspury (South Northamptonshire Part 2 Local Plan)

- Mill Pond Conservation Area

Quinton (South Northamptonshire Part 2 Local Plan)

- Village Green

Roade (NDP)

- Memorial Green
- Village Green, High Street
- Churchcroft Open Space
- Recreation Field, Stratford Road

Rothersthorpe (South Northamptonshire Part 2 Local Plan)

- The Conker Field, Church Street
- The Paddock, Banbury Lane

Silverstone (South Northamptonshire Part 2 Local Plan)

- Pocket Park
- Olney Meadow Pocket Park (excluding the tract of land extending to Brackley Road between Silverstone House site and 28 Brackley Road)

Spratton (NDP)

- Recreation Ground
- Pocket Park
- Jubilee Wood
- Millennium Garden

Staverton (Daventry Settlements and Countryside Local Plan Part 2)

- Playing Field, Braunston Lane
- Village Green, The Green

Stowe Nine Churches (Daventry Settlements and Countryside Local Plan Part 2)

- Closed Church of England School Playing Field, Main Street, Church Stowe
- St James Churchyard, Main Street, Upper Stowe
- War Memorial Space, Main Street, Church Stowe
- The Green, Main Street, Church Stowe

Syresham (South Northamptonshire Part 2 Local Plan)

- The Pound
- New Jubilee Tree, Wappenham Road
- Abbey Road
- Swingfield, Wappenham Road
- Jubilee Tree, Abbey Road
- Pocket Park

Towcester (South Northamptonshire Part 2 Local Plan)

- Sawpits Green
- Saxon Fields

- Tove Wetland Pocket Park

Walgrave (Daventry Settlements and Countryside Local Plan Part 2)
- Red Springs Pocket Park, Kettering Road
- Upper Green, Kettering Road
- Paddocks Close, Kettering Road
- Lower Green, Hannington Lane/High Street
- Cross Roads, Bakers Lane/Holcot Road
- Cemetery, Holcot Road
- Hillside, Old Road
- Allotments, Old Road
- Playing Fields, Newlands Road
- Moated Site, Newlands Road
- Gold Street

Weedon (Daventry Settlements and Countryside Local Plan Part 2)
- Allotments and Pocket Park, Church Street
- Tethering Posts, Equestrian Way

Welford (NDP)
- Allotments
- Pocket Park
- Spinney

Welton (NDP)
- Playing Field
- St Martin's Spinney

West Haddon (NDP)
- Old Rec
- Market Field and land linking it to the Old Rec
- Cemetery
- Morrison Park Road and Worcester Close Green
- Festival Garden, High Street, Northampton Road & Guilsborough Road
- Bowling Green
- Area surrounding Queen Victoria Diamond Jubilee oak tree
- Old Forge Drive Green
- Triangular piece of land at junctions of Yelvertoft Road, Crick Road and West End
- Church Glebe Field

Wicken (South Northamptonshire Part 2 Local Plan)
- Village Green

Woodford cum Membris (NDP)
- King's Corner
- The Moravian Burial Ground

- St Mary's Churchyard and the parish burial ground
- Byfield Road Recreation Ground ("Sarafield")
- Open Space in Pool Street
- Open Space opposite the Social Club
- Green Spaces on Hinton Estates
- Great Central Woodland
- Allotments by Social Club Car Park
- Meadows and Wetlands along the River Cherwell

Yelvertoft (Daventry Settlements and Countryside Local Plan Part 2)

- Old Pocket Park, Bridgend
- Tarry's End, off Elkington Road
- Memorial Green, High Street
- Jubilee Garden, High Street/Elkington Road
- Old Village Green, High Street/Footpath 9/Footpath 13
- King George's Field, off Crick Bridle Path
- Allotment Field, off Crick Bridle Path
- Cemetery, High Street
- Village Hall Playing Field and Pocket Park, Lilbourne Road

The following sites are being proposed as Local Green Space through this Local Plan. Subject to consultation and examination, the sites will not be formally designated until the Local Plan is adopted.

Blakesley

- Blakesley Playing Field and Recreational Ground
- Blakesley Pocket Park
- Blakesley Allotment Site
- Cemetery

Boughton

- Obelisk Long Spinney
- Brampton Lane Wooded Area
- Glebe Road Green Space

Brackley

- Banbury Road Graveyard
- Brackley Town Park
- Carpenters Place
- Egerton Field and Play Area
- St James Lake and Pocket Park
- Swallow Close Open Space
- Swift Open Space
- Tudor Park Open Space
- Zip Wire Play Area and Pavilion Open Space

- Foxhills Play Area and Oppen Space
- Nightingale Open Space
- Octavian Way and Nether Close Open Space
- Poppyfields Play Area and Open Space
- Radstone Open Space

Brafield-on-the-Green
- Children's Play Area
- Churchyard
- Billing Green
- Horton Road Green
- The Green
- Village Allotments

Brixworth
- Glebe Allotments
- Northampton Road Allotments

Cogenhoe
- Playing Fields
- Pocket Park
- Village Green
- Ironstones Field
- Millennium Green

Cosgrove
- Cosgrove Playing Fields
- Cosgrove Allotments
- The Quarries Scout Campsite

Crick
- Crick Playing Fields

Culworth
- Allotments Pinsents Bank
- Allotments Berry Hill

Daventry
- Eastern Way Field

Deanshanger
- Pocket Park
- Jubilee Park
- Folly Road Playing Field
- Deanshanger Village Green
- The Smithy Public Open Space and Bridge Walk Park

- North Way Allotment and Park
- Puxley Road Allotments
- Northfields Allotments
- Churchyard
- Barleycraft
- Bants Lane Allotments
- Berrywood Road Allotments

East Farndon
- East Farndon Church Grounds
- East Farndon Church burial ground and extension
- Marriott Green
- Village Green

Eydon
- Eydon Village Allotments
- Eydon Burial Ground

Far Cotton and Delapre
- Leah Viaduct
- Pleydell Allotments
- Eleanor Cross

Grange Park
- Open Green Land
- Wren Close open space

Greens Norton
- Greens Norton Playing Field
- Greens Norton Pocket Park
- Greens Norton Jubilee Garden
- Greens Norton Allotments
- Village Green

Kingsthorpe, Northampton
- Kingsthorpe Meadow
- Kingsthorpe Recreational Ground
- Newnham Road Playing Fields
- Thornton Park
- Kingsthorpe Village Green

Middleton Cheney
- Middleton Cheney Playing Fields
- Stanwell Drive Park and Play Area

Northampton

- Obelisk Rise Recreation Ground
- Spring Park Recreation Ground
- Northampton Bike Park

Old Stratford

- Oxfield Rec

Pattishall

- Pattishall Playing Field
- Astcote Village Green

Syresham

- Syresham Sports and Social Club Sports Field

Upton

- Berry Wood
- St Crispin Park
- Green in front of Connolly Lodge
- Green North of Balmoral Close
- Spinney to west of Marina Park Play Area
- St Crispin Cemetery Gardens

Welford

- Sports Fields

Whiston

- Whiston Green

Whittlebury

- Reading Room Playing Field
- Village Green
- Vicarage Close Green Space
- Sholebrook Wood

Yardley Hastings

- Wilson's Wood
- St Andrew's Churchyard
- Yardley Hastings Recreation Ground
- High Street Pocket Park
- Old Pond
- Memorial Hall Lawn
- Millennium Triangle
- Allotments, Little Lane
- Allotments, Castle Ashby Road
- Jubilee Square

- Avenue Farm Paddock
- Lych Gate Green Verge
- Recreation and Sports Facility rear of West Brook Close

Appendix C: Strategic Policies of this Plan for the Purposes of Neighbourhood Plans

Chapter 3: Strategy for West Northamptonshire
SP1 Spatial Strategy (Distribution of Development)

Chapter 4: Placemaking
PL1 Resource efficient developments and Retrofit First approach
PL6 Placemaking, design and amenity
PL7 Neighbourhood Development Plans, Design Codes, and Village Design Statements

Chapter 5: Making Great Places: Northampton
N1 Spatial Strategy for Northampton (Principal Urban Area)
N2 Northampton, Defining the Roles of the Town Centre and the Central Area

Chapter 6: Making Great Places: Daventry
D1 Spatial Strategy for Daventry (Sub-Regional Centre)

Chapter 7: Making Great Places: Brackley
B1 Spatial Strategy for Brackley (Rural Service Centre)

Chapter 8: Making Great Places: Towcester
T1 Spatial Strategy for Towcester (Rural Service Centre)

Chapter 9: Making Great Places: Long Buckby Station
LB1 Growth at Long Buckby

Chapter 10: Making Great Places: Rural Areas
R1 Primary Service Villages
R2 Secondary Service Villages
R3 Other Villages
R4 Other Villages
R5 Open Countryside
R6 Rural area housing requirements

Chapter 11: Homes
HO1 Housing Requirement
HO7 Standards for Accessibility, Space and Water Efficiency in New Homes
HO11 Gypsies, Travellers and Travelling Showpeople

Chapter 12: Economic Growth
EC1 Employment land provision and affordable workspaces
EC2 Supporting employment sites and economic development

Chapter 13: Built and Natural Environment
EN1 West Northamptonshire's Historic Environment

EN6 Landscapes
EN7 Special Landscape Areas
EN9 Nature Conservation
EN10 Biodiversity Net Gain

Chapter 14: Transport
TR1 Sustainable Transport
TR2 Strategic Connections

Chapter 15: Infrastructure
IN1 Infrastructure Delivery and Funding

Appendix D: Housing Trajectory

Overall totals

	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	40/41	41/42	42/43	Total - plan period
LHN Requirement	2512	2512	2512	2512	2512	2512	2512	2512	2512	2512	2512	2512	2512	2512	2512	2512	2512	**42704**
plus 5% buffer	2638	2638	2638	2638	2638	2638	2638	2638	2638	2638	2638	2638	2638	2638	2638	2638	2638	**44839**
LHN Cumulative Requirement	2638	5275	7913	10550	13188	15826	18463	21101	23738	26376	29014	31651	34289	36926	39564	42202	44839	**44839**
Total Supply - annual	2237	1775	2328	2321	2608	3604	4064	4149	3656	3307	2918	2602	2322	2037	1842	1694	1315	**44779**
Total Supply Cumalative	2237	4012	6340	8661	11269	14873	18937	23086	26742	30049	32967	35569	37891	39928	41770	43464	44779	
Surplus/Deficit - Annual	-401	-863	-310	-317	-30	966	1426	1511	1018	669	280	-36	-316	-601	-796	-944	-1323	**-60**
Surplus Cumulative	-401	-1263	-1573	-1889	-1919	-953	474	1985	3004	3673	3953	3918	3602	3002	2206	1262	-60	

Northampton Principal Urban Areas

Source	Site	Reference No. in WNLP	Reference No. in WNJCS/Part 2 Plans	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	40/41	41/42	42/43	Total - plan period
WNJCS SUE's	Northampton North (proposed to be extended)		N3	229	156	50	12	25	100	200	200	200	200	200	200	175	125	125	125	75	**2397**
	Northampton West		N4	66	106	106	106	138	250	270	270	190	150	100	100	100	100	100	100	78	**2330**
	Northampton South		N5	100	100	100	100	100	17	0	0	0	0	0	0	0	0	0	0	0	**517**
	Northampton South of Brackmills		N6	41	50	100	100	170	170	145	120	125	140	20	0	0	0	0	0	0	**1181**
	Northampton Kings Heath		N7	200	220	232	240	156	175	175	175	175	175	175	175	175	150	100	55	0	**2753**
	Northampton North of Whitehills		N8	106	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**106**
	Northampton Upton Park		N9	80	80	80	80	74	0	0	0	0	0	0	0	0	0	0	0	0	**394**
	Norwood Farm/Upton Lodge		N9A	211	180	165	215	369	306	306	306	247	157	156	0	0	0	0	0	0	**2618**
Part 2 Plan Allocations	Northampton Railway Station (Car Park)	N6(vi), N10	0288					280													**280**
	Northampton Rail Freight	N6(vii), N10	0333						25	75	75	11									**186**
	Land at St Peter's Way/ Court Road/Freeschool St		1010			54															**54**
	Greyfriars	N6(iv)	1113				103		250	150	250	150	97								**1000**
	Land to the west of the Northampton South SUE	N6(xii)	1144					50	100	100	100	11									**361**
	Land to the west of Towcester Road		1025					20	50	60	40	40	20								**230**
	Land north of Milton Ham	N6(xiii)	1140						50	50											**100**

Source	Site	Reference No. in WNLP	Reference No. in WNJCS/Part 2 Plans	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	40/41	41/42	42/43	Total - plan period
	Hill Farm Rise, Hunsbury Hill	N6(xiv), N12	1100						30	50											**80**
	Pineham	N6(xvi)	1006					10	35	35											**80**
	The Green, Great Houghton	N6(xviii)	1098					40	75	100	100	100	100	100	35						**650**
	Watering Lane	N6(xix)	1104						30	40	40	40	40	40	35						**265**
	The Farm, Hardingstone	N6(xxi)	0204		24	30															**54**
	Former Lings Upper School, Birds Hill Walk	N6(xxii)	0193						60												**60**
Other Commitments	Other Completions /Commitments			502	272	308	142	128	172	28	0	0	0	0	0	0	0	0	0	0	**1552**
New allocations and additional capacity in WNLP:	35-45 Abington Street	N6(i)					250														**250**
	Cattlemarket Road, the Plough and surrounding area	N6(ii)																			**0**
Regeneration	FOUR Waterside	N6(iii)							60												**60**
	Greyfriars Development Area	N6(iv)																			**0**
	Marefair Heritage Park and Castle House	N6(v)						50													**50**
	Npton Railfrieght	N6(vii)									64	75	37								**176**
	St Edmunds Hospital	N6(viii)																			**0**
New allocations in WNLP	East of Wooldale Road	N6(xv) N13						50	150	175	175	175	175	175	175	175	125	75	50	25	**1700**
	North of Newport Pagnell Road	N6(xvi), N14							30	75	150	150	150	150	150	100	45				**1000**
	Land West of A43	N6(xvii), N15							50	100	175	225	250	300	300	300	300	300	300	300	**2900**
	North of Buckton Fields	N6(xxi), N18							30	75	150	150	150	150	150	150	150	150	150	45	**1500**
	South of Grange Park	N6(xxiii), N20							30	75	150	150	150	150	100	45					**850**
	Off Harlestone Road	N6(xxvii)							25	60	15										**100**
Total Annual Supply				1535	1188	1225	1348	1660	2270	2344	2555	2214	1991	1716	1420	1220	995	850	780	523	**25834**

Daventry Sub-regional Centre

Source	Site	Reference No. in WNLP	Reference No. in WNJCS/Part 2 Plans	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	40/41	41/42	42/43	Total - plan period
WNJCS SUE's	Daventry North East		D3	0	0	0	0	0	185	240	300	300	300	300	300	300	300	300	300	275	**3400**
S & CLP Part 2 Allocations	Daventry South West		HO1	126	28	75	75	90	50	100	100	100	67	0	0	0	0	0	0	0	**811**

Source	Site	Reference No. in WNLP	Reference No. in WNJCS/Part 2 Plans	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	40/41	41/42	42/43	Total - plan period
	Micklewell Park Extension	D3	HO2	0	0	0	0	0	25	75	75	75	75	75	30	0	0	0	0	0	**430**
	Middlemore Site 7	D4	HO4	40	60	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**114**
Micklewell Park	Micklewell Park			55	55	55	55	4	0	0	0	0	0	0	0	0	0	0	0	0	**224**
New Allocations in WNLP	North of Middlemore			0	0	0	0	0	50	75	75	60	0	50	75	75	75	75	75	35	**720**
Other completions/ commitments				37	19	47	0	0	40	56											**199**
Total Annual Supply				258	162	191	130	94	350	546	550	535	442	425	405	375	375	375	375	310	**5898**

Towcester Rural Service Centre

Source	Site	Reference No. in WNLP	Reference No. in WNJCS/Part 2 Plans	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	40/41	41/42	42/43	Total - plan period
WNJCS SUE's	Towcester South		T3	251	266	179	140	140	140	140	140	3	0	0	0	0	0	0	0	0	**1399**
	Towcester Park Hall Farm			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	North of Burcote Road			0	0	0	0	0	25	75	100	140	140	140	140	140	135	130	130	105	**1400**
Other completions/ commitments				15																	**15**
Total Annual Supply				266	266	179	140	140	165	215	240	143	140	140	140	140	135	130	130	105	**2814**

Brackley Rural Service Centre

Source	Site	Reference No. in WNLP	Reference No. in WNJCS/Part 2 Plans	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	40/41	41/42	42/43	Total - plan period
WNJCS SUEs	Brackley East (Turweston Road)	B3	B2	0	25	70	70	70	70	70	20	0	0	0	0	0	0	0	0	0	**395**
	West of Brackley	B4		0	0	0	0	0	20	65	65	65	65	65	65	65	65	65	65	30	**700**
	North of Radstone Fields	B5		0	0	0	20	90	160	180	0	0	0	0	0	0	0	0	0	0	**450**
	East of Radstone Road	B6		0	0	0	0	0	20	50	50	30	0	0	0	0	0	0	0	0	**150**
Other completions/ commitments				58	14	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**81**
Total Annual Supply				58	39	79	90	160	270	365	135	95	65	65	65	65	65	65	65	30	**1776**

Long Buckby Station, Rural, and Other

Location	Source	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	40/41	41/42	42/43	Total - plan period
Long Buckby Station	**New Allocation**						30	75	150	150	150	150	150	100	45				**1000**
Rural	**Completions/Commitments**	225	225	150	100	46	0	0	0	0	0	0	0	0	0	0	0	0	**746**
	Neighbourhood Plans				9	4													**13**
	Windfall Allowance			171	171	171	136	136	136	136	136	109	109	109	109	109	87	88	**1913**
	Requirement (to be met in NPs)						138	138	138	138	138	138	138	138	138	138	138	140	**1658**
Other	**Windfall Allowance (towns)**			438	438	438	350	350	350	350	350	280	280	280	280	280	224	224	**4912**
	Lapse Allowance	-105	-105	-105	-105	-105	-105	-105	-105	-105	-105	-105	-105	-105	-105	-105	-105	-105	**-1785**
Total Annual Supply		**120**	**120**	**654**	**613**	**554**	**519**	**519**	**519**	**519**	**519**	**422**	**422**	**422**	**422**	**422**	**344**	**347**	**7457**