



DUSTON PARISH COUNCIL

Duston Parish Council
Duston Community
Centre
Pendle Road
Duston
Northampton
NN5 6DT

Planning Committee

Cllrs Barnes, Enright-King, Ingram, Liddon, Mumford, Littlewood

22nd August 2024

Dear Councillor,

You are hereby summoned to attend a meeting of the Planning Committee to be held at Duston Community Centre on Thursday 29th August 2024 commencing at 7.00pm for the purpose of transacting the following business.

Issued by:

Gary Youens
Parish Clerk, Duston Parish Council

AGENDA

PC18/24. To receive apologies for absence

PC19/24. To receive and approve for signature the minutes of the meeting held on Thursday 25th July 2024 (APPENDIX A)

PC20/24. To receive declarations of interest under the Council's Code of Conduct related to business on the agenda (*Members should disclose any interests in the business to be discussed and are reminded that the disclosure of a Disclosable*)

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Pecuniary Interest will require that the member withdraws from the meeting room during the transaction of that item of business).

PC21/24. Public Participation Session (*Persons wishing to address the committee on an agenda item may register their intention to do so by telephone or email by 12 noon on the day of the meeting and may speak for a maximum of 3 minutes).*

PC22/24. To Discuss Planning Applications Received from West Northamptonshire Council

	Planning Application No	Site Address	Proposal
a)	2024/3694/FULL	8 Kirkholme Gardens Northampton NN5 6AE	Rooflights for loft conversion
b)	2024/3114/FULL	6 Galahad Court Northampton NN5 4BH	First floor rear extension
c)	2024/3873/FULL	31 Weggs Farm Road Northampton NN5 6HD	Single storey rear extension, and new ground floor side window

PC23/24. Duston Parish Council Corporate Objectives

- To continue the discuss 7 Corporate Objectives and what DPC should look to achieve over the next 3 – 4 years (APPENDIX B)

PC24/24. West Northamptonshire Council Consultations

- To consider whether to give a response to West Northamptonshire Council consultations in relation to transport and the highway.
 - a) [Draft West Northamptonshire Local Draft Transport Plan](#) (APPENDIX C)
 - b) [Draft West Northamptonshire Electric Vehicles Infrastructure Plan 2024-2030](#) (APPENDIX D)
 - c) [HMO \(Houses in Multiple Occupation\) Additional Licencing Scheme](#) (APPENDIX E)

PC25/24. S106 / CIL Update

- To receive a verbal update from the Clerk surrounding S106 / CIL monies.

PC26/24. S106 application for Errington Park Path

- To receive an update from the Clerk as to the application to put a path around the perimeter of Errington Park and discuss next steps.



DUSTON PARISH COUNCIL

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Planning Committee Minute
Thursday 25th July 2024 7pm

Chair: Cllr M Ingram

Councillors Present: Liddon, Enright-King

IN ATTENDANCE:

Gary Youens – Clerk

PC10/24. To receive apologies for absence

- Apologies were received from Cllrs Barnes, Liddon and Mumford.

PC11/24. To receive and approve for signature the minutes of the meeting held on Thursday 30th May 2024 (APPENDIX A)

- **RESOLVED:** That the minutes of the meeting held on 30th May 2024 were approved as a true record and duly signed by the Chair.

PC12/24. To receive declarations of interest under the Council's Code of Conduct related to business on the agenda

- Members were reminded of the obligation to declare any interests in items on this agenda, whether pecuniary or otherwise. There were no interests declared.

PC13/24. Public Participation Session

- There were no members of the public present.

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PC14/24. To Discuss Planning Applications Received from the Planning Authority

- **RESOLVED:** That the following Planning Applications were discussed with the following comments agreed:

	Planning Application No	Site Address	Proposal	DPC Comments
a)	2024/2489/FULL	28 Vienne Close Northampton NN5 6HE	Demolish existing garage, two storey side extension	No objection but to comment that it needs to be keeping with the area and the neighbouring trees need to be protected.
b)	2024/3330/FULL	Demolition of a detached garage and the construction of a new two storey, three bedroom dwelling.	2 Chiltern Way, Northampton, NN5 6AR	An overdevelopment in the area. Parking at school drop off and pick up is already a problem at Chiltern Primary School and we are concerned this application could make the situation worse. We are also concerned about potential parking on a junction corner of this proposed new dwelling. We suggest this application is contrary to the following section of Duston Neighbourhood Plan Policy H4 on Small Infill Sites: i - In respect to back land and tandem development in gardens of existing properties, the need to avoid adverse impact on the amenity of neighbouring properties through; loss of privacy, daylight, visual intrusion by a building or structure, car parking, removal of mature vegetation or landscaping and additional traffic resulting from the development.
c)	2024/3359/FULL	Change of use from Dwelling [Use Class C3] to House in multiple occupation [Use Class C4] for 6 occupants	31 Newton Road, Northampton, NN5 6TR	This is out of keeping with the Duston area. HMO in Duston means more parking difficulties, more domestic waste which causes problems on collection day, generally more noise than a family dwelling and is out of keeping

			with the wider Newton Road area. Northampton Town Centre (Castle Ward) is more appropriate for HMOs.
d)	<u>2024/3286/FULL</u>	Proposed first floor side extension with internal alterations	223 Ryeland Road Northampton NN5 6XF
			No comments or observations

PC15/24. DPC Corporate Objectives

- It was discussed whether to renew the Duston Neighbourhood Plan. Creating a Neighbourhood Plan is labour intensive. The new Government is likely to increase house building targets which mean WNC may have to rewrite their draft Local Plan.
- **RESOLVED:**
 - a) The Committee welcomes the DPC Corporate Objectives set by the Council.
 - b) To bring this item back to the next meeting for another discussion.
 - c) The Parish Council should devise a Corporate Plan.

PC16/24. 30mph & 40 mph Speed Limit Proposals Sandy Lane & Sandy Lane Relief Road

- **RESOLVED:** To respond to the Highways consultation with the following
 1. 30mph (not the proposed 40mph) speed limit on the Sandy Lane Relief Road from the A4500 (Weedon Road) to its junction with Berrywood Road and Roaman Road.
 2. 40mph speed limit on Sandy Lane from its 30mph speed limit end at number 40 through to the new link road north of Larkhall Lane
 3. 40mph speed limit n Larkhall Lane from Sandy Lane through to its existing 30mph limit (30mph limit from this point remains unchanged)
 4. 40mph speed limit on New Sandy Lane from Roman Road through to Weggs Farm Road
 5. 30mph speed limit on Roman Road from Sandy Lane through to Nobottle Nursery
 6. 30mph speed limit on the Sandy Lane Link Road and approaches to the link Road

PC17/24. S106 / CIL

- Two applications for S106 funds have been submitted and waiting for a response. No further update.

Meeting closed at 8:07

7 CORPORATE OBJECTIVES



DUSTON PARISH COUNCIL

1. HAVING EXCELLENT COMMUNITY CENTRES

Description

The Council has now for a decade provided three Centres that have served the community of Duston. Duston Sports Centre is managed on behalf of the Council by Trilogy Active. The Council directly manages St Luke's Centre and Duston Community Centre which offer quality room hire at very competitive rates. The objective is to continue to provide facilities that are managed to a good standard, in an efficient, effective and responsive way, at an affordable cost.

2. DELIVER HIGH QUALITY GREEN SPACES

Description

The Council is in the process of taking on more public open space and has also agreed with West Northamptonshire Council to have the freehold of the two allotment sites. It is in the process of building up capacity and expertise when it comes to the management of Parks and Open Spaces. The Council will eventually take on full maintenance of Parks, Open Space and Allotments. The

Council aims to deliver high quality parks & green open spaces in Duston for residents to use and enjoy.

3. A MORE SAFER, SUSTAINABLE AND PLEASANT ENVIRONMENT

Description

The Council has made numerous improvements to the public realm in recent years and is beginning to do this as part of the core services it offers to residents. The Council maintains hanging baskets, planters, monuments (Timken Artwork, Timken Gates & War Memorial) and various street furniture. It also seeks to improve the environment by reducing crime and anti-social behaviour. Within its remit the Council will strive to enhance and protect local biodiversity. The Council encourages and promotes a more safer, sustainable and pleasant in every part of the Parish.

4. PRODUCES AN EVENTS PROGRAMME WHETHER ON ITS OWN OR IN PARTNERSHIP WITH OTHERS

Description

For a long time the Council has delivered community events which has provided local entertainment and information to residents. Most notably the Council has had a summer event which is currently titled "Duston Fun Day" and more recently the Council has put on a "Community Info & Wellness Fair". The Council also does regular Indoor Car Boot Sales and a Christmas Market. This year the Council is doing a Christmas Tree Festival.

5. ADVANCING HEALTH & WELLBEING

Description

The Council aims to maximise community wellbeing in the broadest sense such as playing a role in reducing social isolation and creating opportunities for young people. It is important that the Council works with residents, West Northamptonshire Council and other service providers, businesses and community organisations with the aim of achieving a healthy, prosperous and caring community. As a Parish Council we look beyond the medical models of health care to look at how the community can be energised and supported to tackle the social determinants of health and get involved in improving the wellbeing of their community. The Council has recently adopted a Health & Wellbeing Strategy.

6. ADVOCATING AND PROMOTING DUSTON

Description

The scope of the Parish Council is broader than just the services it directly provides. The Council is there to do what it can to promote all businesses, establishments, services and amenities within the Parish. Celebrate what Duston has to offer. The Council supports local initiatives and organisations that improve the quality of life for its residents in a fair and even handed way. An example of this the Parish Council using its social media platforms to promote Duston Market and has a Grants Application Process. The Council advocates the interests of Duston to others such as Police, Fire & Crime Commissioner and West Northamptonshire Council.

7. BEING A PROFESSIONAL AND COMPETENT COUNCIL

Description

A prudent Council that is responsible with public money and has a strong financial base to meet future and unexpected challenges. With strong financial reserves the Council is less likely to need to borrow in the future. Duston Parish Council is open and transparent with most information published

on the website www.duston-pc.gov.uk Across all aspects area of its working it aims to provide an effective service to residents and strives for improvement. A Council that has good governance in place and meets all the necessary statutory requirements. Delivers good customer service.

Executive Summary

This Local Transport Plan sets out West Northamptonshire Council's priorities for the next five years and beyond for improving how people and goods travel, both within and through the area, based on a clear vision and objectives developed with both internal and external stakeholders.

The Local Transport Plan is a statutory document required by the Government. It helps guide the engagement, planning, design, decision-making, investment, operation, and maintenance of our transport system. That is, the roads, railways, waterways, and walking and cycling paths, and the services, vehicles, goods, and people that move along them.

Intended to replace the 2012 plan of the former Northamptonshire County Council, development of this Local Transport Plan began in 2023 to understand the needs for travel across the local area, taking a collaborative approach centred on delivering for the future of West Northamptonshire.

Our 2045 vision was developed based on best practice in collaboration with internal and external stakeholders, including our local transport stakeholders' group and youth forum:

"West Northamptonshire has moved rapidly to achieve a net zero emissions transport system by 2045. Working together with our communities we have made travel by active modes like walking and cycling the natural first choice for short trips, travel by public transport has become increasingly attractive and accessible, and communities are less dependent on private cars. Our transport system is both safer and cleaner, benefitting our health and the environment, and supporting the access needs of everyone in our community to foster social inclusion and wellbeing. More resilient infrastructure and services increase opportunities for people to live their best lives by facilitating vibrant town and local centres, and a thriving local economy."

This was then expressed through six objectives of what needs to be achieved to realise the vision, grouped across the three themes and supported by a robust evidence base. The three themes and six objectives are:

Connecting People Better

- **Objective 1:** Improve the accessibility of the public transport, walking and cycling networks, to promote a system that is fair and provides attractive travel alternatives to key destinations.
- **Objective 2:** Create thriving communities through local investment in a more resilient transport network, services and the public realm in urban and rural towns and villages across West Northamptonshire.

Shaping Healthier Places

- **Objective 3:** Improving road safety and reducing pollution, while expanding active travel networks and supporting infrastructure that facilitates public health outcomes.
- **Objective 4:** Enhance local environments and further reduce carbon emissions from transport by investing in low carbon and electric modes, without compromising local heritage.

Mobility Enabling Prosperity

- **Objective 5:** Reducing inequalities through better transport connections to key employment and education opportunities, to support local socio-economic growth.
- **Objective 6:** Maximise the benefits to communities and businesses through use of technology and innovation.

Our approach

Informed through engagement with officers, elected councillors and key stakeholders, our approach to planning and delivering transport and travel across, and to and from, West Northamptonshire in this Local Transport Plan is as follows:

- Embodying principles of sustainability – integrating economic, social, environmental, and financial goals rather than solely focussing on a single aim.
- Setting a vision for a future West Northamptonshire and working out how we get there, rather than assuming that past trends simply determine our future.
- Understanding the relationship between travel and accessibility with spatial planning (e.g. the Local Plan) of where housing, jobs, schools, and other key services are provided; and digital and energy connectivity (e.g. being able to access work, education and services remotely, and power our future communities).
- Integrating different forms of travel – providing for safe, seamless, door-to-door journeys and providing a choice of travel options that are attractive, affordable, healthier alternatives to driving.
- Designing and delivering interventions and policies in collaboration with local communities and key stakeholders – planning for people and places and ensuring we understand the local context and the needs of residents, businesses and visitors.
- Preparing for the ‘new’ and the ‘uncertain’, by making sure the travel needs of our existing communities are supported and that we look after and make best use of our existing infrastructure and assets, so that new developments and supporting services and infrastructure can be integrated and enhance local areas.

Local Transport Plan Policies

This approach has led to the creation of the following **16 policies** for this Local Transport Plan which contain a total of **83 specific policy measures**:

- **Policy 1: Sustainable Transport Hierarchy** - This policy provides the approach West Northamptonshire will take going forward when considering different modes of travel and the interchange and integration between them.
- **Policy 2: Connected and Accessible Networks** - This policy seeks to ensure West Northamptonshire benefits from a more efficient and connected transport system consisting of networks across all modes, for all people, and kinds of journey.
- **Policy 3: Improvement Interchanges and Mobility Hubs**- This policy supports better integration between specific modes, routes and services at key strategic locations to create more seamless travel and transfers for journeys involving multiple stages or modes of travel.
- **Policy 4: Bus, Coach and Mass Transit** - This policy drives the protection of existing bus and coach services across the Council area while seeking to improve availability and service levels to increase reliability, uptake and use.
- **Policy 5: Rail Services and Stations** - This policy sets out our ambitions for railway services on existing routes and those under development, as well as existing and new railway stations benefiting West Northamptonshire.

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- **Policy 6: Active Travel Network** - This policy helps unlock the individual and public health benefits available by removing barriers to more people choosing to walk, wheel, cycle, scoot or horse ride for all or part of their journeys
 - **Policy 7: Network Operations and Maintenance** - This policy aids the effective operation of all modes across the Council area and wider region through leading approaches to maintenance of our roads, cycles routes, public rights of way and footpath
 - **Policy 8: Road and Transport Safety** - This policy takes a proactive and integrated approach to avoiding and reducing the actual and perceived impact of motor vehicles, collisions between users and violence on public transport, on the safety and lives of individuals and families
 - **Policy 9: Climate Change Mitigation and Adaptation** - This policy reiterates our goal to achieve net zero by 2045 while ensuring infrastructure and services are resilient against the increased severity and frequency of severe weather events
 - **Policy 10: Biodiversity and Access to Nature** - This policy recognises the inherent value of our natural environment and its benefits to the wider community while seeking to increase biodiversity and individual access to nature
 - **Policy 11: Air and Noise Pollution** - This policy reinforces our commitments to reducing air and noise pollution, particularly in known problem areas where negative impacts on communities are the greatest
 - **Policy 12: Reducing Isolation and Improving Rural Access** - This policy seeks to ensure everyone has access to the benefits of available and affordable transportation options, reducing the negative impacts of dependency on any single mode.
 - **Policy 13: Supporting Business and Freight Movements** - This policy acknowledges the unique transport needs of businesses and supports the more efficient movement of goods as well as the region's leading role in the logistics sector.
 - **Policy 14: Sustainable Developments and Embracing of Technology** - This policy ensures transport planning is fully integrated with land use and development planning, and that all of these are prepared for and can benefit from the latest technologies.
 - **Policy 15: Shared and On-Demand Mobility Options** - This policy sets out how shared and on-demand transport options can best be developed, supported, and monitored to complement fixed route and regular timetabled services.
 - **Policy 16: Community Engagement and Collaboration** - This policy puts communities at the heart of our decision making, giving more opportunities to be involved in the development and operation of transport infrastructure and services.

Proposed Transport Interventions

As part of a detailed option generation and assessment process, undertaken in line with Department for Transport guidance, a range of possible interventions have been considered for inclusion in this Local Transport Plan. That is, projects or changes in transport infrastructure, services or policies and initiatives to better ensure our transport system meets the needs of our community today and into the future.

Through a collaborative approach involving a wide range of internal and external stakeholders, hundreds of possible interventions have been considered. Following a multi-criteria assessment framework process, a total of 135 interventions have been recommended in this Local Transport Plan. The Short Term Implementation Plan in Section 8 looks in more detail that those 64 interventions likely to be undertaken by 2030, with 71 medium and longer term interventions considered in the overall Options Assessment Report included as Appendix C.

Some notable interventions included in this Local Transport Plan are:

- **Bus Service improvements and enhancements** – The programme covering bus priority measures and improving connectivity to serve employment hubs, rural areas and rail stations for a more integrated public transport network. Focus on improving journey time and service reliability, as well as enhancing existing services and infrastructure. Reinforced by the Council's Bus Service Improvement Plan and vision to provide attractive and accessible bus services.
- **Northampton Bus and Coach Station Upgrade and Integration** – An enhanced bus station and coach facility in Northampton town centre to accommodate additional services, provide enhanced amenities for customers, and improved connectivity and wayfinding with Northampton Railway Station.
- **A45 Junction upgrades** – Upgrades at Queen Eleanor Interchange, Brackmills and the Great Billing Interchange form part of the Northampton Growth Management Scheme, a joint project between the Council and National Highways to improve junctions along the A45 between M1 Junction 15 and the Great Billing Interchange. These upgrades will help to resolve network congestion and improve journey reliability.
- **A43 Dualling Phase 3 to Holcot/Sywell Junction** – Following on the delivery of Phase 1 and 2, Phase 3 will contribute to relieved congestion hotspots, reduced journey time delay and improved road safety.
- **Mobility Hubs** – Bring modes together in strategic locations and support frictionless transfers. There are planned interventions to deliver these in Brackley, Daventry, Towcester and Silverstone that help to better integrate existing and planned public transport and active travel networks.
- **Local Cycling and Walking Infrastructure Plans** – A detailed strategic approach to identifying cycling and walking improvements at a local level, benefitting key urban towns and their surrounding areas. A network plan will identify preferred routes and a prioritised programme of infrastructure improvements for future investment.
- **Measures to support decarbonisation of the traffic, bus and freight** – Targeted at reducing emissions from transport, and supporting the transition to electric vehicles, bicycles, vans and low emission buses. These support movements of people and goods, cleaner air quality and will help West Northamptonshire to meet its net zero targets.

Changes since 2012 Northamptonshire Transportation Plan

This Local Transport Plan reflects a range of ongoing activities since the last Local Transport Plan for our area was developed and adopted by the former Northamptonshire County Council in 2012. While core elements have remained similar (such as our teams always seeking funding from new and innovative sources and opportunities), the area, our transport system, and Council have all evolved considerably over the last twelve years.

The following are the most notable changes between the 2012 Northamptonshire Transportation Plan and this Local Transport Plan:

- Focusing policies and interventions on our local area and the need for greater fiscal responsibility following creation of West Northamptonshire Council.
- Far greater consideration of climate change impacts on our transport system such as increased severity and frequency of severe weather.
- Ensuring we are on a pathway to net zero greenhouse gas emissions by 2045 to help avoid even more severe climate related impacts.
- Clearer consideration of cost-of-living pressures and how transport choices can contribute in positive and negative ways.
- Treatment of our transport networks (road, rail, active travel, etc) as a single transport system rather than isolated modes.
- Improved understanding of how access to affordable transport impacts and interacts with individual wellbeing and public health.
- Factoring in major infrastructure decisions by Government and their impacts on our transport system (for example, the cancelling of HS2 Phase 2 and reallocation of funds to local projects through Network North).
- Alignment with the most recent Government policies such as the Transport Decarbonisation Plan, Network North, Bus Back Better, Gear Change (focussing on walking and cycling), and the Plan for Drivers.

Have your say

This draft Local Transport Plan is provided for public consultation during which we are seeking feedback on each of the aspects contained above. The draft Local Transport Plan is accompanied by an Integrated Impact Assessment which includes a Strategic Environmental Assessment (SEA), Habitats Regulation Assessment (HRA), Equalities Impact Assessment (EqIA), and Health Impact Assessment (HIA). These have been developed in conjunction with the Local Transport Plan and assisted in its development.

You can have your say on the draft Plan by completing an [online survey](#).

If you need assistance to complete the online questionnaire, would like a copy of it in another format, or respond via an alternative method our contact details are as follows:

Email: LocalTransportPlan@westnorthants.gov.uk

Telephone: 0300 126 7000

Postal address:

Transport Planning – Draft Local Transport Plan
West Northamptonshire Council
The Guildhall
St Giles' Street
Northampton
NN1 1DE

The closing dates for comments is 23:59 Thursday 17 October 2024.

Next steps

Following the consultation, we will review the feedback received and make any changes or adjustments. The Local Transport Plan will then be placed before Cabinet and Full Council in early 2025 for consideration and formal adoption.

Once adopted, the Local Transport Plan will form the basis of our transport related decision making over the coming years. It will be used to support and improve ongoing activities, shape new activities or initiatives, and guide our work with regional partners such as other local authorities and our sub-national transport body.

There will be a need to periodically update this Local Transport Plan over time as short term policy measures and interventions are delivered and we further understand the transport needs of the Council area.

Duston Parish Council Petty cash count and reconciliation

Jul-24

Per cent	Float	Agreed
20	60.00	
10	10.00	
5	5.00	
2	2.00	
1	3.00	
0.5	1.00	
0.2	0.80	
0.1	0.40	
0.05	0.10	
0.02	0.06	
0.01	0.01	
	<u>82.37</u>	IN TIN
		0.00
		<u>82.37</u> Agreed

In safe

Reconciliation to RBS

Jul-24

In tin b/wd	82.37
Cash received (trf from bankings sheets)	
Trf in from cash takings	
Trf to Facilities float	
Trf in from facilities	
Cash paid out in month	<u>82.37</u>
= Cash in tin	82.37
Balance per RBS	<u>82.37</u>

Petty cash expenses paid

Ref Description £

=====

0.00



**West
Northamptonshire
Council**

West Northamptonshire Electric Vehicles Infrastructure Strategy 2024-2030 Public Consultation Executive Summary

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2. Introduction

The West Northamptonshire Electric Vehicle Infrastructure Strategy (WNEVIS) has been developed to respond to contribute to the national efforts to reduce carbon emissions from the transport sector, which in 2021 accounted for 25% of the UK's total greenhouse gas emissions, equating to 108 MtCO₂e (million metric tons of carbon dioxide equivalent). With cars alone contributing 52% of these emissions, transitioning to electric vehicles (EVs) becomes crucial. EVs can emit up to 43% less CO₂ compared to diesel vehicles, making them pivotal in achieving climate targets.

As of December 2023, approximately 975,000 fully electric cars were registered in the UK, with 315,000 battery-electric cars added that year alone—a growth of 18% from 2022. This surge underscores the growing demand for EVs and highlights the necessity for an expansive network of charging points. Despite this, challenges remain, as 14% of EV drivers lack access to private off-street parking, necessitating accessible public charging solutions.

The UK government aims to scale up public electric car chargers to 300,000 by 2030 to accommodate this growth and support the phase-out of petrol and diesel vehicles by 2035. WNEVIS aligns with these national goals, aiming to ensure equitable access to EV charging infrastructure across West Northamptonshire.

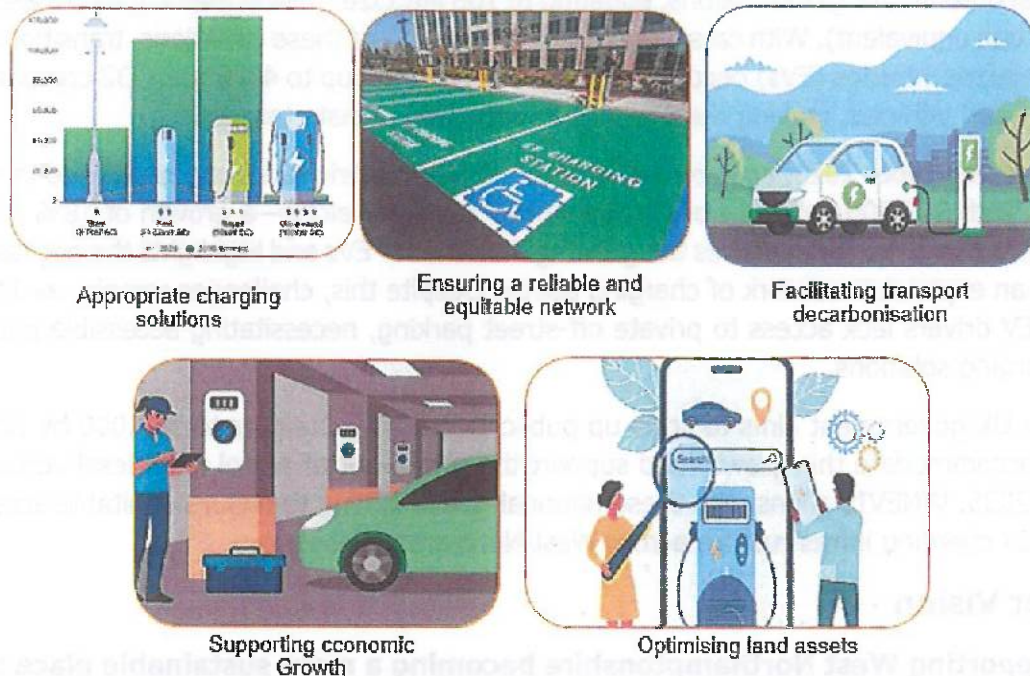
Our Vision

Supporting West Northamptonshire becoming a more sustainable place to live and work through pervasive availability of public EV charging facilities in those places which benefit from them, especially residential streets, with a range of charging speeds, delivered efficiently, meeting the needs of people of different abilities and backgrounds.

3. Objectives

The objectives of the WNEVIS strategy aims to achieve the following in Figure 1.

Figure 1: Key Objectives of EVI Strategy



3.1: To have Appropriate Charging for EVs

Implement a diverse range of charging solutions including on-street chargers, rapid charging stations, destination chargers, and workplace charging, while promoting innovative cost-saving and convenient solutions. Prioritise deploying on-street charging infrastructure in areas with limited off-street parking and collaborate with local businesses and stakeholders to install charging points in strategic locations.

3.2: To ensure Charging Networks are Reliable, Affordable, Accessible, and Maintained

Ensure regular maintenance and upgrades of existing charging infrastructure to guarantee accessibility for all residents, including people with disabilities, support pricing strategies promoting fairness and affordability, and monitor network performance to promptly address issues and minimize downtime.

3.3: To support Transport Decarbonisation Policies

Advocate for supportive policies at national and regional levels, collaborate with government agencies to develop incentives for EV adoption and provision of infrastructure, provide data and insights to inform policy decisions on transport decarbonisation, and engage stakeholders to raise awareness and build consensus on decarbonisation goals.

3.4: To support Economic Growth

Promote job creation through the development and maintenance of charging infrastructure, partner with businesses to stimulate investment in EV-related industries, support the provision of training for workforce development in the EV sector, and foster innovation and entrepreneurship in the electric vehicle ecosystem.

3.5: To Improve and Make Best Use of Land and Assets Available

Utilise existing infrastructure like parking facilities and transport hubs for charging, identify additional suitable land for charging infrastructure deployment, implement land use policies promoting efficient space allocation for EV charging, and collaborate with property owners and developers to integrate charging solutions into new projects.

4. Policies

The policies below will be implemented to provide clear direction for EV adoption and infrastructure development, ensuring consistency, regulatory compliance, and stakeholder engagement across residents, businesses, and government agencies.

4.1. Policy 1: Strategic charging infrastructure network

The Council aims to secure the creation of an EV charging network which meets the needs of the district's residents, businesses, and visitors, and which accelerates the transition to sustainable transportation.

4.2. Policy 2: Equitable and Accessible Charging

The Council seeks to ensure an equitable provision of EV chargers across West Northamptonshire, meeting the diverse needs of people, including the needs of those with relevant disabilities. Community input and stakeholder collaboration will be integral to our strategy, ensuring an accessible and sustainable EV charging network.

4.3. Policy 3: Residential Charging

The Council will seek to enable the purchase and use of EVs by residents of areas with limited ability for residents to provide their own chargers by providing public charging facilities. The focus will be on delivering large numbers of chargers, so that people have choice and confidence that a charger will be available when they need one.

4.4. Policy 4: Charging Hubs and Super Hubs

WNC will develop a plan for charging hubs and super hubs to accommodate increasing EV adoption and the need for enhanced charging infrastructure. WNC will leverage its car parks but also other land – owned by itself or through working with others – to deliver charging hubs in suitable locations across West Northamptonshire.

4.5. Policy 5: Smart Charging

WNC's goal is to seamlessly integrate EV charging with smart energy systems. This holds the promise of delivering tangible benefits to the grid and users, fostering more efficient and flexible charging practices, where charging can be optimised based on factors such as grid demand, energy prices, and renewable energy availability.

4.6. Policy 6: New Development

The Council will seek to ensure that new developments include sufficient EV chargers to meet the likely demand once the vast majority of vehicles are electrically powered.

4.7. Policy 7: Shared Transport

The Council will support development of electric powered shared transport, such as taxis, buses, and trip-sharing arrangements (it has already taken action to support electric taxis and buses).

4.8. Policy 8: Public Intervention and Value for Money

Public intervention is required to accelerate EV deployment in line with the UK's climate targets and to address areas of market failure such as where public EV chargers are needed, but the market cannot provide them.

4.9. Policy 9: Collaboration and engagement

We recognise, delivery of sufficient EV charging across West Northamptonshire is not something the Council can achieve on its own. It will therefore work with local communities, parish councils, other public bodies, and the private sector to maximise opportunities.

4.10. Policy 10: Leading by Example – EV Adoption in Council Sites and Fleets

The Council will use its role as the operator of significant vehicle fleets to support the transition to electrified fleets, including by the provision of EV charging in its depots and places its staff park (both public car parks and any specific car parks).

5. Electric Vehicle Charger Types

West Northamptonshire Electric Vehicle Infrastructure Strategy (WNEVIS) acknowledges that a range of different charging solutions are required for different charging locations to serve the increasing number of electric vehicle owners. Rapid chargers for locations with a short dwell time, fast chargers for destination and workplace charging, and low powered chargers for home and on-street parking will be needed. The upcoming LEVI project will focus on improving on-street charging across the region (for those without private off-street charging possibilities), and we anticipate this accelerated roll out in low powered chargers will increase the public's transition and confidence to adopting EVs.

There are four types of electric vehicle chargers: standard, fast, rapid, and ultra-rapid chargers, each with different charging times as shown in Table 1 below which can serve to specific needs and demands of EV users.

Table 1: EV ChargePoint Categories and Expected Charging Times

Charge point Power	Time to Charge	Users per day	Coverage Areas	Power (kW)	% Charging
Standard	5.5 to 10 hours	2 to 3	Residential areas, workplaces.	3 to 7 kW	0 to 100%
Fast	1 to 5 hours	3 to 4	On-street locations, businesses.	7 to 22 kW	0 to 80%
Rapid	15 minutes to 1 hour	4 to 5	High-traffic areas, long-distance travel.	50 kW to 150 kW	0 to 80%
Ultra-rapid	10 minutes to 1 hour	5 to 6	Major highways, long-distance travel.	150 to 350 kW	0 to 80%

Source: [Nevis, Chargepoint Power](#)

6. Electric Vehicle (EV) Uptake and Infrastructure Planning

The National EV Insights and Support (NEVIS)¹ service tool is provided by Cenex as a resource for the implementation of electric vehicle infrastructure by councils.

With the proposed prohibition of the sale of new petrol and diesel vehicles in the UK by 2035, and similar policies elsewhere, it is anticipated that the makeup of vehicles on the road in the UK will continue to evolve. This shift will occur as more individuals transition to electric vehicles, and the petrol and diesel vehicles sold new prior to the prohibition reach the end of their life cycle.

In 2024, the NEVIS² tool by Cenex projected 22,054 electric vehicles (EVs) in West Northamptonshire, as detailed in Table 2. Tables 3 and 4 forecast increases in overall vehicle uptake by 2030. Specifically, Table 3 outlines projected figures, including 87,000 battery electric vehicles, 24,990 other EVs, and additional conventional vehicles as per NEVIS³. The tables highlight the significant growth expected in EV adoption within the region over the next decade.

Table 2: Status of Electric Vehicle (EV) Uptake in West Northamptonshire as of 2024

Year	Fuel	Number of vehicles
2024	Battery Electric	16,040
2024	Other EV	6,014

Year	Fuel	Number of vehicles
Total		22,054

Source: [Cenex, Current Projections for West Northamptonshire.](#)

Table 3: Forecasted High Uptake for All Vehicles in West Northamptonshire by 2030

Year	Fuel	Number of vehicles
2030	Battery Electric	87,000
2030	Other EV	24,990
2030	Petrol	82,064
2030	Diesel	80,300
2030	Other ICE	3,595
Total		277, 949

Source: [Cenex, Future Projections for West Northamptonshire.](#)

Table 4: Forecasted High Electric Vehicle (EV) uptake in the West Northamptonshire as of 2030.

Year	Fuel	Number of vehicles
2030	Battery Electric	87,000
2030	Other EV	24,990
Total		111,990

Source: [Cenex, Future Projections for West Northamptonshire.](#)

Table 5 outlines the availability of EV charging infrastructure in West Northampton as of Quarter 1 of January 2024. According to CENEX data, there were 238 EV charging sockets installed in the during this year. This indicates the existing infrastructure support for EVs and provides insights into the readiness of the district for accommodating electric vehicle growth.

Table 5: Current Provision of Electric Vehicle (EV) Chargers and Number of Sockets in West Northamptonshire as of Q1, January 1, 2024.

Power	Number of Points
High($\geq 25\text{kW}$)	105
Low($< 25\text{kW}$)	133
Total	238

Source: [Cenex, Current Projections for West Northamptonshire.](#)

For the purposes of this table, high power chargers are greater than or equal to 25kW and low power chargers are those less than 25kW.

As per Cenex, based on March 2024 projections⁴, the forecasted number and types of chargers to be installed in West Northamptonshire amounts to 3,180 Electric Vehicle (EV) Chargepoint sockets. Table 6 illustrates the number of chargers and their types.

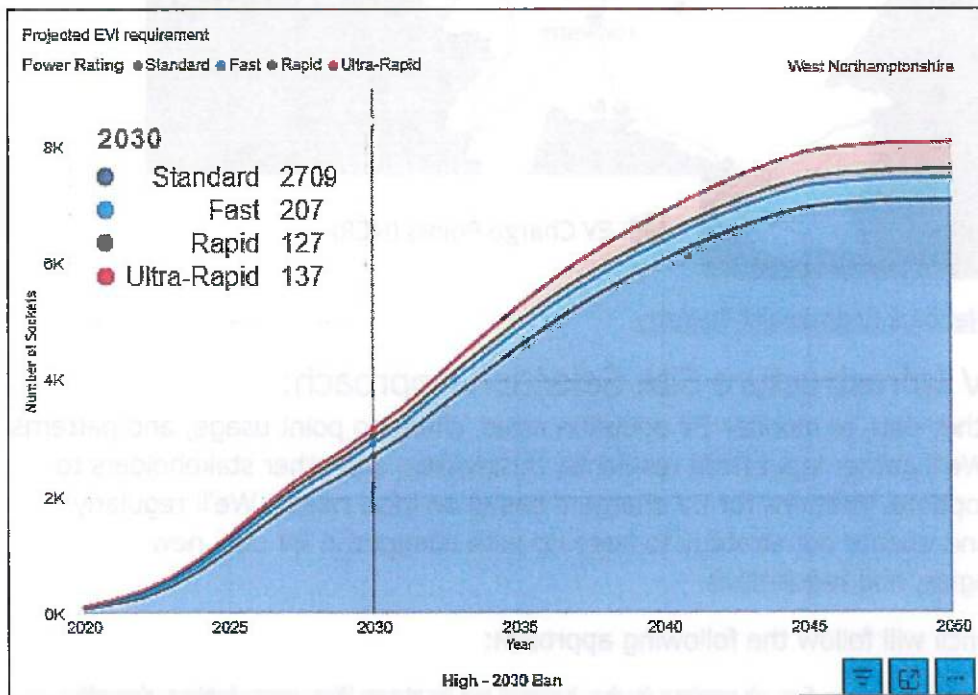
Table 6: Number of Electric Vehicle (EV) Charger Sockets Required by 2030 in West Northamptonshire as of March 2024

Year	Power Rating	Number of Sockets as per NEVIS
2030	Standard	2709
2030	Fast	207
2030	Rapid	127
2030	Ultra-Rapid	137
Total		3180

Source: [Cenex, Future Projections for West Northamptonshire.](#)

The above table is visualised below in Figure 2, displaying the projected Electric Vehicle Infrastructure (EVI) requirement for West Northamptonshire by 2030⁵. This projection will help with developing a solution that accommodates the anticipated growth in electric vehicle adoption within the area.

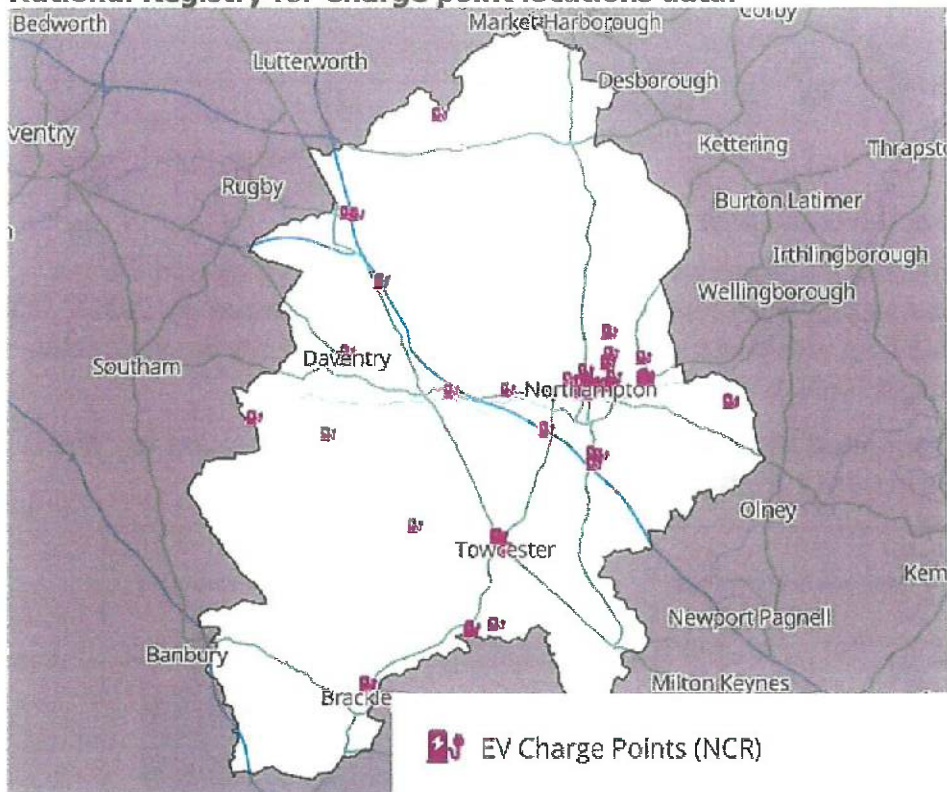
Figure 2: Projected Electric Vehicle infrastructure requirement for West Northamptonshire (2030).



Source: [Cenex, Future Projections for West Northamptonshire.](#)

Figure 3 shows the existing public charge points in West Northamptonshire as of 2024, mapped using Cadence 360 tool⁶ based on National Chargepoint Registry on public electric vehicle Chargepoints in the UK (NCR) data⁷. As it can be deduced from this map, the few existing electric chargers have been installed within the towns with very limited provision in the rural locations.

Figure 3: Existing Charge Points in West Northamptonshire based on National Registry for Charge point locations data.



Source: [National Chargepoint Registry](#)

6.1. EV Infrastructure Site Selection Approach:

We'll gather data to monitor EV adoption rates, charging point usage, and patterns of use. We'll gather input from residents, businesses, and other stakeholders to identify optimal locations for EV chargers based on local needs. We'll regularly review and update our strategy to keep up with changes in EV use, new technologies, and regulations.

The Council will follow the following approach:

- Choose locations for charging hubs based on factors like population density, traffic flow, accessibility, and availability of electricity supplies at reasonable costs.
- Prioritise areas where EV adoption is high or expected to grow, or where large numbers of EVs are anticipated.
- Assess WNC-owned car parks and land for charging hubs.
- Encourage commercial car park owners and housing stock managers to deploy public EV charging infrastructure in safe, accessible spaces with transparent pricing.
- Align with stakeholders on timing for implementation.
- Promote private sector investment in public charging hubs at widely used private sites like train stations, supermarkets, and other commercial venues.

A map shown in Figure 4 displays the potential on-street charging sites in one of West Northamptonshire regions (Daventry) as of 2024. The future potential sites are represented by orange spots on the map. Actual installations will depend on further site evaluations, assessments of electrical capacity, and market interest, which may vary depending on the procurement route.

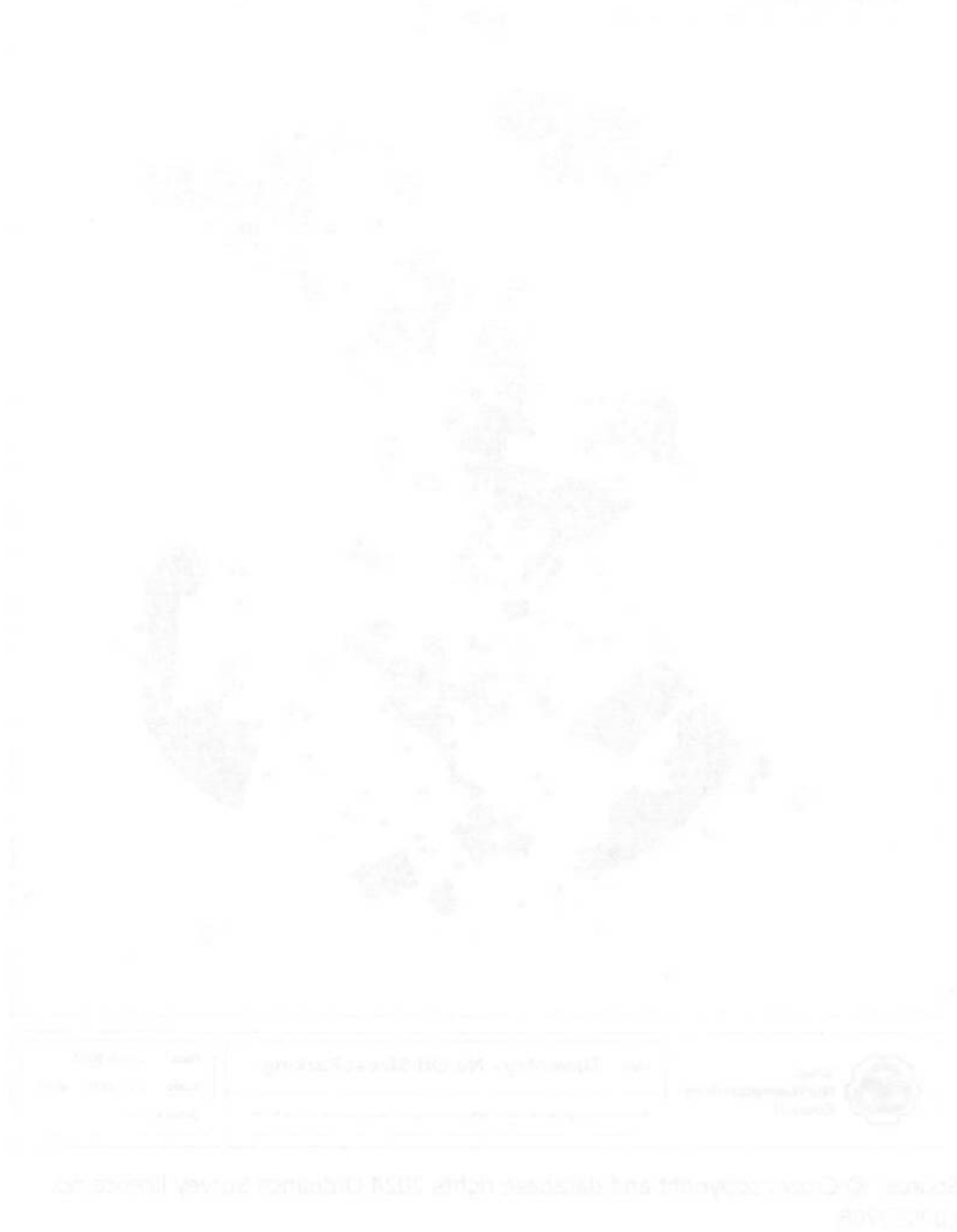


Figure 4 below displays the potential on-street charging sites in one of West Northamptonshire regions (Daventry) as of 2024.



Source: © Crown copyright and database rights 2024 Ordnance Survey licence no. 100063706

7. Strategic Delivery

Our delivery model takes into consideration that:

- WNC will prioritise the necessity of EV charging infrastructure particularly in residential areas without off-street parking.
- The strategy will leverage grant funding, notably the LEVI capital allocation, and utilise council assets to advance EV charging infrastructure.
- Procurement will involve selecting top Chargepoint operators (CPO) to install and manage chargers, leveraging their expertise and economies of scale.
- The Council is exploring partnership and joint venture models for EV charging infrastructure procurement, favouring a concession contract to mitigate technical and commercial risks while leveraging its assets and grants. A structured concession contract model is preferred to ensure transparency and value for money, balancing the interests of the Council, operator, and users.
- Using established procurement frameworks like VCIS (Vehicle Charging Infrastructure Solutions) will streamline processes and ensure compliance.
- Early engagement with suppliers through soft market testing will gather insights and foster innovation in cost-effective charging solutions.
- Ongoing monitoring and reporting will track infrastructure effectiveness and adapt strategies based on evolving EV trends and regulatory developments.

8. Engaging with Communities

WNC will engage residents, businesses, and stakeholders through consultation and feedback mechanisms to ensure alignment with community needs and priorities for EV charging infrastructure. Community engagement will increase transparency, offering opportunities for feedback on preferred charging site locations through initiatives such as the "Register your interest in on-street electric vehicle charging site" on the WNC website to measure the local demand and to expand EV infrastructure across West Northamptonshire.

9. Performance indicators

The performance measures set out in Table 5 will be used to judge progress of the strategy.

Table 5: Performance indicators

Measure	Purpose	Target
Number of EVs Registered	Track the growth in EV registrations, aiming to provide charging infrastructure ahead of projections and demand.	We will meet the demand for 40% of all new vehicle registrations being fully electric or hybrid in 2030. (111,990 out of 277, 949, please see Table 3)
Number of EV Charge points per 100,000 Population	Enhance accessibility by increasing the ratio of EV charge points to population.	Achieve a minimum of 50 EV charge points per 100,000 population by 2030.

Measure	Purpose	Target
Number of EVs Registered per EV Charge point	Ensure improved accessibility by reducing the number of registered EVs per available public EV charge point.	Maintain a ratio of fewer than 30 registered EVs per charge point by 2030
Number of Fast EV Charge points	Increase the number of fast EV charge points available to the public, aligning with the forecasted growth in EV uptake	Achieve a ratio of 1 fast charger per 20 registered EVs by 2030.
Number of Rapid EV Charge points	Expand the availability of rapid EV charge points, focusing on strategic road networks and key transit points.	Achieve a ratio of 1 rapid charger per 50 registered EVs by 2030.

10. Conclusion

Securing widespread EV charging infrastructure is crucial for West Northamptonshire's goal of reaching net zero emissions by 2045 and improving air quality. This strategy supports regional, national, and global environmental efforts by outlining policies to promote EV adoption through strategic infrastructure deployment, collaboration, supportive policies, and public engagement.

11. Glossary

Note on language:

In English, "charge" has different meanings relevant to this document:

- Verb: To make someone pay money for something.
- Verb: To put electric current into a battery to increase the amount of electrical energy it is storing. Typically, this is measured in kilowatts (kW).
- Noun: The amount of electrical energy stored in a battery. Typically, this is measured in kilowatt hours (kWh).

11.1 Appendix A

Term	Definition
Charge point operators (CPOs)	The entity responsible for the operation and management of charging stations, including maintenance, billing, and customer support.
Charge point	A specific outlet or socket within a charging station where an electric vehicle can be connected for charging.
Charging power	The amount of electrical power delivered to an electric vehicle during the charging process, measured in kilowatts (kW).
Charging speed	The rate at which an electric vehicle can be charged, typically measured in kilowatts (kW), or miles of range added, per hour.
Electric vehicle (EV)	A vehicle that is powered by an electric motor and relies on electricity stored in batteries for propulsion.
Fast charging	Charging at a rate of between 8 and 50 kW per hour.
Kilowatt-Hour (kWh)	A unit of energy equivalent to one kilowatt (1 kW) of power expended for one hour.
Net zero	Achieving a balance between greenhouse gas emissions produced and removed from the atmosphere.
Smart charging	A strategy that utilises advanced technologies to optimise charging efficiency, load management, and grid integration.
Ultra-rapid charging	Charging that takes place at 150kW and over.

Term	Definition
VCIS	Vehicle Charging Infrastructure Solutions. It refers to a framework or initiative aimed at developing and managing infrastructure for charging electric vehicles.

11.2 Appendix B: References

- ¹ Cenex. (n.d.). Home - National EV Insight & Support. Retrieved from [Home - National EV Insight & Support | Delivered by Cenex](#)
- ² Cenex. (n.d.). Current Status Report - National EV Insight & Support. Retrieved from [Current Status Report - National EV Insight & Support | Delivered by Cenex](#)
- ³ Cenex. (n.d.). Future Projections Report - National EV Insight & Support. Retrieved from [Future Projections Report - National EV Insight & Support | Delivered by Cenex](#)
- ⁴ Cenex. (n.d.). Future Projections Report - National EV Insight & Support. Retrieved from [Future Projections Report - National EV Insight & Support | Delivered by Cenex](#)
- ⁵ Cenex. (n.d.). Future Projections Report - National EV Insight & Support. Retrieved from [Future Projections Report - National EV Insight & Support | Delivered by Cenex](#)
- ⁶ City Science. (n.d.). Networks - Northamptonshire - Cadence 360. Retrieved from [Networks - Northamptonshire - Cadence 360 \(cityscience.com\)](#)
- ⁷ Department for Transport. (n.d.). NCR - National Chargepoint Registry. Retrieved from [NCR - National Chargepoint Registry \(dft.gov.uk\)](#)

We are proposing to introduce a new Additional Licensing Scheme for houses in multiple occupation (HMOs).

The new scheme will be a continuation of the existing scheme introduced in 2020, but extended to include areas of new development, areas where the level of anti-social behaviour or property conditions indicate that further intervention is necessary, and to bring a closer alignment of the Additional Licensing designation to the Council's Article 4 restrictions under the Town and Country Planning Act.

[More Information: What is a HMO?](#)

Background

In Northampton, as with all other local councils we operate a mandatory licence scheme for HMOs.

We also have an additional licensing scheme that means properties providing accommodation for three or four occupants needs to be licenced. This scheme can only be approved for five years, and the current scheme needs to be reviewed before 31st January 2025.

We are looking to introduce our additional licensing scheme to cover properties that fall within the existing scheme (2020-2025), but also to include further areas to the west and south of Northampton.

The new area is shown in the following map:

An additional licensing scheme will allow us to ensure property standards and management are met which helps us to deal with poorly managed homes that are unsuitable due to disrepair or poor conditions, and poor management amongst other issues. It is known that where other local authorities have introduced additional licensing, they have seen a notable improvement in driving up property standards.

To implement a HMO additional licensing scheme, by law we must consult those likely to be affected and ensure we have sufficient evidence to support the scheme.

What will happen to those that already have a mandatory licence?

The consultation does not affect those properties that provide accommodation for five or more people and are licenced under the mandatory licensing regime. Those properties will remain licenced until the expiry of these current licence, five years from issue, or are renewed, revoked, or the property is sold to new owners. A mandatory HMO licence is not transferrable.

Who do the changes apply to?

The current additional licensing designation runs to the 31st January 2025. Properties that are licenced under the existing scheme will see that their current licences end on the 31st January 2025. This consultation is to seek views on the implementation of a new additional licensing scheme for a further five years.

The powers regarding additional licensing can be viewed by visiting: [Housing Act 2004](#).

The law allows the Council to designate all or part of its area to be subject to additional licensing where:

- A significant proportion of the small HMOs (three and four occupiers) are being managed sufficiently ineffective as to give rise to problems for those occupying the HMOs or for members of the public,
- The problems being considered include empty properties, anti-social behaviour, property management, property standards.

This has to be supported by evidence.

The evidence

What is the information going to be used for?

Before making a designation to Council must consult with those likely to be affected by the designation and take into consideration any representations that are in line with the consultation and not withdrawn.

How to have your say

We are seeking responses from those operating HMOs, tenants, anyone that lives close to a HMO, and members of the public or anyone with an interest.

You can have your say by taking the online survey using the 'Give us your views' link at the bottom of this page.

If you need assistance to complete the online questionnaire, would like a copy of it in another format, our contact details are as follows:

Email address: HMOLicensingConsultation.NBC@westnorthants.gov.uk

Postal address:

- HMO Licensing Consultation - Private Sector Housing
- West Northamptonshire Council
- The Guildhall
- St Giles' Street
- Northampton
- NN1 1DE

This consultation ends 23:59 Monday 7 October 2024.

What happens next?

Following the close of the consultation the Council will consider all the feedback.

A report will be presented to the Council's Cabinet in November 2024, when they (the Cabinet) will be asked to either approve or refuse the designation of the proposed, or a slightly amended proposal, for additional licensing for a further five years.

If approved, the Council will issue a further formal notice confirming the designation of additional HMO licensing. Information will also be updated on the [Council's website](#).