



## DUSTON PARISH COUNCIL

Parish Office  
Duston Community Centre  
Pendle Road  
NORTHAMPTON  
NN5 6DT

Tel: 01604 583626  
Email: [office@duston-pc.gov.uk](mailto:office@duston-pc.gov.uk)  
Web: [www.duston-pc.gov.uk](http://www.duston-pc.gov.uk)  
Twitter: @Duston\_PC  
Facebook: @DustonPC

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### PLANNING COMMITTEE

Cllr Mike Ingram (Chair), Cllr Mike Pepper (Vice-Chair)  
Cllr Sandie Maitland, Cllr Ken Clarke,  
Cllr David Huffadine-Smith, Cllr Shaun Pape

13<sup>th</sup> September 2019

Dear Councillor,

You are hereby summoned to a meeting of Duston Parish Council in Duston Community Centre, Pendle Road, Duston, NN5 6DT on **Thursday 19<sup>th</sup> September 2019 6:30pm** when the following business will be transacted.

### **AGENDA**

**18.To receive apologies for absence**

**19.To receive and approve the minutes of the meeting held on Thursday 15<sup>th</sup> August 2019 -(APPENDIX A)**

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

**21. Public participation session** (Persons wishing to address Council may register their intention to do so at the above address by telephone or email by 12 noon on the day of the meeting and may speak for a maximum of 3 minutes).

## 22. Planning Applications

22(a)

N/2019/1060, 503 Harlestone Road Northampton, NN5 6NX

Single storey rear extension

22(b)

N/2019/1126, Telephone Call Box Opp Weggs Farm Road, Northampton

British Telecom Proposed removal of public phone box consultation

22(c)

N/2019/1131, Telephone Kiosk, Harlestone Road, Northampton

British Telecom Proposed removal of public phone box consultation

22(d)

N/2019/1132, Telephone Kiosk, Chiltern Avenue, Northampton

British Telecom Proposed removal of public phone box consultation

22(e)

N/2019/1087, 77 Duston Wildes Northampton, Northamptonshire NN5 6NR

Two storey side extension together with new porch and alterations

## 23. Section 106 Money

- To discuss outstanding S106 from previous developments.

## 24. Planning Consultations

17(a)

West Northamptonshire Strategic Plan Issues (APPENDIX C)

17(b)

Houses In Multiple Occupation Supplementary Planning Document (APPENDIX D)

17(c)

Draft Supplementary Planning Document Parking Standards July 2019 (APPENDIX E)

**Justin Gleich**  
***Signed on original***  
**Clerk to Duston Parish Council**





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**PLANNING COMMITTEE**

**MINUTES 15<sup>th</sup> AUGUST 2019**

CHAIRMAN OF COMMITTEE: Cllr Pepper, in the Chair

PRESENT: Cllrs Maitland, Pape, Huffadine-Smith

IN ATTENDANCE:

Gary Youens – Deputy Parish Clerk

**11. To receive apologies for absence**

Cllrs Ingram, Clarke

**12. To receive and approve the minutes of the meeting held on 18<sup>th</sup> July 2019 -**

It was RESOLVED:

- Approve the minutes of the previous meeting and the Chairman authorised to sign the same (APPENDIX A).

**13. To receive declarations of interest under the Council's Code of Conduct related to business on the agenda**

None

#### 14. Public participation session

None

#### 15. Planning applications

15(a)

N/2019/0559, 551 Harlestone Road, Duston, NN5 6NX  
Installation of dropped kerb and crossover

It was RESOLVED:

Duston Parish Council has no comment or objection on this application.

15(b)

N/2019/0936, 10 Castle Close, Duston, NN5 6LZ  
Single Storey extension together with new roof over existing conservatory to rear

It was RESOLVED:

Duston Parish Council has no comment or objection on this application.

#### 16. Right of Way Order 2019

It was RESOLVED:

Between Points A and B there needs to be a public right of way but also wide enough to allow for vehicle access to those relevant properties. After point B it can just be a public footpath.

#### 17. Planning Consultations

It was RESOLVED:

To defer Items 17(a), 17(b) and 17(c) to the next the Planning Committee Meeting in September.

**N/2019/1060**

**503 Harlestone Road  
Northampton, NN5 6NX**

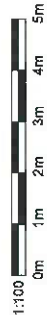
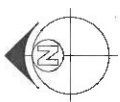
**Single storey rear  
extension**







Location Plan 1:1250  
 Ordnance Survey (c) Crown Copyright 2019. All rights reserved. Licence number 100022482



**PLEASE NOTE THAT ALL DIMENSIONS ARE TO BE CHECKED ON SITE PRIOR TO COMMENCEMENT OF WORKS**

**Proposed Block Plan 1:500**

AA  
 Avenue Architectural Design Ltd  
 503 Harlestone Road, Northampton  
 NN5 6NX  
 Telephone 01604 664 910  
 info@aveadep.co.uk

**Avenue Architectural Design Ltd**



**Site Location & Block Plan**  
 A18 - 045 - 002  
 Scale 1:1250, 500 @ A3

**Kevin Westley**  
 503 Harlestone Road, Northampton  
 NN5 6NX

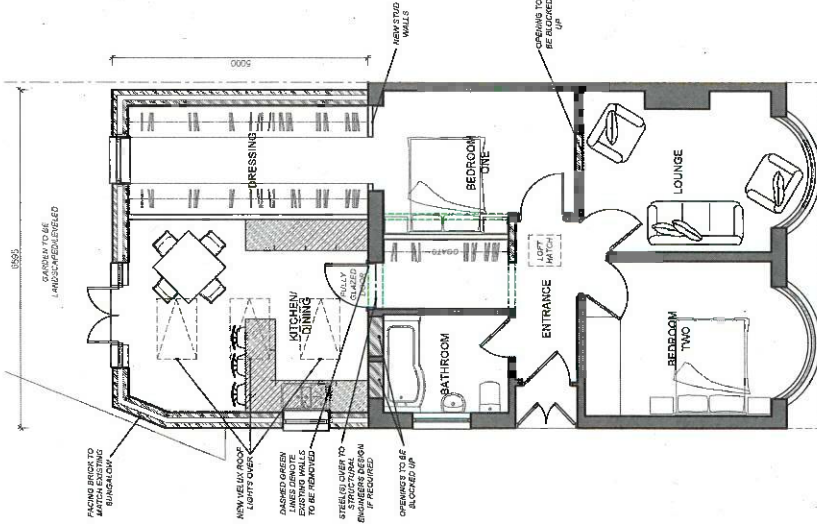
The contractor is to comply with all current Building Legislation whether or not specifically stated on this drawing. This drawing must be read and checked against all relevant Engineer drawings and all other specialist information provided. ANY DISCREPANCIES TO BE REPORTED TO AVENUE Avenue Architectural Design Limited Company Number 11716821

Planning proposals are for illustrative purposes only and are such as are subject to detailed site investigation. Planning proposals may be based on enlargements of OS Sheets and estimations of existing site features and will therefore need to be verified by a site survey. Do not scale. Only figured dimensions to be worked to. No is to check and verify ALL dimensions and levels prior to work commencing.





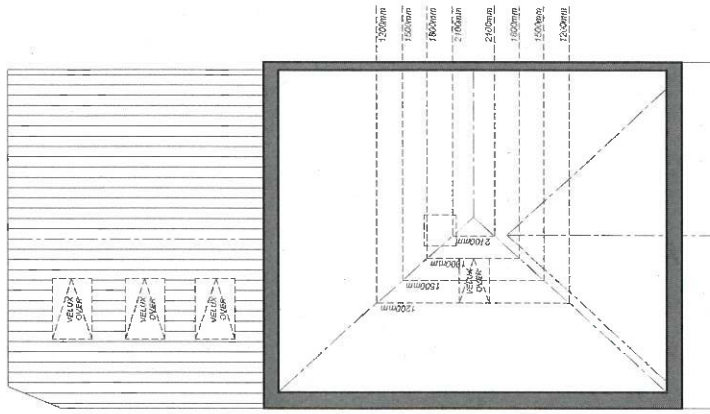




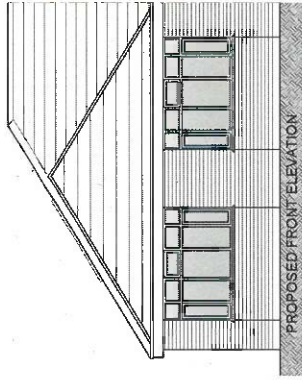
PROPOSED  
GROUND FLOOR PLAN  
INTERNAL AREA - 79 SQM  
(850.34 SQFT)



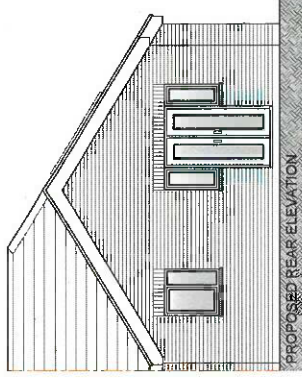
PLEASE NOTE THAT ALL DIMENSIONS ARE  
TO BE CHECKED ON SITE PRIOR TO  
STARTING ANY WORK



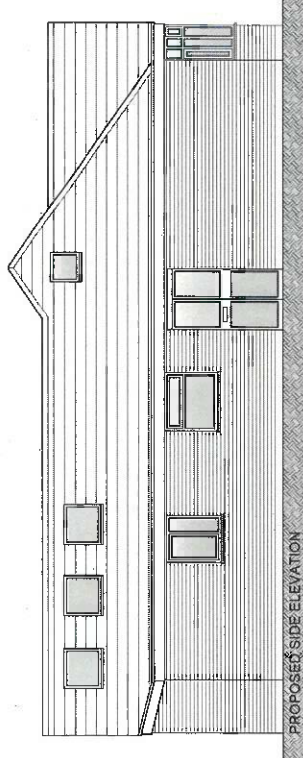
PROPOSED  
ROOF PLAN  
INTERNAL AREA - 16.67 SQM  
(179.43 SQFT)



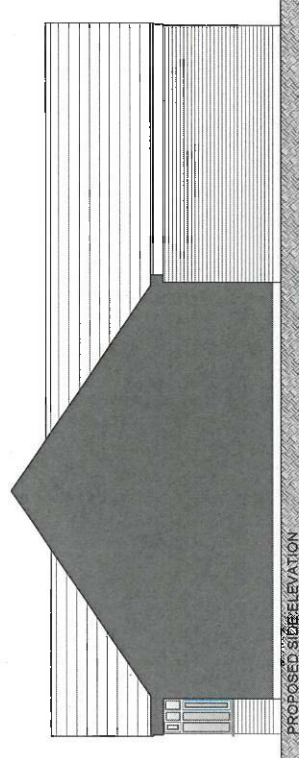
PROPOSED FRONT ELEVATION



PROPOSED REAR ELEVATION



PROPOSED SIDE ELEVATION



PROPOSED SIDE ELEVATION

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The contractor to comply with all current Building Legislation whether or not specifically stated on this drawing. This drawing must be read with and checked against all relevant Engineers drawings and all other applicable information provided. ARCHITECTURAL DESIGN LTD AMBERLEY, Avenue Architecture Designs Limited Company Number 11778923

Kevin Westley  
503 Hatlestone Road, Northampton  
NN5 6NX

Proposed Plans & Elevations  
A18 - 045 - 003 Rev B  
Scale 1:100 @ A3



084 0044 0444, 32-38  
Sawfield Road, 21, Fosse  
Northampton, NN5 5JH  
Telephone 0300 494 946  
aave@avea.co.uk



Householder Application for Planning Permission for works or extension to a dwelling.  
Town and Country Planning Act 1990

**Publication of applications on planning authority websites.**

Please note that the information provided on this application form and in supporting documents may be published on the Authority's website. If you require any further clarification, please contact the Authority's planning department.

**1. Site Address**

Number	503
Suffix	
Property name	
Address line 1	Harlestone Road
Address line 2	
Address line 3	
Town/city	Northampton
Postcode	NN5 6NX

Description of site location must be completed if postcode is not known:

Easting (x)	471892
Northing (y)	262705
Description	

**2. Applicant Details**

Title	
First name	
Surname	Westley
Company name	
Address line 1	503, Harlestone Road
Address line 2	
Address line 3	
Town/city	Northampton
Country	

## 2. Applicant Details

Postcode	NN5 6NX
Primary number	
Secondary number	
Fax number	
Email address	

Are you an agent acting on behalf of the applicant?

Yes  No

## 3. Agent Details

Title	Mrs
First name	Susan
Surname	Allen
Company name	Avenue Architectural Design Ltd
Address line 1	Old Church Chambers
Address line 2	23-24 Sandhills Road
Address line 3	St James
Town/city	Northampton
Country	uk
Postcode	NN5 5LH
Primary number	01604684986
Secondary number	07834545423
Fax number	
Email	susan@aadesign.ltd

## 4. Description of Proposed Works

Please describe the proposed works:

Single storey rear extension

Has the work already been started without consent?

Yes  No

## 5. Materials

Does the proposed development require any materials to be used?

Yes  No

Please provide a description of existing and proposed materials and finishes to be used (including type, colour and name for each material):

Walls	
Description of existing materials and finishes (optional):	Brick
Description of proposed materials and finishes:	To match existing



## 5. Materials

Roof	
Description of existing materials and finishes (optional):	Tiled roof
Description of proposed materials and finishes:	To match existing

Are you supplying additional information on submitted plans, drawings or a design and access statement?  Yes  No

If Yes, please state references for the plans, drawings and/or design and access statement

A19-045 001 Site Location and Block Plan  
A19-045 002 Existing plans and elevations  
A19-045 003 Rev A Proposed Plans and Elevations  
A19-045 CIL

## 6. Trees and Hedges

Are there any trees or hedges on your own property or on adjoining properties which are within falling distance of your proposed development?  Yes  No

Will any trees or hedges need to be removed or pruned in order to carry out your proposal?  Yes  No

## 7. Pedestrian and Vehicle Access, Roads and Rights of Way

Is a new or altered vehicle access proposed to or from the public highway?  Yes  No

Is a new or altered pedestrian access proposed to or from the public highway?  Yes  No

Do the proposals require any diversions, extinguishment and/or creation of public rights of way?  Yes  No

## 8. Parking

Will the proposed works affect existing car parking arrangements?  Yes  No

## 9. Site Visit

Can the site be seen from a public road, public footpath, bridleway or other public land?  Yes  No

If the planning authority needs to make an appointment to carry out a site visit, whom should they contact?

- The agent
- The applicant
- Other person

## 10. Pre-application Advice

Has assistance or prior advice been sought from the local authority about this application?  Yes  No

## 11. Authority Employee/Member

With respect to the Authority, is the applicant and/or agent one of the following:

- (a) a member of staff
- (b) an elected member
- (c) related to a member of staff
- (d) related to an elected member

### 11. Authority Employee/Member

It is an important principle of decision-making that the process is open and transparent.

Yes  No

For the purposes of this question, "related to" means related, by birth or otherwise, closely enough that a fair-minded and informed observer, having considered the facts, would conclude that there was bias on the part of the decision-maker in the Local Planning Authority.

Do any of the above statements apply?

### 12. Ownership Certificates and Agricultural Land Declaration

**CERTIFICATE OF OWNERSHIP - CERTIFICATE A - Town and Country Planning (Development Management Procedure) (England) Order 2015 Certificate under Article 14**

I certify/The applicant certifies that on the day 21 days before the date of this application nobody except myself/the applicant was the owner\* of any part of the land or building to which the application relates, and that none of the land to which the application relates is, or is part of, an agricultural holding\*\*

\* 'owner' is a person with a freehold interest or leasehold interest with at least 7 years left to run. \*\* 'agricultural holding' has the meaning given by reference to the definition of 'agricultural tenant' in section 65(8) of the Act.

**NOTE: You should sign Certificate B, C or D, as appropriate, if you are the sole owner of the land or building to which the application relates but the land is, or is part of, an agricultural holding.**

Person role

- The applicant  
 The agent

Title

First name

Surname

Declaration date (DD/MM/YYYY)

Declaration made

### 13. Declaration

I/we hereby apply for planning permission/consent as described in this form and the accompanying plans/drawings and additional information. I/we confirm that, to the best of my/our knowledge, any facts stated are true and accurate and any opinions given are the genuine opinions of the person(s) giving them.

Date (cannot be pre-application)

## Community Infrastructure Levy (CIL) - Determining whether a Development may be CIL Liable Planning Application Additional Information Requirement form

Following the introduction of the Community Infrastructure Levy (CIL) all applicants for full planning permission, including householder applications and reserved matters following an outline planning permission, and applicants for lawful development certificates are required to provide the following information. **Please read the associated Guidance Notes before you complete the form. Notes on the questions are provided at [https://ecab.planningportal.co.uk/uploads/1app/cil\\_guidance.pdf](https://ecab.planningportal.co.uk/uploads/1app/cil_guidance.pdf)**

Please complete the form using block capitals and black ink and send to the Charging Authority (or Collecting Authority if this differs from the Charging Authority).

See [Planning Practice Guidance for CIL](#) for guidance on CIL generally, including exemption or relief.

### Privacy Notice

This form is provided by Planning Portal and based on the requirements provided by Government for the sole purpose of submitting information to a Local Authority in accordance with the 'The Community Infrastructure Levy Regulations 2010 (as amended)'.

Please be aware that once you have downloaded this form, Planning Portal will have no access to the form or the data you enter into it (unless you choose to upload it to any Planning Portal online service in agreement with the relevant terms and conditions). Any subsequent use of this form is solely at your discretion, including the choice to complete and submit it to a Local Authority with the declaration section.

Upon receipt of this form and any supporting information, it is the responsibility of the Local Authority to inform you of its obligations in regards to the processing of this information. Please refer to its website for further information on any legal, regulatory and commercial requirements relating to information security and data protection of the information you have provided.

### 1. Application Details

Applicant or Agent Name:

Avenue Architectural Design Ltd

Planning Portal Reference (if applicable):

Local authority planning application number (if allocated):

Site Address:

503 Harlestone Road, Northampton NN5 6NX

Description of development:

Single storey rear extension

Does the application relate to minor material changes to an existing planning permission (is it a Section 73 application)?

Yes

Please enter the application number:

No

If yes, please go to **Question 3**. If no, please continue to **Question 2**.

## 2. Liability for CIL

Does your development include:

a) New build floorspace (including extensions and replacement) of 100 sq ms or above?

Yes  No

b) Proposals for one or more new dwellings (including residential annexes) either through new build or conversion (except the conversion of a single dwelling house into two or more separate dwellings with no additional floorspace)?

Yes  No

c) None of the above

Yes  No

If you answered yes to either a), or b) please go to **Question 4**.

If you answered yes to c), please go to **8. Declaration** at the end of the form.

## 3. Applications for Minor Material Changes to an Existing Planning Permission

a) Does this application involve a change in the amount or use of new build floorspace, where the total floorspace, including that previously granted planning permission, is over 100 sq m?

Yes  No

b) Does this application involve a change in the amount of floorspace where one or more new dwellings (including residential annexes) are proposed, either through new build or conversion (except the conversion of a single dwelling house into two or more separate dwellings with no additional floorspace)?

Yes  No

If you answered yes to either a), or b) please go to **Question 4**.

If you answered no to both a) and b), please go to **8. Declaration** at the end of the form.

## 4. Exemption or Relief

a) Is the site owned by a charity where the development will be wholly or mainly for charitable purposes, and the development will be either occupied by or under the control of a charitable institution?

Yes  No

b) Does the proposed development include affordable housing which qualifies for mandatory or discretionary Social Housing relief?

Yes  No

If you answered yes to a) or b), please note that you will need to complete and have agreed CIL Form 2 - 'Claiming Exemption or Relief', and submitted a Commencement (of development) Notice to the Charging/Collecting Authority, which the Authority must receive prior to the commencement of your development, in order to benefit from relief from the levy. You will also need to complete CIL Form 2 if you think you are eligible for discretionary charitable relief, or exceptional circumstances relief, if this is available in your area. Please check the Charging Authority's website for details. CIL Form 2 is available from [www.planningportal.co.uk/cil](http://www.planningportal.co.uk/cil)

c) Do you wish to claim a self build exemption for a whole new home?

Yes  No

If you have answered yes to c) please also complete a CIL Form 7- 'Self Build Exemption Claim Form: Part 1' available from [www.planningportal.co.uk/cil](http://www.planningportal.co.uk/cil) . Please note you will need to complete and have agreed CIL Form 7, and submitted a Commencement (of development) Notice to the Charging/Collecting Authority, which the Authority must receive prior to the commencement of your development, in order to benefit from relief from the levy.

d) Do you wish to claim a self build exemption for a residential annex or extension?

Yes  No

If you have answered yes to d) please also complete either CIL Form 8 -'Self Build Residential Annex Exemption Claim Form' or CIL Form 9 -'Self Build Extension Exemption Claim Form' available from [www.planningportal.co.uk/cil](http://www.planningportal.co.uk/cil) . Please note you will need to have completed and agreed either CIL Form 8 or 9, as appropriate, and submitted a Commencement (of development) Notice to the Charging/Collecting Authority, which the Authority, if in respect of a residential annex, must receive prior to the commencement of your development , in order to benefit from relief from the levy

### 5. Reserved Matters Applications

Does this application relate to details or reserved matters pursuant to an application that was granted planning permission prior to the introduction of the CIL charge in the relevant local authority area?

Yes

Please enter the application number:

No

If you answered yes, please go to 8. Declaration at the end of the form.

If you answered no, please continue to complete the form.

### 6. Proposed New Floorspace

a) Does your application involve new residential floorspace (including new dwellings, extensions, conversions/changes of use, garages, basements or any other buildings ancillary to residential use)?

N.B. conversion of a single dwelling house into two or more separate dwellings (without extending them) is NOT liable for CIL. If this is the sole purpose of your development proposal, answer 'no' to Question 2b and go straight to the declaration at Question 8.

Yes

No

If yes, please complete the table in section 6c) below, providing the requested information, including the floorspace relating to new dwellings, extensions, conversions, garages or any other buildings ancillary to residential use.

b) Does your application involve new non-residential floorspace?

Yes

No

If yes, please complete the table in section 6c) below, using the information provided for Question 18 on your planning application form.

c) Proposed floorspace:

Development type	(i) Existing gross internal floorspace (square metres)	(ii) Gross internal floorspace to be lost by change of use or demolition (square metres)	(iii) Total gross internal floorspace proposed (including change of use, basements, and ancillary buildings) (square metres)	(iv) Net additional gross internal floorspace following development (square metres) (iv) = (iii) - (ii)
Market Housing (if known)				
Social Housing, including shared ownership housing (if known)				
Total residential floorspace				
Total non-residential floorspace				
Total floorspace				

### 7. Existing Buildings

a) How many existing buildings on the site will be retained, demolished or partially demolished as part of the development proposed?

Number of buildings:

b) Please state for each existing building/part of an existing building that is to be retained or demolished, the gross internal floorspace that is to be retained and/or demolished and whether all or part of each building has been in use for a continuous period of at least six months within the past thirty six months. Any existing buildings into which people do not usually go or only go into intermittently for the purposes of inspecting or maintaining plant or machinery, or which were granted temporary planning permission should not be included here, but should be included in the table in question 7c).

### 7. Existing Buildings continued

	Brief description of existing building/part of existing building to be retained or demolished.	Gross internal area (sq ms) to be retained.	Proposed use of retained floorspace.	Gross internal area (sq ms) to be demolished.	Was the building or part of the building occupied for its lawful use for 6 continuous months of the 36 previous months (excluding temporary permissions)?		When was the building last occupied for its lawful use? Please enter the date (dd/mm/yyyy) or tick still in use.
					Yes <input type="checkbox"/>	No <input type="checkbox"/>	
1					Yes <input type="checkbox"/>	No <input type="checkbox"/>	Date: <input type="text"/> or Still in use: <input type="checkbox"/>
2					Yes <input type="checkbox"/>	No <input type="checkbox"/>	Date: <input type="text"/> or Still in use: <input type="checkbox"/>
3					Yes <input type="checkbox"/>	No <input type="checkbox"/>	Date: <input type="text"/> or Still in use: <input type="checkbox"/>
4					Yes <input type="checkbox"/>	No <input type="checkbox"/>	Date: <input type="text"/> or Still in use: <input type="checkbox"/>
Total floorspace							

c) Does your proposal include the retention, demolition or partial demolition of any whole buildings into which people do not usually go or only go into intermittently for the purposes of inspecting or maintaining plant or machinery, or which were granted planning permission for a temporary period? If yes, please complete the following table:

	Brief description of existing building (as per above description) to be retained or demolished.	Gross internal area (sq ms) to be retained	Proposed use of retained floorspace	Gross internal area (sq ms) to be demolished
1				
2				
3				
4				
Total floorspace into which people do not normally go, only go intermittently to inspect or maintain plant or machinery, or which was granted temporary planning permission				

d) If your development involves the conversion of an existing building, will you be creating a new mezzanine floor within the existing building? Yes  No

e) If Yes, how much of the gross internal floorspace proposed will be created by the mezzanine floor (sq ms)?

Use	Mezzanine floorspace (sq ms)

## 8. Declaration

I/we confirm that the details given are correct.

Name:

Kevin Westley - C/O Avenue Architectural Design Ltd - Susan Allen

Date (DD/MM/YYYY). Date cannot be pre-application:

19.08.2019

It is an offence for a person to knowingly or recklessly supply information which is false or misleading in a material respect to a collecting or charging authority in response to a requirement under the Community Infrastructure Levy Regulations (2010) as amended (regulation 110, SI 2010/948). A person guilty of an offence under this regulation may face unlimited fines, two years imprisonment, or both.

For local authority use only

App. No:





# PLANNING CONSULTATION LIST

<b>Application Reference</b>	N/2019/1060
<b>Location</b>	503 Harlestone Road Northampton NN5 6NX
<b>Proposal</b>	Single storey rear extension

<b>Consultees</b>			
Name	Type	Sent Date	Expiry
Duston Parish Council	Consultation	02/09/2019	23/09/2019
Cllr John Caswell	Consultation	02/09/2019	23/09/2019
Cllr Matthew Golby	Consultation	02/09/2019	23/09/2019
Duston Parish Council - Neighbourhood Forum	Consultation	02/09/2019	23/09/2019

**Overall Consult Expiry Date: 23 September 2019**

**Overall Re-Consults Expiry Date:**

# Neighbours

Address	Sent Date	Expiry Date	Re-Consult Sent Date	Re-Consult Expiry Date
499 Harlestone Road Northampton NN5 6NX	02/09/2019	23/09/2019		
501 Harlestone Road Northampton NN5 6NX	02/09/2019	23/09/2019		

**Overall Neighbour Expiry Date: 23 September 2019**

**Overall Neighbour Re-Consults Expiry Date:**

**N/2019/1126**

**Telephone Call Box Opp  
Beaune Close, Weggs  
Farm Road, Northampton**

**British Telecom Proposed  
removal of public phone  
box consultation**





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

**Our Ref:** N/2019/1126  
**Contact:** Kanchan Sharma  
**Telephone No:** 0300 330 7000 Option 6  
**Email:** [planning@northampton.gov.uk](mailto:planning@northampton.gov.uk)  
**Date:** 5 September 2019

Dear Sir/Madam

**Proposal: Removal of BT phone boxes**  
**Location: Telephone Call Box Opp Beaune Close , Weggs Farm Road, Northampton**

Dear Sir/Madam,

We are in receipt of the above notification from British Telecom for the removal of phone box at the above location and would be grateful for any observations which you may wish to make. They should reach the Planning Service no later than 21 days from the date of this email.

Please follow the link below in order to view additional information regarding this proposal. Insert reference **N/2019/1126** into the Application Number search box and click submit. Please note, only this one box needs to be filled in, and it can take up to 2 hours to appear online from the time of this email being sent to you.

<http://planning.northamptonboroughcouncil.com/planning>

Please send your response to [planning@northampton.gov.uk](mailto:planning@northampton.gov.uk)

If no comments are received within this period it will be assumed that you have no observations to make.

Yours faithfully

K.S.

**Kanchan Sharma**  
**Planning Officer**  
**Regeneration, Enterprise & Planning**



Cllr John Caswell  
New Duston Ward Councillor

**Our Ref:** N/2019/1126  
**Contact:** Kanchan Sharma  
**Telephone No:** 0300 330 7000 Option 6  
**Email:** [planning@northampton.gov.uk](mailto:planning@northampton.gov.uk)  
**Date:** 5 September 2019

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Please follow the link below in order to view additional information regarding this proposal. Insert reference **N/2019/1126** into the Application Number search box and click submit. Please note, only this one box needs to be filled in, and it can take up to 2 hours to appear online from the time of this email being sent to you.

<http://planning.northamptonboroughcouncil.com/planning>

Please send your response to [planning@northampton.gov.uk](mailto:planning@northampton.gov.uk)

If no comments are received within this period it will be assumed that you have no observations to make.

Yours faithfully

K.S.

**Kanchan Sharma**  
**Planning Officer**  
**Regeneration, Enterprise & Planning**

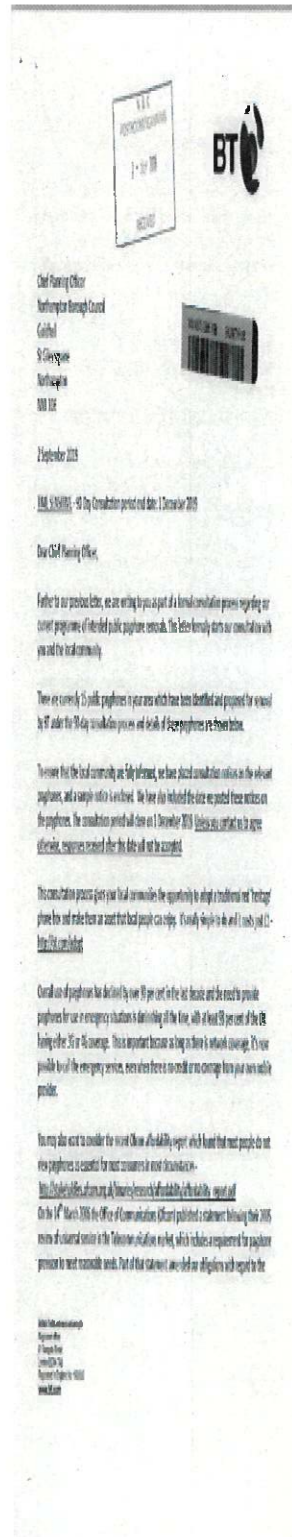


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# Application Correspondence - 04/09/2019

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**N/2019/1131**

**Telephone Kiosk  
Harlestone Road,  
Northampton**

**British Telecom Proposed  
removal of public phone  
box consultation**





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

**Our Ref:** N/2019/1131  
**Contact:** Kanchan Sharma  
**Telephone No:** 0300 330 7000 Option 6  
**Email:** [planning@northampton.gov.uk](mailto:planning@northampton.gov.uk)  
**Date:** 5 September 2019

Dear Sir/Madam

**Proposal: Removal of BT phone boxes**  
**Location: Telephone Kiosk 752794 , Harlestone Road, Northampton**

Dear Sir/Madam,

We are in receipt of the above notification from British Telecom for the removal of phone box at the above location and would be grateful for any observations which you may wish to make. They should reach the Planning Service no later than 21 days from the date of this email.

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**Kanchan Sharma**  
**Planning Officer**  
**Regeneration, Enterprise & Planning**



Cllr John Caswell  
New Duston Ward Councillor

**Our Ref:** N/2019/1131  
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**Kanchan Sharma**  
**Planning Officer**  
**Regeneration, Enterprise & Planning**



Cllr Matthew Golby  
New Duston Ward Councillor

**Our Ref:** N/2019/1131  
**Contact:** Kanchan Sharma  
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**Kanchan Sharma**  
**Planning Officer**  
**Regeneration, Enterprise & Planning**



Duston Parish Council - Neighbourhood Forum  
Duston Parish Council - Neighbourhood Forum  
Duston Community Centre  
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Duston  
Northampton NN5 6DT

**Our Ref:** N/2019/1131  
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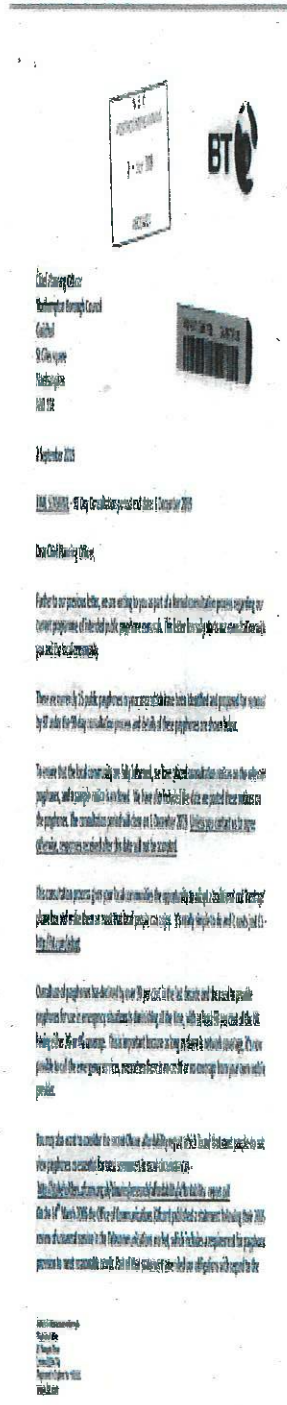


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# Application Correspondence - 04/09/2019

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**N/2019/1132**

**Telephone Kiosk, Chiltern  
Avenue, Northampton**

**British Telecom Proposed  
removal of public phone  
box consultation**





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

**Our Ref:** N/2019/1132  
**Contact:** Kanchan Sharma  
**Telephone No:** 0300 330 7000 Option 6  
**Email:** [planning@northampton.gov.uk](mailto:planning@northampton.gov.uk)  
**Date:** 5 September 2019

Dear Sir/Madam

**Proposal: Removal of BT phone boxes**  
**Location: Telephone Kiosk 753683 , Chiltern Avenue, Northampton**

Dear Sir/Madam,

We are in receipt of the above notification from British Telecom for the removal of phone box at the above location and would be grateful for any observations which you may wish to make. They should reach the Planning Service no later than 21 days from the date of this email.

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Yours faithfully

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**Kanchan Sharma**  
**Planning Officer**  
**Regeneration, Enterprise & Planning**

Directorate of  
Regeneration, Enterprise & Planning



**NORTHAMPTON**  
BOROUGH COUNCIL

Planning Department  
The Guildhall  
St Giles Square  
Northampton, NN1 1DE

Tel: 0300 330 7000  
Minicom: (01604) 838970  
E-Mail: [planning@northampton.gov.uk](mailto:planning@northampton.gov.uk)

Cllr Tim Hadland  
Old Duston Ward Councillor

**Our Ref:** N/2019/1132  
**Contact:** Kanchan Sharma  
**Telephone No:** 0300 330 7000 Option 6  
**Email:** [planning@northampton.gov.uk](mailto:planning@northampton.gov.uk)  
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Directorate of  
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**NORTHAMPTON**  
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Planning Department  
The Guildhall  
St Giles Square  
Northampton. NN1 1DE

Tel: 0300 330 7000  
Minicom: (01604) 838970  
E-Mail: [planning@northampton.gov.uk](mailto:planning@northampton.gov.uk)

Clr Suresh Patel  
Old Duston Ward Councillor

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Duston Parish Council - Neighbourhood Forum  
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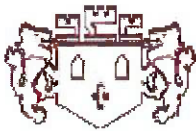
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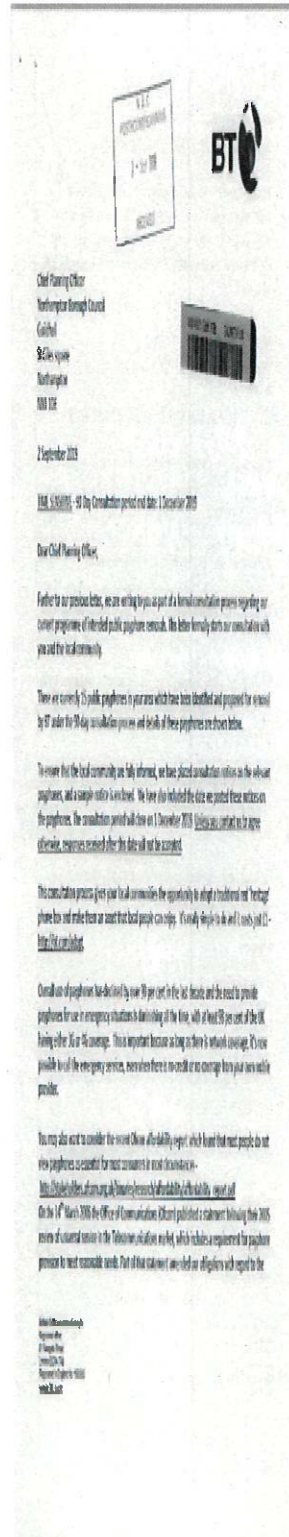


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# Application Correspondence - 04/09/2019

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Application / Search applications - 04/09/2019  
Location: 13/09/2019



**N/2019/1087**

**77 Duston Wildes  
Northampton,  
Northamptonshire,  
NN5 6NR**

**Two storey side extension  
together with new porch  
and alterations**





This form should be saved to your device and then completed using the free Adobe Acrobat Reader application or full version of Adobe Acrobat. Many internet browsers and other applications can display PDF files, but we cannot guarantee their compatibility in regard to these forms. We specifically advise users of Apple devices not to use 'Preview' because of known issues.

## Community Infrastructure Levy (CIL) - Determining whether a Development may be CIL Liable Planning Application Additional Information Requirement form

Following the introduction of the Community Infrastructure Levy (CIL) all applicants for full planning permission, including householder applications and reserved matters following an outline planning permission, and applicants for lawful development certificates are required to provide the following information. **Please read the associated Guidance Notes before you complete the form. Notes on the questions are provided at [https://ecab.planningportal.co.uk/uploads/1app/cil\\_guidance.pdf](https://ecab.planningportal.co.uk/uploads/1app/cil_guidance.pdf)**

Please complete the form using block capitals and black ink and send to the Charging Authority (or Collecting Authority if this differs from the Charging Authority).

See [Planning Practice Guidance for CIL](#) for guidance on CIL generally, including exemption or relief.

### Privacy Notice

This form is provided by Planning Portal and based on the requirements provided by Government for the sole purpose of submitting information to a Local Authority in accordance with the 'The Community Infrastructure Levy Regulations 2010 (as amended)'.

Please be aware that once you have downloaded this form, Planning Portal will have no access to the form or the data you enter into it (unless you choose to upload it to any Planning Portal online service in agreement with the relevant terms and conditions). Any subsequent use of this form is solely at your discretion, including the choice to complete and submit it to a Local Authority with the declaration section.

Upon receipt of this form and any supporting information, it is the responsibility of the Local Authority to inform you of its obligations in regards to the processing of this information. Please refer to its website for further information on any legal, regulatory and commercial requirements relating to information security and data protection of the information you have provided.

### 1. Application Details

Applicant or Agent Name:

Mr & Mrs McRae

Planning Portal Reference (if applicable):

Local authority planning application number (if allocated):

Site Address:

77 Duston Wildes, Northampton

Description of development:

Proposed two storey extension to side together with new porch and alterations

Does the application relate to minor material changes to an existing planning permission (is it a Section 73 application)?

Yes

Please enter the application number:

No

If yes, please go to **Question 3**. If no, please continue to **Question 2**.

## 2. Liability for CIL

Does your development include:

a) New build floorspace (including extensions and replacement) of 100 sq ms or above?

Yes  No

b) Proposals for one or more new dwellings (including residential annexes) either through new build or conversion (except the conversion of a single dwelling house into two or more separate dwellings with no additional floorspace)?

Yes  No

c) None of the above

Yes  No

If you answered yes to either a), or b) please go to **Question 4**.

If you answered yes to c), please go to **8. Declaration** at the end of the form.

## 3. Applications for Minor Material Changes to an Existing Planning Permission

a) Does this application involve a change in the amount or use of new build floorspace, where the total floorspace, including that previously granted planning permission, is over 100 sq m?

Yes  No

b) Does this application involve a change in the amount of floorspace where one or more new dwellings (including residential annexes) are proposed, either through new build or conversion (except the conversion of a single dwelling house into two or more separate dwellings with no additional floorspace)?

Yes  No

If you answered yes to either a), or b) please go to **Question 4**.

If you answered no to both a) and b), please go to **8. Declaration** at the end of the form.

## 4. Exemption or Relief

a) Is the site owned by a charity where the development will be wholly or mainly for charitable purposes, and the development will be either occupied by or under the control of a charitable institution?

Yes  No

b) Does the proposed development include affordable housing which qualifies for mandatory or discretionary Social Housing relief?

Yes  No

If you answered yes to a) or b), please note that you will need to complete and have agreed CIL Form 2 - 'Claiming Exemption or Relief', and submitted a Commencement (of development) Notice to the Charging/Collecting Authority, which the Authority must receive prior to the commencement of your development, in order to benefit from relief from the levy. You will also need to complete CIL Form 2 if you think you are eligible for discretionary charitable relief, or exceptional circumstances relief, if this is available in your area. Please check the Charging Authority's website for details. CIL Form 2 is available from [www.planningportal.co.uk/cil](http://www.planningportal.co.uk/cil)

c) Do you wish to claim a self build exemption for a whole new home?

Yes  No

If you have answered yes to c) please also complete a CIL Form 7- 'Self Build Exemption Claim Form: Part 1' available from [www.planningportal.co.uk/cil](http://www.planningportal.co.uk/cil) . Please note you will need to complete and have agreed CIL Form 7, and submitted a Commencement (of development) Notice to the Charging/Collecting Authority, which the Authority must receive prior to the commencement of your development, in order to benefit from relief from the levy.

d) Do you wish to claim a self build exemption for a residential annex or extension?

Yes  No

If you have answered yes to d) please also complete either CIL Form 8 -'Self Build Residential Annex Exemption Claim Form' or CIL Form 9 -'Self Build Extension Exemption Claim Form' available from [www.planningportal.co.uk/cil](http://www.planningportal.co.uk/cil) . Please note you will need to have completed and agreed either CIL Form 8 or 9, as appropriate, and submitted a Commencement (of development) Notice to the Charging/Collecting Authority, which the Authority, if in respect of a residential annex, must receive prior to the commencement of your development , in order to benefit from relief from the levy

### 5. Reserved Matters Applications

Does this application relate to details or reserved matters pursuant to an application that was granted planning permission prior to the introduction of the CIL charge in the relevant local authority area?

Yes

Please enter the application number:

No

If you answered yes, please go to **8. Declaration** at the end of the form.

If you answered no, please continue to complete the form.

### 6. Proposed New Floorspace

a) Does your application involve new **residential floorspace** (including new dwellings, extensions, conversions/changes of use, garages, basements or any other buildings ancillary to residential use)?

N.B. conversion of a single dwelling house into two or more separate dwellings (without extending them) is NOT liable for CIL. If this is the sole purpose of your development proposal, answer 'no' to Question 2b and go straight to the declaration at Question 8.

Yes

No

If yes, please complete the table in section 6c) below, providing the requested information, including the floorspace relating to new dwellings, extensions, conversions, garages or any other buildings ancillary to residential use.

b) Does your application involve new **non-residential floorspace**?

Yes

No

If yes, please complete the table in section 6c) below, using the information provided for Question 18 on your planning application form.

c) Proposed floorspace:

Development type	(i) Existing gross internal floorspace (square metres)	(ii) Gross internal floorspace to be lost by change of use or demolition (square metres)	(iii) Total gross internal floorspace proposed (including change of use, basements, and ancillary buildings) (square metres)	(iv) Net additional gross internal floorspace following development (square metres) (iv) = (iii) - (ii)
Market Housing (if known)				
Social Housing, including shared ownership housing (if known)				
Total residential floorspace				
Total non-residential floorspace				
Total floorspace				

### 7. Existing Buildings

a) How many existing buildings on the site will be retained, demolished or partially demolished as part of the development proposed?

Number of buildings:

b) Please state for each existing building/part of an existing building that is to be retained or demolished, the gross internal floorspace that is to be retained and/or demolished and whether all or part of each building has been in use for a continuous period of at least six months within the past thirty six months. Any existing buildings into which people do not usually go or only go into intermittently for the purposes of inspecting or maintaining plant or machinery, or which were granted temporary planning permission should not be included here, but should be included in the table in question 7c).

**7. Existing Buildings continued**

	Brief description of existing building/part of existing building to be retained or demolished.	Gross internal area (sq ms) to be retained.	Proposed use of retained floorspace.	Gross internal area (sq ms) to be demolished.	Was the building or part of the building occupied for its lawful use for 6 continuous months of the 36 previous months (excluding temporary permissions)?		When was the building last occupied for its lawful use? Please enter the date (dd/mm/yyyy) or tick still in use.
1					Yes <input type="checkbox"/>	No <input type="checkbox"/>	Date: <input type="text"/> or Still in use: <input type="checkbox"/>
2					Yes <input type="checkbox"/>	No <input type="checkbox"/>	Date: <input type="text"/> or Still in use: <input type="checkbox"/>
3					Yes <input type="checkbox"/>	No <input type="checkbox"/>	Date: <input type="text"/> or Still in use: <input type="checkbox"/>
4					Yes <input type="checkbox"/>	No <input type="checkbox"/>	Date: <input type="text"/> or Still in use: <input type="checkbox"/>
Total floorspace							

c) Does your proposal include the retention, demolition or partial demolition of any whole buildings into which people do not usually go or only go into intermittently for the purposes of inspecting or maintaining plant or machinery, or which were granted planning permission for a temporary period? If yes, please complete the following table:

	Brief description of existing building (as per above description) to be retained or demolished.	Gross internal area (sq ms) to be retained	Proposed use of retained floorspace	Gross internal area (sq ms) to be demolished
1				
2				
3				
4				
Total floorspace into which people do not normally go, only go intermittently to inspect or maintain plant or machinery, or which was granted temporary planning permission				

d) If your development involves the conversion of an existing building, will you be creating a new mezzanine floor within the existing building? Yes  No

e) If Yes, how much of the gross internal floorspace proposed will be created by the mezzanine floor (sq ms)?

Use	Mezzanine floorspace (sq ms)

## 8. Declaration

I/we confirm that the details given are correct.

Name:

Mr & Mrs McRae

Date (DD/MM/YYYY). Date cannot be pre-application:

27/08/2019

It is an offence for a person to knowingly or recklessly supply information which is false or misleading in a material respect to a collecting or charging authority in response to a requirement under the Community Infrastructure Levy Regulations (2010) as amended (regulation 110, SI 2010/948). A person guilty of an offence under this regulation may face unlimited fines, two years imprisonment, or both.

For local authority use only

App. No:





## PLANNING CONSULTATION LIST

<b>Application Reference</b>	N/2019/1087
<b>Location</b>	77 Duston Wildes Northampton Northamptonshire NN5 6NR
<b>Proposal</b>	Two storey side extension together with new porch and alterations

<b>Consultees</b>			
Name	Type	Sent Date	Expiry
Duston Parish Council	Consultation	06/09/2019	27/09/2019
Cllr John Caswell	Consultation	06/09/2019	27/09/2019
Cllr Matthew Golby	Consultation	06/09/2019	27/09/2019
Duston Parish Council - Neighbourhood Forum	Consultation	06/09/2019	27/09/2019

**Overall Consult Expiry Date:** 27 September 2019

**Overall Re-Consults Expiry Date:**

## Neighbours

Address	Sent Date	Expiry Date	Re-Consult Sent Date	Re-Consult Expiry Date
76 Duston Wildes Northampton NN5 6NR	06/09/2019	27/09/2019		
78 Duston Wildes Northampton NN5 6NR	06/09/2019	27/09/2019		
79 Duston Wildes Northampton NN5 6NR	06/09/2019	27/09/2019		

Overall Neighbour Expiry Date: 27 September 2019

Overall Neighbour Re-Consults Expiry Date:



**NORTHAMPTON**  
**BOROUGH COUNCIL** - Mail: [planning@northampton.gov.uk](mailto:planning@northampton.gov.uk)

Planning Department  
The Guildhall  
St Giles Square  
Northampton. NN1 1DE

Tel: 0300 330 7000  
Minicom: (01604) 838970

Duston Parish Council  
Duston Parish Council  
Duston Community Centre  
Pendle Road  
Northampton  
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**Our Ref:** N/2019/1087  
**Contact:** Kanchan Sharma  
**Telephone No:** 0300 330 7000 Option 6  
**Email:** [planning@northampton.gov.uk](mailto:planning@northampton.gov.uk)  
**Date:** 6 September 2019

Dear Sir/Madam

TOWN & COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE)  
(ENGLAND) ORDER 2015

**PROPOSAL:** TWO STOREY SIDE EXTENSION TOGETHER WITH NEW PORCH  
AND ALTERATIONS  
**LOCATION:** 77 DUSTON WILDES  
NORTHAMPTON  
NORTHAMPTONSHIRE  
NN5 6NR

We are in receipt of the above application and would be grateful for any observations which you may wish to make. They should reach the Planning Service no later than **21 days** from the date of this email.

Please follow the link below in order to view plans and information regarding this application. Insert reference N/2019/1087 into the Application Number search box and click submit. Please note, only this one box needs to be filled in, and it can take up to 2 hours to appear online from the time of this email being sent to you.

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Yours faithfully

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**Kanchan Sharma**  
**Planning Officer**  
**Planning Service**

Consultation





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**BOROUGH COUNCIL**

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St Giles Square  
Northampton. NN1 1DE

Tel: 0300 330 7000  
Minicom: (01604) 838970  
E-Mail: [planning@northampton.gov.uk](mailto:planning@northampton.gov.uk)

Cllr John Caswell  
New Duston Ward Councillor

**Our Ref:** N/2019/1087  
**Contact:** Kanchan Sharma  
**Telephone No:** 0300 330 7000 Option 6  
**Email:** [planning@northampton.gov.uk](mailto:planning@northampton.gov.uk)  
**Date:** 6 September 2019

Dear Sir/Madam

TOWN & COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE)  
(ENGLAND) ORDER 2015

**PROPOSAL:** TWO STOREY SIDE EXTENSION TOGETHER WITH NEW PORCH  
AND ALTERATIONS  
**LOCATION:** 77 DUSTON WILDES  
NORTHAMPTON  
NORTHAMPTONSHIRE  
NN5 6NR

We are in receipt of the above application and would be grateful for any observations which you may wish to make. They should reach the Planning Service no later than **21 days** from the date of this email.

Please follow the link below in order to view plans and information regarding this application. Insert reference N/2019/1087 into the Application Number search box and click submit. Please note, only this one box needs to be filled in, and it can take up to 2 hours to appear online from the time of this email being sent to you.

<http://planning.northamptonboroughcouncil.com/planning>

Please send your response to [planning@northampton.gov.uk](mailto:planning@northampton.gov.uk)

If no comments are received within this period it will be assumed that you have no observations to make.

Yours faithfully

K.S.

Kanchan Sharma  
Planning Officer  
Planning Service

Consultation





**NORTHAMPTON**  
**BOROUGH COUNCIL** - Mail: [planning@northampton.gov.uk](mailto:planning@northampton.gov.uk)

Planning Department  
The Guildhall  
St Giles Square  
Northampton, NN1 1DE

Tel: 0300 330 7000  
Minicom: (01604) 838970

Clr Matthew Golby  
New Duston Ward Councillor

**Our Ref:** N/2019/1087  
**Contact:** Kanchan Sharma  
**Telephone No:** 0300 330 7000 Option 6  
**Email:** [planning@northampton.gov.uk](mailto:planning@northampton.gov.uk)  
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K.S.

**Kanchan Sharma**  
**Planning Officer**  
**Planning Service**







**NORTHAMPTON**  
**BOROUGH COUNCIL**

Planning Department  
The Guildhall  
St Giles Square  
Northampton. NN1 1DE

Tel: 0300 330 7000  
Minicom: (01604) 838970  
Email: [planning@northampton.gov.uk](mailto:planning@northampton.gov.uk)

Duston Parish Council - Neighbourhood  
Forum  
Duston Parish Council - Neighbourhood  
Forum  
Duston Community Centre  
Pendle Road  
Duston  
Northampton NN5 6DT

**Our Ref:** N/2019/1087  
**Contact:** Kanchan Sharma  
**Telephone No:** 0300 330 7000 Option 6  
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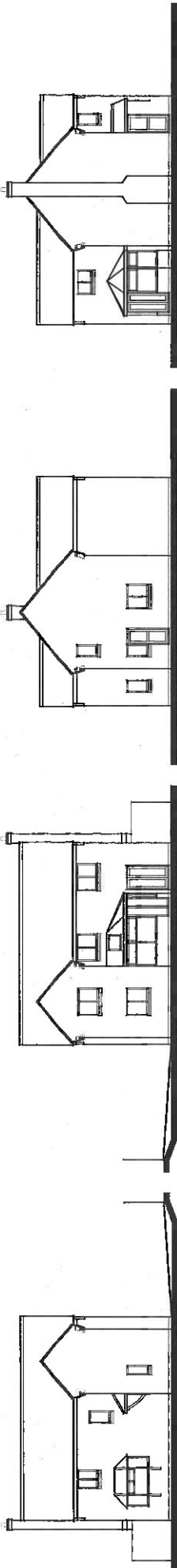
Yours faithfully

K.S.

**Kanchan Sharma**  
**Planning Officer**  
**Planning Service**

Consultation





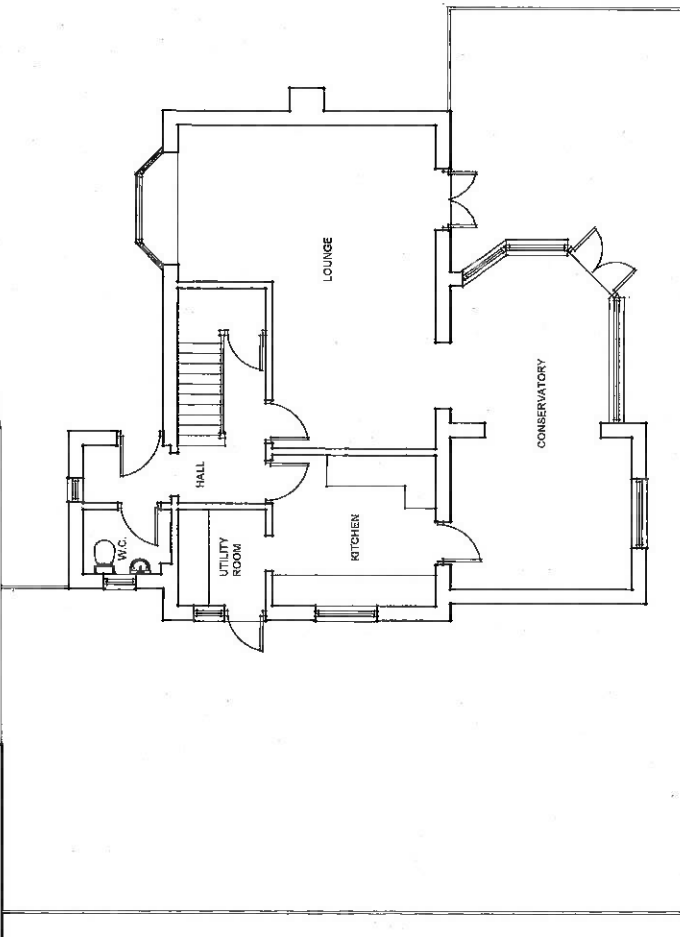
FRONT ELEVATION

REAR ELEVATION

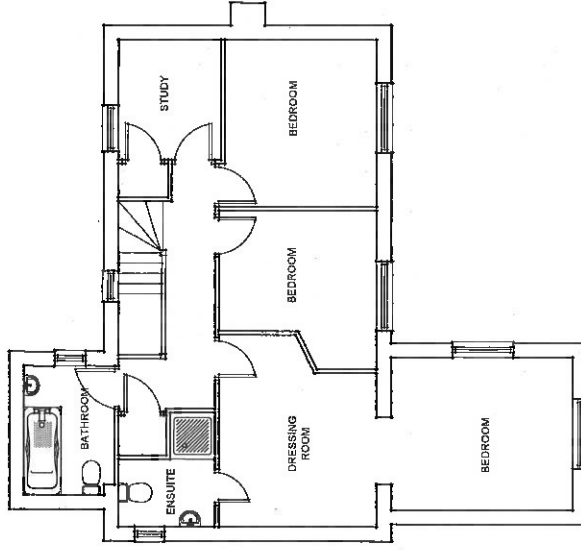
SIDE ELEVATION

SIDE ELEVATION

GARAGE



GROUND FLOOR PLAN



FIRST FLOOR PLAN



AS EXISTING

<p><b>Architectural Design</b> Architectural Design</p> <p><b>Architectural Design</b> www.archi-tec.co.uk Sirona@archi-tec.co.uk 9 Bresham Close, Silverstone, NN12 8UL</p>		<p><b>PROPOSED TWO STOREY EXTENSION TO SIDE</b> <b>BEING 77 DUSTON WILDES, NORTHAMPTON,</b> <b>NN5 6NR.</b></p>	
Client	Mr & Mrs McEwan	Date	June 2019
Scale	Plans 1:50 / Elevations 1:100 @ A1	Drawing No	M97-1
<p><small>ARCHI-TEC ARCHITECTURAL DESIGN IS A REGISTERED COMPANY IN ENGLAND AND WALES (NUMBER 07452457) INCORPORATED IN ENGLAND AND WALES (NUMBER 07452457) WITH REGISTERED OFFICE AT 9 BRESHAM CLOSE, SILVERSTONE, NORTHAMPTON, NN12 8UL. ARCHI-TEC ARCHITECTURAL DESIGN IS A REGISTERED COMPANY IN ENGLAND AND WALES (NUMBER 07452457) INCORPORATED IN ENGLAND AND WALES (NUMBER 07452457) WITH REGISTERED OFFICE AT 9 BRESHAM CLOSE, SILVERSTONE, NORTHAMPTON, NN12 8UL.</small></p>			









**BLOCK PLAN**  
1:500



**LOCATION PLAN**  
1:1250



**Archi-tec**

Architectural Design

0772 565 8850

Telephone

[www.Archi-tec.co.uk](http://www.Archi-tec.co.uk)

Website

[Simon@Archi-tec.co.uk](mailto:Simon@Archi-tec.co.uk)

Email

8 Brabham Close, Silverstone, NN12 8UL

Address

**PROPOSED TWO STOREY EXTENSION TO SIDE**  
at No.77 DUSTON WILDES,  
NORTHAMPTON, NN5 6NR.







**NORTHAMPTON  
BOROUGH COUNCIL**

**Development Control**

1st Floor, The Guildhall  
St. Giles Square  
Northampton, NN1 1DE

Tel: 0300 330 7000 / email: [planning@northampton.gov.uk](mailto:planning@northampton.gov.uk)

**Householder Application for Planning Permission for works or extension to a dwelling.  
Town and Country Planning Act 1990**

**Publication of applications on planning authority websites.**

Please note that the information provided on this application form and in supporting documents may be published on the Authority's website. If you require any further clarification, please contact the Authority's planning department.

**1. Site Address**

Number	<input type="text" value="77"/>
Suffix	<input type="text"/>
Property name	<input type="text"/>
Address line 1	<input type="text" value="Duston Wildes"/>
Address line 2	<input type="text"/>
Address line 3	<input type="text"/>
Town/city	<input type="text" value="Northampton"/>
Postcode	<input type="text" value="NN5 6NR"/>

Description of site location must be completed if postcode is not known:

Easting (x)	<input type="text" value="471345"/>
Northing (y)	<input type="text" value="262734"/>

Description

**2. Applicant Details**

Title	<input type="text" value="Mr &amp; Mrs"/>
First name	<input type="text"/>
Surname	<input type="text" value="McRae"/>
Company name	<input type="text"/>
Address line 1	<input type="text" value="77, Duston Wildes"/>
Address line 2	<input type="text"/>
Address line 3	<input type="text"/>
Town/city	<input type="text" value="Northampton"/>
Country	<input type="text"/>

## 2. Applicant Details

Postcode	NN5 6NR
Primary number	
Secondary number	
Fax number	
Email address	

Are you an agent acting on behalf of the applicant?

Yes  No

## 3. Agent Details

Title	
First name	Simon
Surname	Ackerman
Company name	Archi-tec Architectural Design
Address line 1	8 Brabham Close
Address line 2	Silverstone
Address line 3	Northants
Town/city	
Country	
Postcode	NN12 8UL
Primary number	07725658850
Secondary number	
Fax number	
Email	simon@archi-tec.co.uk

## 4. Description of Proposed Works

Please describe the proposed works:

Proposed two storey extension to side together with new porch and alterations

Has the work already been started without consent?

Yes  No

## 5. Materials

Does the proposed development require any materials to be used?

Yes  No

Please provide a description of existing and proposed materials and finishes to be used (including type, colour and name for each material):

Walls	
Description of existing materials and finishes (optional):	Facing brick
Description of proposed materials and finishes:	Facing brick

## 5. Materials

### Roof

Description of existing materials and finishes (optional):

Tiles

Description of proposed materials and finishes:

Tiles

### Windows

Description of existing materials and finishes (optional):

Double glazed

Description of proposed materials and finishes:

Double glazed

### Doors

Description of existing materials and finishes (optional):

Double glazed

Description of proposed materials and finishes:

Double glazed

Are you supplying additional information on submitted plans, drawings or a design and access statement?

Yes  No

If Yes, please state references for the plans, drawings and/or design and access statement

M97-1  
M67-2A  
Location Plans

## 6. Trees and Hedges

Are there any trees or hedges on your own property or on adjoining properties which are within falling distance of your proposed development?

Yes  No

Will any trees or hedges need to be removed or pruned in order to carry out your proposal?

Yes  No

## 7. Pedestrian and Vehicle Access, Roads and Rights of Way

Is a new or altered vehicle access proposed to or from the public highway?

Yes  No

Is a new or altered pedestrian access proposed to or from the public highway?

Yes  No

Do the proposals require any diversions, extinguishment and/or creation of public rights of way?

Yes  No

## 8. Parking

Will the proposed works affect existing car parking arrangements?

Yes  No

## 9. Site Visit

Can the site be seen from a public road, public footpath, bridleway or other public land?

Yes  No

If the planning authority needs to make an appointment to carry out a site visit, whom should they contact?

- The agent  
 The applicant  
 Other person

## 10. Pre-application Advice

Has assistance or prior advice been sought from the local authority about this application?

Yes  No

## 11. Authority Employee/Member

With respect to the Authority, is the applicant and/or agent one of the following:

- (a) a member of staff
- (b) an elected member
- (c) related to a member of staff
- (d) related to an elected member

It is an important principle of decision-making that the process is open and transparent.

Yes  No

For the purposes of this question, "related to" means related, by birth or otherwise, closely enough that a fair-minded and informed observer, having considered the facts, would conclude that there was bias on the part of the decision-maker in the Local Planning Authority.

Do any of the above statements apply?

## 12. Ownership Certificates and Agricultural Land Declaration

**CERTIFICATE OF OWNERSHIP - CERTIFICATE A - Town and Country Planning (Development Management Procedure) (England) Order 2015 Certificate under Article 14**

I certify/The applicant certifies that on the day 21 days before the date of this application nobody except myself/the applicant was the owner\* of any part of the land or building to which the application relates, and that none of the land to which the application relates is, or is part of, an agricultural holding\*\*

\* 'owner' is a person with a freehold interest or leasehold interest with at least 7 years left to run. \*\* 'agricultural holding' has the meaning given by reference to the definition of 'agricultural tenant' in section 65(8) of the Act.

**NOTE: You should sign Certificate B, C or D, as appropriate, if you are the sole owner of the land or building to which the application relates but the land is, or is part of, an agricultural holding.**

Person role

- The applicant  
 The agent

Title

First name

Surname

Declaration date  
(DD/MM/YYYY)

Declaration made

## 13. Declaration

I/we hereby apply for planning permission/consent as described in this form and the accompanying plans/drawings and additional information. I/we confirm that, to the best of my/our knowledge, any facts stated are true and accurate and any opinions given are the genuine opinions of the person(s) giving them.

Date (cannot be pre-application)

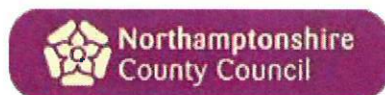
# Shaping the future together



## West Northamptonshire Strategic Plan Issues Consultation



South  
Northamptonshire  
Council



## Contents

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## Introduction

The local planning authorities in West Northamptonshire, i.e. Daventry District, Northampton Borough and South Northamptonshire Councils with support from Northamptonshire County Council, have agreed to prepare a new Strategic Plan for the area.

The West Northamptonshire Strategic Plan (WNSP) will set out a spatial vision for the future of the area extended up to 2050.

To address the key strategic priorities for the area the scope of the WNSP will include:

- **The spatial strategy** for the distribution of development – this will include consideration of a range of spatial options to deliver sustainable development.
- **Place-shaping / sustainable development** – key principles to ensure quality development and sustainable places including the protection and enhancement of natural/built and historic assets and achieving net biodiversity gain.
- **The housing requirement** – the number and type of new homes to be provided across West Northamptonshire and the proportion of the overall housing requirement that should be affordable.
- **Economic growth** – targets for the provision of jobs and employment land in West Northamptonshire and guidance on the strategic locations for new employment land to meet the jobs requirement. New policy guidance for town centres and retail development.
- **Strategic infrastructure** – the key primary infrastructure projects that are required to deliver the strategy such as strategic transport schemes, utility networks and community facilities.
- **Health** - ensuring people can lead active lifestyles, including access to good quality open space, natural and semi natural greenspace and enjoy cleaner air.

## Local Government Review

**in Northamptonshire** – following a review of local government in the county the Government has confirmed that two new unitary councils will be established in Northamptonshire on 1st April 2021.

The West Northamptonshire unitary will cover Daventry District, Northampton and South Northamptonshire, and the North Northamptonshire unitary will cover Corby, East Northants, Kettering and Wellingborough.

The existing district and borough councils and Northamptonshire County Council will all be abolished.

The latter stages of preparing the Strategic Plan including its adoption will therefore be the responsibility of the new West Northamptonshire unitary council.



The West Northamptonshire area is already covered by a joint plan. The West Northamptonshire Joint Core Strategy (JCS) was adopted in December 2014 and covers the period up to 2029. There are however a number of reasons why a new plan is required:

- **Reviews at least every five years:** are now a legal requirement for all local plans. This means that policies should be reviewed at least once every five years and then updated as necessary. A number of the JCS policies will need to be updated, for example to reflect changes to national policy and changing local circumstances.

### ■ **Local Housing Need Assessment:**

The government's revised National Planning Policy Framework introduced a standard national method to determine local housing need. With effect from 15th December 2019 (i.e. 5 years following adoption) the local housing need calculated using the national methodology will effectively supersede the JCS housing requirement.

### ■ **Housing and Infrastructure**

**Delivery:** Whilst the rate of housing delivery has increased significantly in the years since the JCS was adopted it has not kept pace with housing trajectory set out in the plan. Likewise whilst there have been a number of key infrastructure projects which have been delivered as envisaged by the JCS, such as the recently opened Daventry Development Link, other projects have not progressed as quickly as expected.

- **Oxford-Cambridge Arc:** The West Northamptonshire area falls within the Oxford-Cambridge Arc. The government have designated the Arc as a key economic priority, affirmed its ambition for up to one million high-quality new homes across the Arc by 2050, committed to completing East West Rail and the Expressway, and committed to achieving growth in the Arc while improving the environment for future generations. The preparation of a new Strategic Plan provides a mechanism for our area to respond to the opportunities and challenges presented by the government's proposals for the Arc.



The WNSP would review and, where appropriate, replace strategic policies in the JCS. Whilst the new vision will look up to 2050, the statutory plan-period will be from 2019-2041.

This is the first stage in preparing the WNSP. This Issues document is designed to stimulate debate at an early stage and it is important to emphasise that no decisions have yet been made on the scale of growth or where that growth should be located.

We want to engage with stakeholders and communities across the area and work together to ensure that we prepare the best plan possible for a sustainable future. Please get involved and sign up to be kept informed at all the key stages in the process.

### **Spatial Context**

West Northamptonshire is located within the southern part of central England. It covers a large geographical area and encompasses Northampton Borough, Daventry District and South Northamptonshire District in the County of Northamptonshire.

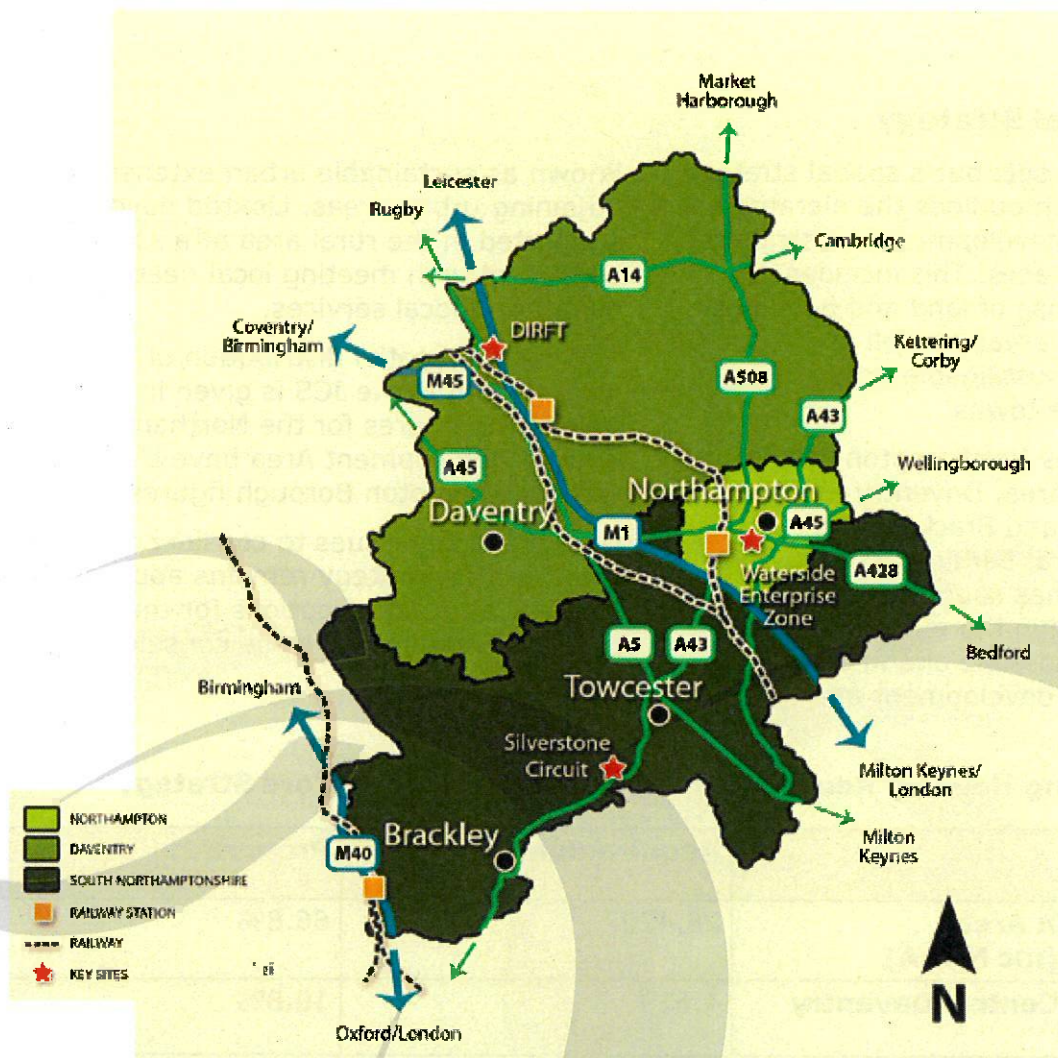
From 1st April 2021 the area will be covered by the new unitary council for West Northamptonshire. The area includes four main towns: Northampton, Daventry, Towcester and Brackley and the extensive rural areas within South Northamptonshire and Daventry Districts incorporating over 190 villages.

There are strong connections between Daventry, South Northamptonshire and Northampton, reflected in significant household and travel to work movements between the settlements in these areas.

To the north and east, there are strong travel links between Northampton and Wellingborough and to a lesser extent Kettering. There are also significant commuter flows into Milton Keynes from Northampton and South Northamptonshire.

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.





West Northamptonshire is within the influence of 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 most passenger journeys by residents and businesses in West Northamptonshire are made from major gateway airports at London and smaller regional airports at East Midlands, London Luton or Birmingham International. 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.

For shopping, Northampton town centre together with its retail parks is the main attractor for the majority of West Northamptonshire residents and for some residents of areas beyond. However, there is a pull from Milton Keynes in the southern part of the West Northamptonshire area for town centre shopping and likewise from Banbury and Rugby for the western parts of the West Northamptonshire area. Northampton, as the County town, is

also the focus for major services and facilities for the surrounding towns including those beyond West Northamptonshire such as Wellingborough and Kettering.

West Northamptonshire has an overall population of 399,400 people (Office of National Statistics 2017 mid-year estimate). The population is growing and has increased by just over 9% or 33,000 since 2007, which is higher than the national average over the equivalent period. Whilst the land area is predominately rural, 56% of this population lives within the urban area of Northampton. The majority of residents from South Northamptonshire and Daventry districts live in the rural areas outside the market towns of Brackley, Daventry and Towcester.

Northampton has an above average young population (ages 0-15) and a below average older population (age 65 plus). The reverse is true for Daventry and South Northamptonshire. In all areas population projections indicate that the proportion of elderly people within the population will continue to rise.

## Current Spatial Strategy

The existing JCS sets out a spatial strategy for the area which outlines the hierarchy of places and how development is distributed between these places. This includes maximising the use of land and buildings within the urban areas as well as developing new sustainable urban extensions to the towns.

The JCS identifies Northampton as the Principal Urban Area, Daventry as a Sub Regional Centre and Brackley and Towcester as Rural Service Centres. The spatial strategy has sought to concentrate development within the existing urban areas as far as possible and in a small number of large development areas,

known as sustainable urban extensions, adjoining urban areas. Limited development is supported in the rural area at a scale which is consistent with meeting local needs and supporting local services.

The current spatial distribution of the housing requirement in the JCS is given in Table 1 below (the figures for the Northampton related Development Area have been included with Northampton Borough figures).

One of the key issues to consider is whether this strategy remains appropriate or whether alternative options for the distribution of development need to be considered.

**Table 1- Existing Housing Requirement in the adopted Joint Core Strategy**

Policy Area	Requirement	Proportion
<b>Principal Urban Area; Northampton (inc NRDA)</b>	28,470	66.8%
<b>Sub-Regional Centre; Daventry Town</b>	4,620	10.8%
<b>Rural Service Centre; Brackley Town</b>	2,160	5.1%
<b>Rural Service Centre; Towcester Town</b>	2,650	6.2%
<b>Rural Area - Daventry</b>	2,360	5.5%
<b>Rural Area - South Northants</b>	2,360	5.5%

## Oxford - Cambridge Arc

The Government has recently published a paper setting out their ambition for the Arc together with a joint declaration agreed by local authorities and local enterprise partnerships across the area which can be viewed on the gov.uk website. Government wishes to maximise the economic potential of the Arc. In order to achieve this it will be necessary to accommodate a substantial increase in the delivery of new homes and substantial investment in new infrastructure.

In meeting the economic and housing ambitions for the Arc there is a clear commitment that this should not be at the expense of the quality of the environment.

The joint declaration sets out four thematic areas which reflect the government's ambition for the Arc as follows:

- **Productivity** - ensuring we support businesses to maximise the Arc's economic prosperity, including through the skills needed to enable communities to benefit from the jobs created;
- **Place-making** – creating places valued by local communities, including through the delivery of sufficient, affordable and high-quality homes, to increase affordability and support growth in the Arc, as well as wider services including health and education;
- **Connectivity** – delivering the infrastructure communities need, including transport and digital connectivity, as well as utilities;

- **Environment** – ensuring we meet our ambitions for growth while leaving the environment in a better state for future generations.

Government will be preparing, with local stakeholders, a spatial vision or strategy for the Arc as a whole. The WNSP would clearly need to take this into account. Later in this document responses are invited on how the Arc should be approached.



## Vision and Objectives

The existing JCS includes the following vision for the area. This provides a starting point for the WNSP, but it is necessary to consider what changes are required and how the vision could be extended up to 2050.

### The Joint Core Strategy Vision

#### In our vision of the future...

...the area will form an outstanding UK location of choice for diverse employment opportunities, high academic and vocational educational attainment, high quality housing for all and a superb quality of life for its communities. The area will blend the best of modern cultural urban living with an enhanced network of green spaces and high quality parks and gardens. The rural areas will include vital and tranquil villages within its rolling landscapes. The area's proximity to London and connections to other parts of the UK and beyond will continue to be a great economic strength. The area will be a national example of low environmental impact development in response to climate change and high biodiversity and habitat protection.

With new development focused on the four towns of Northampton, Daventry, Towcester and Brackley regeneration initiatives and successful and expanded economies will flourish.

**Communities** will be diverse and sustainable and social cohesion and integration will be strong. Services, facilities and infrastructure will support the communities adding to the quality of life, and supporting their residents and visitors.

**Northampton** as the principal urban area will be a beacon of high quality urban design with an outstanding public realm. It will successfully blend its distinctive historic character with innovative new development both of which will enhance its riverside setting. It will be repositioned as the key economic driver at the cultural heart of Northamptonshire. It will enhance its role as the leading retail, entertainment, employment, health and learning centre, based upon a thriving mixed economy and the services it offers, with continuing pride in its theatres, museums and professional sports teams. Northampton will provide the focus and heart for its well integrated neighbourhood communities. Northampton will be linked with the reinvigorated towns of Daventry, Towcester and Brackley.

**Daventry** will be a vibrant historic market town with a population approaching 40,000. It will offer a thriving town centre which values its historic assets, with attractive retail and leisure opportunities, high quality public realm and a robust commercial core moving strongly towards a well developed office sector. Local economic strengths in engineering and sustainable construction will have been developed. It will provide an enhanced walking and cycling environment throughout the town and it will have strong connections with Northampton.

**Towcester** will have a successful historic town centre that is the focus of its rural catchment. The town will retain its visual and physical connections to the landscape through Easton Neston Park, nearby Watermeadows and Towcester Racecourse. It will provide a diverse economy based on high technology, tourism and leisure.

## Vision and Objectives

**Brackley** will be the major service provider for the residents of the town and the surrounding countryside. It will provide knowledge based, research and high technology based jobs and leisure facilities as well as a distinctive and vibrant historic town centre which will offer both retail opportunities and community services and facilities.

**Silverstone Circuit** will continue to be at the pinnacle of international motor sport venues. It will foster high technology motor sport business at the forefront of technology with a motor sport cluster located nearby.

**Daventry International Rail Freight Terminal (DIRFT)** will maintain its role as an internationally significant centre for rail connected strategic distribution. It will be exemplary in the field of sustainable logistics with links to the University of Northampton. It will be well connected by public and sustainable transport to the surrounding workforce.

**Our rural areas** will support a network of vibrant rural communities. Villages will retain their local distinctiveness and character, providing affordable homes for local people set within a beautiful landscape. The countryside will support a diverse rural economy including leisure and tourism through its waterways, country houses, parks and woodlands.

### Consultation Questions:

1. **Is this vision still appropriate for guiding development and growth in West Northamptonshire and can it be extended up to 2050?**
2. **Are changes to the vision needed having regard to spatial options and the emerging proposals for the Oxford-Cambridge Arc?**
3. **Are there any other changes you would like to see to the vision?**



### Objective 2 - Infrastructure and Development

To protect and enhance existing local services and to ensure social, physical and green 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 3 - Connections

To reduce the need to travel, shorten travel distances and make sustainable travel a priority across West Northamptonshire by maximising the use of alternative travel modes. In so doing, combat congestion in our main towns and town centres, reduce carbon emissions and address social exclusion for those in both rural and urban areas who do not have access to a private car.

The vision is supported by 16 Spatial Objectives as follows:

### Objective 1 - Climate Change

**To minimise demand for resources and mitigate and adapt to climate change, by:**

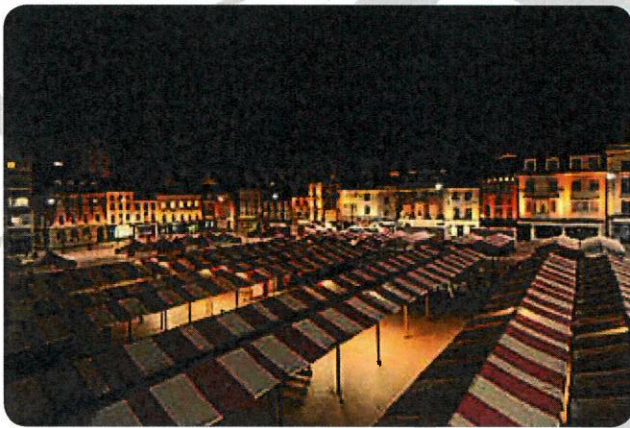
- Promoting sustainable design and construction in all new development;
- Ensuring strategic development allocations are located and designed so as to be resilient to future climate change and risk of flooding;
- Encouraging renewable energy production in appropriate locations;
- Ensuring new development promotes the use of sustainable travel modes.

#### **Objective 4 - Protecting and Building Urban Communities**

To ensure new development in urban areas effectively supports and links new and existing communities physically and socially, to achieve social cohesion and address the areas of deprivation identified in parts of Northampton and Daventry.

#### **Objective 5 - Supporting Northampton Town Centre**

To support the regeneration of Northampton's town centre by making it the focus of high quality retail, employment, leisure and cultural development at the heart of Northamptonshire and to support the delivery of the Northampton Central Area Action Plan.



#### **Objective 6 - Supporting Daventry Town Centre**

To support the regeneration of Daventry town centre through planned growth and infrastructure delivery.

#### **Objective 7 - Supporting Towcester and Brackley's Town Centres**

To support Towcester and Brackley in their rural service centre roles to ensure their communities are self-sufficient sustainable places and the towns are the focus of services and facilities for surrounding villages.

#### **Objective 8 - 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.

#### **Objective 9 - Specialist Business Development**

To support and develop opportunities for specialist employment clusters and business development focused on a low carbon economy.

#### **Objective 10 - Educational Attainment**

To raise educational achievement and the skills base of our communities through supporting the development of West Northamptonshire's learning infrastructure and strengthening the link between local businesses and local schools, Moulton and Northampton Colleges, the University of Northampton and Daventry and Silverstone University Technology Colleges.

#### **Objective 11 - Housing**

To provide a range of housing in sustainable locations to ensure all residents have access to a home that they can afford and that meets their needs.

Housing development will be focused at the most sustainable location of Northampton, supported by Daventry and Towcester and Brackley in their roles as rural service centres with limited development in the rural areas to provide for local needs and support local services.

#### **Objective 12 - Protecting and Supporting Rural Communities**

To protect and support rural communities to ensure they thrive and remain vital.

#### **Objective 13 - Rural Diversification and Employment**

To support rural diversification and rural employment opportunities, in particular those related to agriculture, horticulture and forestry.

#### **Objective 14 - Green Infrastructure**

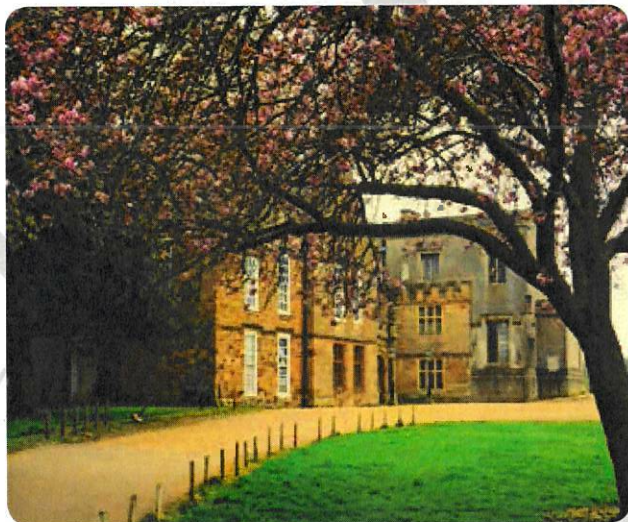
To protect natural species present in West Northamptonshire and enhance the existing strategic green infrastructure network, including biodiversity corridors, by incorporating and designing these into Sustainable Urban Extensions (SUEs) at Northampton, Daventry, Towcester and Brackley.

## Objective 15 - High Quality Design

To achieve high quality design in both rural and urban areas that takes account of local character and heritage and provides a safe, healthy and attractive place for residents, visitors and businesses.

## Objective 16 - Heritage

To conserve and where possible enhance, through carefully managed change, the heritage assets and their settings of West Northamptonshire, and to recognise their role in providing a sense of place and local distinctiveness.



It is recognised that some updating of these objectives is required, for example Objective 5 refers to the Northampton Central Area Action Plan which will be replaced by the Northampton Local Plan Part 2. Likewise Objective 10 refers to Daventry University Technical College which is now closed.

### Consultation Question:

**4. Are the above spatial objectives still the most appropriate ones for guiding development and growth in West Northamptonshire? What changes or other objectives would you like to see?**

## What time period should the Plan cover?

The National Planning Policy Framework (NPPF) expects Local Plans to have a time-horizon of at least 15 years post adoption, whilst the Government's

aspirations for the Arc are looking up to 2050. Whilst 2050 is a suitable time horizon for a vision, those aspects of the plan which need to be evidence based such as housing and jobs numbers are better suited to a shorter time horizon of say up to 2041. An appropriate plan period would therefore be 2019-2041. There may however be benefits in taking a longer term strategic approach by extending the plan-period up to 2050 in line with the aspirations for the Arc.

### Consultation Question:

**5. Is a plan-period of 2019-2041 appropriate or should it be extended up to 2050 to match the Government's aspirations for the Arc?**

## Place-making and Sustainable Communities

To meet Local Housing Needs West Northamptonshire will need to plan for a minimum of around 49,000 homes between 2019 and 2041. This figure would be about 69,000 if the new plan ran until 2050. Some of this housing is already planned for in the existing JCS and emerging Local Plans. However the West Northamptonshire Strategic Plan will need to identify further strategic locations for development of housing as well as employment to 2041.

The Plan will also set out a vision to 2050, which provides an opportunity to set out the principles to create thriving communities throughout West Northamptonshire in the long term. A key challenge for this Plan is to create places where existing and future residents want to live now and can do so sustainably into the future.

This Strategic Plan will help shape places where health and wellbeing is considered in every element of development and where inequalities in health and wellbeing are reduced. Apart from the obvious benefits to people's well-being, this should also assist with reducing demands on the local NHS and social care services.

The Office of National Statistics collects data on people's self-assessed levels of life satisfaction, worth, happiness and anxiety. In 2017/18 West Northamptonshire scored

overall slightly better when compared to the England average in terms of personal well-being and slightly lower when compared to the wider East Midlands sub region. In terms of health there are varying inequalities across West Northamptonshire.

- The life expectancy across West Northamptonshire shows that residents in Northampton have a lower than average life expectancy, and Daventry and South Northamptonshire have either similar or better life expectancies when compared to England averages.
- Across West Northamptonshire physical activity of adults is similar compared to adults in England. However, the rates of adult obesity are worse in Northampton compared to Daventry and South Northamptonshire who have similar rates of adult obesity compared with England as a whole.
- The picture is similar for childhood obesity with year 6 children in Northampton having higher levels of obesity when compared with neighbouring districts and the rest of England.

### **Key Principles for Place-Making and Sustainable Communities**

- Housing will be expected to be located in sustainable locations to encourage people to use active travel modes such as walking and cycling as a 1st choice wherever possible as well as have access to good public transport links to key destinations including employment, schools, retail and other services.
- Transport and land use will be integrated in new developments to create legible, accessible and connected routes from the outset and/or improve existing links to encourage more journeys on foot, bike or public transport.
- Development proposals will support strong, vibrant and healthy communities where people feel safe, healthy, socially connected and proud of where they live.
- New development will respect and make use of the natural and historic character of West Northamptonshire and ensure that all residents and visitors can benefit from the advantages these characteristics offers.

- New development will demonstrate a high standard and diversity of design which is appropriate to their location. These will be inclusive, enabling accessibility and independence, helping to reduce inequalities.
- Development should be fit for the future and incorporate resilience to climate change as well as allowing flexibility to adapt to new smart technology such as that emerging for independent living.

#### **Consultation Questions:**

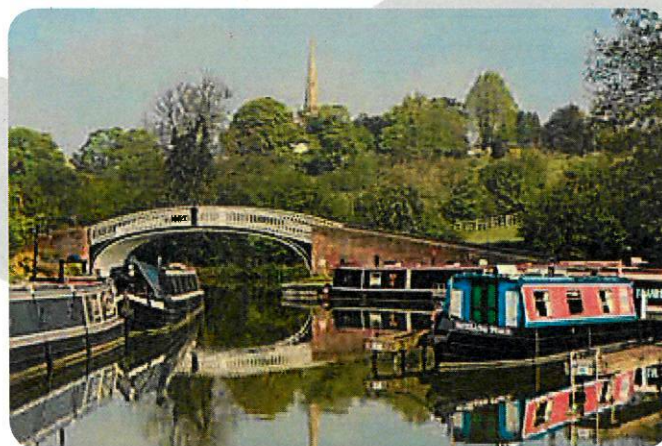
**6. Do you feel that the key principles identified will create sustainable communities?**

**7. Are there any other place making principles that need to be considered?**

### **Natural and Built Environment**

West Northamptonshire is an area of distinct landscape contrasts. The urban centre of Northampton in the east contrasts strongly with a large rural hinterland in the rest of the Plan area, which is punctuated by Daventry as a sub-regional centre, the smaller market towns of Towcester and Brackley and numerous picturesque villages.

Outside the towns the rural landscapes are unified by recurring landscape elements and features including hedgerows, historic houses, designed parklands, woodland, water bodies, waterways and agricultural land.





The area contains a significant range of natural and built assets including biodiversity habitats, sites, green infrastructure networks, archaeology and other heritage assets. Many of these are important at an international or national level and are protected through legislation or formal designation, whilst others are more locally important and need protecting through local plans.

This section of the document seeks to build an understanding of the broad natural and historic environment issues that affect the wider area.

#### **Landscape character - West**

Northamptonshire's landscape is influenced by the unique combination of natural and man-made features found in the area, for example the underlying geology, biodiversity, agricultural landscapes, buildings, structures and transport connections. A Landscape Character Assessment which was undertaken in 2008 for the county and informed the JCS is still relevant. More detailed work has been done to support the emerging Part 2 Local Plans which will also provide useful evidence for the WNSP.

The urban landscape of Northampton derives from its geography and historic development, resulting in a predominantly urban area containing a strong network of green and blue infrastructure, historic parks, amenity green space and natural and semi natural landscapes including nature reserves, river and canal corridors.

As predominantly rural districts, Daventry and South Northamptonshire both contained a longstanding Special Landscape Area (SLA) designation and in order to support a continuation of the designation in their Part 2 Plans, detailed studies were undertaken

in both districts. The proposed areas of SLA represent "valued landscapes" as set out in the NPPF and are areas that demonstrate particularly special qualities that lift them out of the ordinary. Providing the SLAs are accepted by the inspectors of the respective examinations it is proposed to carry the designation through to the WNSP.

Parts of the existing SLAs are of particularly high landscape quality and may justify potential designation as an Area of Outstanding Natural Beauty (AONB). Initial discussions are taking place with Natural England and adjoining local authorities to see if AONB designation would be feasible.



**Biodiversity** - Increasing pressures are being placed on natural habitats, occurring as a result of new development, the wider impacts of climate change and shared water resources and the introduction of non-native species. Across West Northamptonshire there are a range of sites which are designated for their biodiversity or geodiversity value.

Some are recognised as being of importance at an international or national level, e.g. Special Protection Areas (SPA) and Sites of Special Scientific Interest (SSSI), while others are valued as being of more local significance e.g. Local Geological Sites (LGeS) and protected road verges.

Some designations receive statutory protection (under specific existing legislation) whilst other sites, particularly those designated at a local level, receive less protection e.g. Local Wildlife Sites, potential wildlife sites and pocket parks. Within the plan area there are a number of designations ranging from International to National, Regional and Local level.



### **Biodiversity offsetting and net gain –**

The NPPF indicates that planning policies should minimise impacts on and provide net gains for biodiversity. Biodiversity offsetting is a system used predominantly by planning authorities and developers to fully compensate for biodiversity impacts associated with economic development, through the planning process. In some circumstances, biodiversity offsets are designed to result in an overall biodiversity gain. Offsetting is generally considered the final stage in a mitigation hierarchy, whereby predicted biodiversity impacts must first be avoided, minimised and reversed by developers, before any remaining impacts are offset. The mitigation hierarchy serves to meet the environmental policy principle of “No Net Loss” of biodiversity alongside development.

Biodiversity net gain is an approach which aims to leave the natural environment in a measurably better state than beforehand; for instance a species poor grassland or agricultural land is replaced by a species-rich specific type of grassland/ meadow and protective hedges that functions at the same time as part of a local GI system at the same site.

### **Green infrastructure-**

Green Infrastructure (GI) is a network comprising the broadest range of multi-functional green spaces, their connections and other environmental features including but not limited to parks, private green spaces, woodlands, wetlands, open and running water, wastelands and disturbed grounds, rivers and canals and their banks, roads and rail corridors, public rights of way, allotments, cemeteries and churchyards . GI is an asset that enables the environment to support and maintain ecological processes whilst sustaining land, air and water resources and is important within and beyond urban areas.

The JCS defines the sub-regional and local green infrastructure corridors in West Northamptonshire. The sub-regional green infrastructure corridors are the corridors that provide the link between the major areas of population within Northamptonshire and beyond into neighbouring counties. The function of these corridors is to connect areas of natural heritage, green space, biodiversity or other environmental interest.

Local green infrastructure corridors provide links between the sub-regional corridors. It is expected that the WNSP will need to review the extent and function of these GI corridors.



**Climate change resilience –** The planning system has a key role to play in supporting the transition to a low carbon future and in mitigating the impacts of climate change. The WNSP can help to shape places which support reductions in greenhouse gas emissions, minimise vulnerability and improve resilience, encourage the reuse of existing resources and support renewable and low carbon energy. Climate change resilience is likely to be a key cross-cutting theme that runs through the Plan’s strategy and policies.

**Flood risk and the water cycle -** Flood risk and water quality are significant concerns for West Northamptonshire. The area’s rivers and their tributaries as well as the canal network and reservoirs are prominent features of the landscape and important to wider biodiversity and leisure networks. Yet due to these water bodies and historic patterns of development there are a number of areas which are at risk of flooding. In addition to fluvial flooding there is also an increased risk of surface water flooding following periods of heavy rainfall, more intense storms and/ or where wastewater drainage is ineffective. The impact of development on water quality and the need to maintain adequate supplies of water are likely to become increasingly significant issues.

The existing JCS and the emerging Part 2 Local Plans have been informed by extensive evidence including Strategic Flood Risk Assessments and the Water Cycle Strategy. It is expected that this evidence will need to be updated to inform the WNSP.

**Historic environment** -The historic environment of the plan area is one of its most valued assets and there is a positive relationship between heritage, health and wellbeing, civic pride and community cohesion. Heritage also delivers significant economic benefits as a driver for tourism and many of the historic houses and parklands in the plan area are significant tourist destinations. The canal network comprising the Grand Union and Oxford Canals, is both a heritage asset and major leisure attraction in the area. Heritage assets include buildings and structures, parks and gardens, battlefields and archaeological remains.



Heritage assets can be designated or non-designated. Designated assets are designated under statute and some, such as listed buildings, conservation areas and scheduled monuments, benefit from statutory protection and require specific statutory duties to be exercised or tests to be applied when assessing the impact of a development on them. They may also be subject to a separate heritage consent regime. Other designated assets such as registered battlefields and historic parks and gardens do not have statutory protection although they are a material planning consideration. Across West Northamptonshire there are more than 100 conservation areas, in excess of 1800 listed buildings and around 100 scheduled monuments.

Many other assets make the area distinctive but because they are not designated, they are at risk of change or loss. Non-designated heritage assets are identified by the local planning authority and all three authorities are in the process of compiling a 'local list' of non-designated assets, which means that despite not having the same level of protection, their

significance will be considered in planning decisions.

Each of the Part 2 Plans contain policies that deal with both designated and non-designated assets, therefore the WNSP needs to focus on strategic heritage issues.

## Key Principles for the Natural and Built Environment

- Landscape character and valued landscapes should be fully considered in assessing proposals for growth to ensure that the character and quality of landscapes is protected and where possible enhanced.
- Development should maintain or enhance existing designated sites and assets which support biodiversity with the objective of delivering overall net gains for biodiversity.
- Green Infrastructure Networks should be conserved, managed and enhanced. Development proposals should seek to incorporate existing GI corridors and where possible create new corridors.
- Climate change resilience will be a cross-cutting theme that is 'built in' to the plan's policies and proposals.
- New development will be located and designed to minimise the risk of flooding, protect water quality and maximise water efficiency.
- The historic environment and heritage assets should be preserved, and where possible enhanced in recognition of their role in providing a sense of place and local distinctiveness.

### Consultation Questions:

- 8. Have we identified the right key principles to conserve and enhance the built and natural environment?**
- 9. Are there any built and natural environment issues that we have missed?**

## Housing

Ensuring the right number and type of houses are delivered across West Northamptonshire are clearly important issues for the West Northamptonshire Strategic Plan to address.

**How much Housing Do We Need To Plan For?** - To establish how much housing we need to plan for a number of components need to be looked at, specifically future local housing need, any uplift for contingencies, a further uplift to deliver the aspirations of the Arc and the need to provide for any unmet need from Neighbouring authorities, and also factoring in any existing supply.

These are discussed in turn below.

### **Local Housing Need**

In terms of the overall scale of housing growth that the plan needs to provide for, the 2019 NPPF identifies that to determine the minimum number of homes needed, strategic policies should be informed by a local housing needs assessment, conducted using the standard method in national planning guidance-unless exceptional circumstances justify an alternative approach. The table below shows the Local Housing Needs (LHN) figures for each LPA in West Northamptonshire (using the 2014 based household projections) and shows an annualised requirement of 2,201 dwellings. This is lower than the current JCS requirement which, if calculated on an annualised basis, is 2,324 dwellings. It is intended that the LHN figure would replace the JCS trajectory figures from the base

date of this plan – i.e. they would be introduced from 2019.

The methodology suggests that LHN is suitable for projections over a ten year period, however this plan will look to 2041, a 22 year period from the base date of April 2019. One issue is to explore if there is any reason why the household formation rate would vary to any extent beyond the first ten years and what review mechanisms the plan might need to include to respond to any changes.

As the table shows, the LHN figure to 2041 is 48,862 dwellings across West Northamptonshire.

### **Uplift For contingencies**

The LHN figure provides a minimum starting point in determining the number of homes needed in an area. It is important to consider whether an uplift should be applied to the LHN to provide additional flexibility and contingency to account for any delivery issues that may arise. Two potential contingency options are set out below;

LHN + 10% - 53700 dwellings

LHN + 20% - 58600 dwellings

In considering the level of uplift, regard has to be had to the detriment that could be caused by high levels of contingencies e.g. the need for significant additional infrastructure, market saturation etc.

**Table 2- Local Housing Need for Plan Period**

	<b>JCS Housing Requirement (Annualised)</b>	<b>Local Housing Need per Annum</b>	<b>Local Housing Need over plan period 2019-2041</b>
Northampton (inc NRDA)	1582	1333	29326
Daventry	388	372	8184
South Northamptonshire	351	516	11352
West Northamptonshire	2321	2221	48862

## Oxford-Cambridge Arc

Government has clear ambitions to promote growth across the Oxford-Cambridge Arc. Practice Guidance suggests that it would be appropriate to plan for housing in excess of the LHN figure where growth strategies for the area exist that are likely to be deliverable, for example where funding is in place to promote and facilitate additional growth. Government's ambitions for the Arc include up to one million high quality new homes by 2050. Achievement of this ambition would require a step change in housing delivery at levels substantially in excess of LHN. The West Northamptonshire partner authorities are in discussions with Government about the potential support that could be available, for example infrastructure funding, to facilitate increased levels of growth to match their aspirations for the Arc. A potential Arc-related growth scenario would be to plan for LHN +10% for 2019-29 and then apply a further uplift of 40% to LHN from 2029 to 41. This results in a requirement for 61700 dwellings.

### Taking into account the existing supply

To establish what provision the plan needs to make it is important to look at existing housing supply. A housing background paper has been produced that sets out the position for each local authority in more detail in respect of the existing supply however given that this period will run from 2019 to 2041 there is clearly a significant

level of provision already anticipated to come forward in the existing JCS, specifically the allocated SUE's and also additional site allocations within the emerging Part 2 Local Plans. Across West Northamptonshire as at 1st April 2019 existing supply amounts to about 38500 dwellings.

This supply has been applied to the different scenarios discussed above and summarised in Table 3 below.

In determining the most appropriate level of housing it will be important to factor in the outcomes of further work regarding specific housing needs (including affordable housing) and the relationship with the economy of the area, mindful of the need to try and balance housing and job growth.

Importantly the 5 year housing land supply would be monitored against the LHN figures, either on a plan wide basis or policy area basis. Any uplift would be for contingencies only, and would not be included in the calculation.

In addition the NPPF indicates that any needs that cannot be met within neighbouring areas should be taken into account in establishing the amount of housing to be planned for.

The West Northamptonshire councils will work with adjoining authorities to establish if any unmet need should be provided for in this plan although this has not been indicated through the local plans that have either progressed or are currently progressing through the process.

**Table 3 - New Housing Provision**

Scenario	Approximate Requirement to 2041	Supply to 2041	Residual Requirement to 2041
Local Housing Need	48900 dwellings	38500	10400
Local Housing Need + 10%	53700 dwellings	38500	15200
Local Housing Need + 20%	58600 dwellings	38500	20100
Arc-related Growth	61700 dwellings	38500	23200

### Consultation Questions:

- 10. Is the 1st April 2019 an appropriate base date for the housing requirement?**
- 11. Having regard to the scenarios presented above what level of housing growth should the plan be seeking to accommodate? If you support a level of housing that differs from LHN please explain how you think that would be justified?**
- 12. Would the Government's ambitions for the Oxford-Cambridge Arc justify a level of housing growth significantly in excess of LHN?**

### How to diversify the Market?

A number of the Sustainable Urban Extensions allocated in the JCS have not progressed as quickly as expected. The issue of delivery, particularly on larger sites, is not an issue solely affecting West Northamptonshire but is a nationwide issue. This has been recognised in the Letwin review (October 2018) which can be viewed on the gov.uk website and identifies a series of possible measures to seek to improve build-out rates, including diversifying the housing offer on strategic sites through different tenures and house types including ensuring sufficient plots for self-build/custom-build housing. This will be an important issue for this plan to address.



### Consultation Question:

- 13. What measures could the plan include to diversify the offer on strategic sites, or otherwise increase the rate of housing delivery?**

### What type of housing Do We Need to Plan for?

Further to establishing overall housing requirements the 2019 NPPF indicates that the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies and this work will be undertaken to inform the production of this plan. This work has been undertaken for the part 2 local plans and will need to be updated particularly to inform the following;

- The level of affordable housing that needs to be provided for, including what threshold should be applied.
- What specific needs for specialist accommodation are there mindful of the age profile of the area and that existing evidence showing that the increase in people aged 65+ represents 50% of the overall population growth.

Evidence undertaken across West Northamptonshire against the existing housing requirement indicated a need for an increased proportion of smaller properties (2 and 3 beds).

### Consultation Question:

- 14. Are there any particular types of specialist housing that you feel should be increased in supply, do you have any evidence to support this?**

### How do we ensure the houses are of good quality and fit for purpose?

To ensure that West Northamptonshire continues to be an attractive place to live the quality of housing is important. The government acknowledged this through introducing the following optional national standards;

- Accessibility and wheelchair housing standards
- Water efficiency standards
- Internal space standards

The Part 2 local plans are respectively seeking to apply the optional national standards to varying levels and therefore it is not considered that this is an issue for this plan to address. However it will be important to ensure the plan secures high quality design across the area and any evidence undertaken looking at specific housing needs will need to consider how these standards should be apply moving forward.

### Consultation Question:

**15. Are there any other housing issues the plan needs to address that have not been identified?**

## Economic Growth

West Northamptonshire is well placed in terms of infrastructure due to its links with a number of major strategic routes including the A43, A34, A5, A14, M40 and M1. It also benefits from a number of existing high profile employers and tourist facilities. The area has particular strengths in logistics centred at the motorway junctions on the M1, food and drink and the visitor economy.

West Northamptonshire falls within the SEMLEP local enterprise area. SEMLEP are preparing a Local Industrial Strategy, which looks at the wider ambitions of the Arc, clusters, logistics hubs of excellence and innovative transport technologies. The WNSP will need to take account of the emerging proposals in the Local Industrial Strategy.

West Northamptonshire's economy has grown in recent years with a large number of jobs being delivered, although the provision of employment floorspace has generally been lower than anticipated in the JCS. Between 2008 and 2017 approximately 19,000 net additional jobs have been created. This jobs growth has occurred across a wide variety of sectors. It is considered that the Strategy needs to encourage growth in a planned way which meets the needs of our residents, adds value to the area and supports the key sectors of High Performance Technology, Logistics, Food and Drink and the Visitor Economy.

The WNSP will need to balance the number of jobs in relation to housing and infrastructure provision, as well as regenerating the area, attracting high skilled jobs and supporting existing retail centres. Evidence on economic development needs is being commissioned, and this work will provide an objective assessment of the employment land/floorspace needs over the plan period. It will also consider the number of jobs that need to be created to support the anticipated growth in population.

It is considered that any allocations should be located in sustainable and accessible locations where land permits it, or at existing well serviced facilities.



### Strategic Rail Freight Interchanges:

Central Government are currently considering two major development proposals in South Northamptonshire, for major rail freight infrastructure proposals, known as Rail Central and Northampton Gateway. The sites are located to the west of the M1 close to junctions 15 and 15A. Collectively these proposals could deliver in excess of 1.2 million sqm of warehousing and ancillary floorspace and could generate around 15,000 directly employed jobs. Should one or both of these applications go ahead, they could have a significant impact on the labour force, the capacity of road and rail infrastructure and the demand for housing.

The Plan may have to respond to these impacts once the outcome of the application process is known although the sites will be of a scale that would inevitably draw in some workforce from outside of West Northamptonshire.

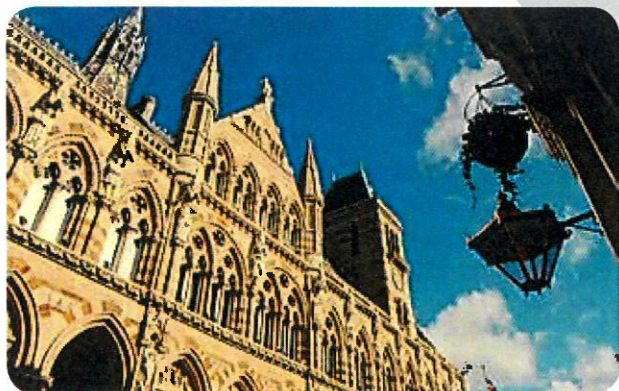
A range of spatial options will be considered e.g. focussing development on existing transport hubs, such as rail connections, planned growth areas and corridors, or focussing on existing urban areas.

In addition to new employment areas the plan may also consider the role of existing employment areas, where still appropriate, controlling use class changes within these areas. In the urban areas there may be opportunities for more efficient use of land as well as expansion of existing employment hubs may be considered necessary. The plan may consider focusing allocations on existing use classes, or may focus more generally recognising the need to provide flexibility within the classes.

The plan area has a number of existing strategic employment sites such as the Daventry International Rail Freight Terminal, Silverstone Circuit and the Northampton Waterside Enterprise Zone. The importance of sites such as these in supporting the economic success of the area should be recognised in the plan.

The Government's ambitions for the 'Oxford-Cambridge Arc' in 2019, include maximising the economic potential of the area to become an economic asset of international standing. A key issue for the WNSP is whether the plan should promote more economic growth than required to meet local need as a response to the opportunities presented by the Arc.

The visitor economy plays an increasingly important role in the area. There are a range of tourism facilities, such as Silverstone Race Track, the extensive canal network, county parks, historic houses, abbeys and museums. The plan will aim to support expansion and provision of such facilities where appropriate.



**Rural Economy-** The plan area covers over 190 villages and a large number of rural and small scale business, in terms of the rural economy. While part 2 Local Plans will cover more detailed policies on local employment, the WNSP should support diversification of rural businesses and the rural economy to help them to continue to thrive across West Northamptonshire.

### Consultation Questions:

**16. Have we identified the right issues in respect of economic growth or are there important issues that we have missed?**

**17. Should the plan promote higher levels of economic growth in response to the Government's aspirations for the Oxford-Cambridge Arc?**

**Retail** - West Northamptonshire consists of a number of town centres including Northampton, Daventry, Towcester and Brackley as well as a number of smaller rural shopping villages and centres. It is considered that the plan should aim to regenerate retail centres and attract jobs to sustainable locations, while being adaptable and pragmatic to changes in the market and progressing trends.

The future of the 'High Street' continues to be a key strand of Government policy and the plan needs to acknowledge the changing role of town centres and the retail economy, by allowing a more flexible and pragmatic approach, supporting a diverse range of uses.

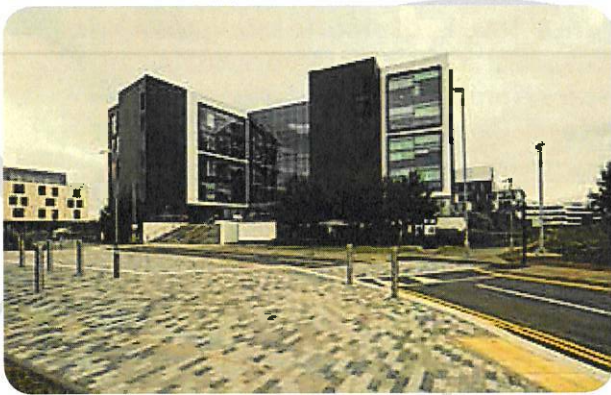
While retail is still a major focus for town centres, it is recognised that other uses can complement this offer. It is therefore important to plan for a mix and offer that meets the needs of the area, supports businesses and conserves and enhances the historic character.

Monitoring of the retail policies in the existing JCS indicates that the level of new retail floorspace which has been provided in our town centres is lower than anticipated. Indeed there have been net losses of floorspace in both Northampton and Daventry in recent years. This WNSP may therefore need to take a different and more flexible approach in terms of the role of

town centres and the uses they should support.

The evidence base for the WNSP will look at retail floorspace as well as the jobs targets, considering the changes to the market and wider travelling patterns. This work will feed into future documents.

The previous Joint Core Strategy included a sequential approach, which ensured that in Northampton retail development was focused on the primary shopping area, outside of Northampton town centre, preference is centred on well-connected town centre sites first, then to local centres. Should the WNSP strategy take this same approach?



**Northampton:** There have been a number of recent developments which support the vitality of the central area years including the relocation of the University of Northampton to its new Waterside Campus, the development of a new railway station building and the University of Northampton's Innovation Centre. Northampton Borough has recently carried out a retail assessment as part of their Part 2 plan work which recommends revised retail floorspace targets and recommends a more flexible approach to planning to support cultural activities and leisure alongside retail.

Northampton Town Centre is geographically the largest retail centre and is considered as a regional shopping centre. However footfall in the town centre has fallen in recent times and vacancy rates are higher than the national average. The Borough Council have established the Northampton Forward partnership with businesses and stakeholders which aims to revitalise the town centre. Funding is being sought from the government's Future High Street Fund and a consultation on the proposals for the town centre commenced in May. The WNSP

will need to consider how the employment offer, retail and accessibility into the town centre can be improved.



**Daventry:** Daventry town is the other large town centre in West Northamptonshire and offers a variety of retail chains and independent shops. It is currently defined as a sub-regional town centre in the WNJCS.

The WNSP will consider how Daventry town centre be protected and enhanced through safeguarding the main shopping areas, whilst also providing flexibility to consider appropriate diversification of the current offer and the ability to respond to market trends.



**South Northamptonshire:** The two main retail offers in South Northamptonshire district are Towcester and Brackley towns, which are identified as Rural Service Centres in the current JCS.

The area also includes a number of small rural shopping villages and garden centre developments. Promoting retail within these smaller towns, while continuing to improve infrastructure, access and parking remain key challenges for these areas. The WNSP will consider what measures can be taken to improve the performance of these service centres.



## Consultation Questions:

**18 Overall what do you consider our approach should be for retail and town centres?**

**19. How can we make our town centres more successful in the future?**

## Infrastructure

**Transport** - West Northamptonshire is well connected to strategic transport infrastructure. The M1 motorway which provides a key strategic north-south corridor directly to the west of Northampton. Other important routes include the A45 and A43. The A45 is the main southerly access from Northampton to the M1 and also connects a number of Northamptonshire's main towns, the A45 is one of the busiest roads in the county. The A43 connects Northampton and other Northamptonshire towns to Oxford and a variety of other destinations.

Northampton is also connected to the West Coast Main Line rail network, which runs from London Euston to the West Midlands. Long Buckby, in Daventry District, has a station on the Northampton loop of the West Coast Main Line. Kings Sutton, in South Northamptonshire, has a station on the Cherwell Valley Line. A significant level of rail freight also passes through the county, with the location of the Daventry International Rail Freight Terminal (DIRFT), located to the North of Daventry.

The growth that is planned in the existing JCS is supported by an Infrastructure Delivery Plan (IDP). The IDP includes a number of key primary infrastructure projects have been identified to support the long term growth of the area.



For **Northampton** these include:

- The Northampton Growth Management Scheme (NGMS), which relates to a series of junction improvements on the A45 from the M1 junction 15 in the west to the Great Billing Interchange in the east.
- The Northampton North-West Relief Road, (see map on page 21) the first phase to the east of the A428 is expected to be delivered as part of the Kings Heath SUE and the highway authority will deliver the second phase which links to the A5199.
- Sandy Lane Relief Road to the west of Northampton, which is expected will be delivered as part of the Norwood Farm/Upton Lodge SUEs.

For **South Northamptonshire** the Towcester Relief Road will support the development of the Towcester South SUE and forms part of the developer's plan. Provision of this road is required infrastructure to allow the development to go ahead and will also provide relief to the A5 through Towcester town centre bringing with it the potential to improve the environment and air quality.

For **Daventry** the Daventry Development Link (DDL), recently opened, provides a single carriageway bypass for Weedon, Flore and Upper Heyford on the A45 between Daventry and Junction 16 of the M1.



## New Strategic Transport

**Infrastructure** – The assessment of growth options for West Northamptonshire will necessitate the consideration of opportunities to provide new strategic infrastructure connections. Two potential projects are set out below:

**Northampton Northern Orbital** – The County Council have proposed a new road will link the A5199 and Northampton North West Relief Road between Kingsthorpe and Chapel Brampton with the A43 north of Moulton. The new road will also connect with the Moulton Park industrial estate. A final preferred route has not been chosen yet and delivery of the scheme is reliant on funding sources being secured. The Northern Orbital is not included in the existing JCS and the implementation of and funding for the route will in part depend on where development is located in the future.

**North – South Rail** - The re-opening the Market Harborough to Northampton line would provide the potential for a new national corridor. If pursued, this would link the Midland Main Line northwards –

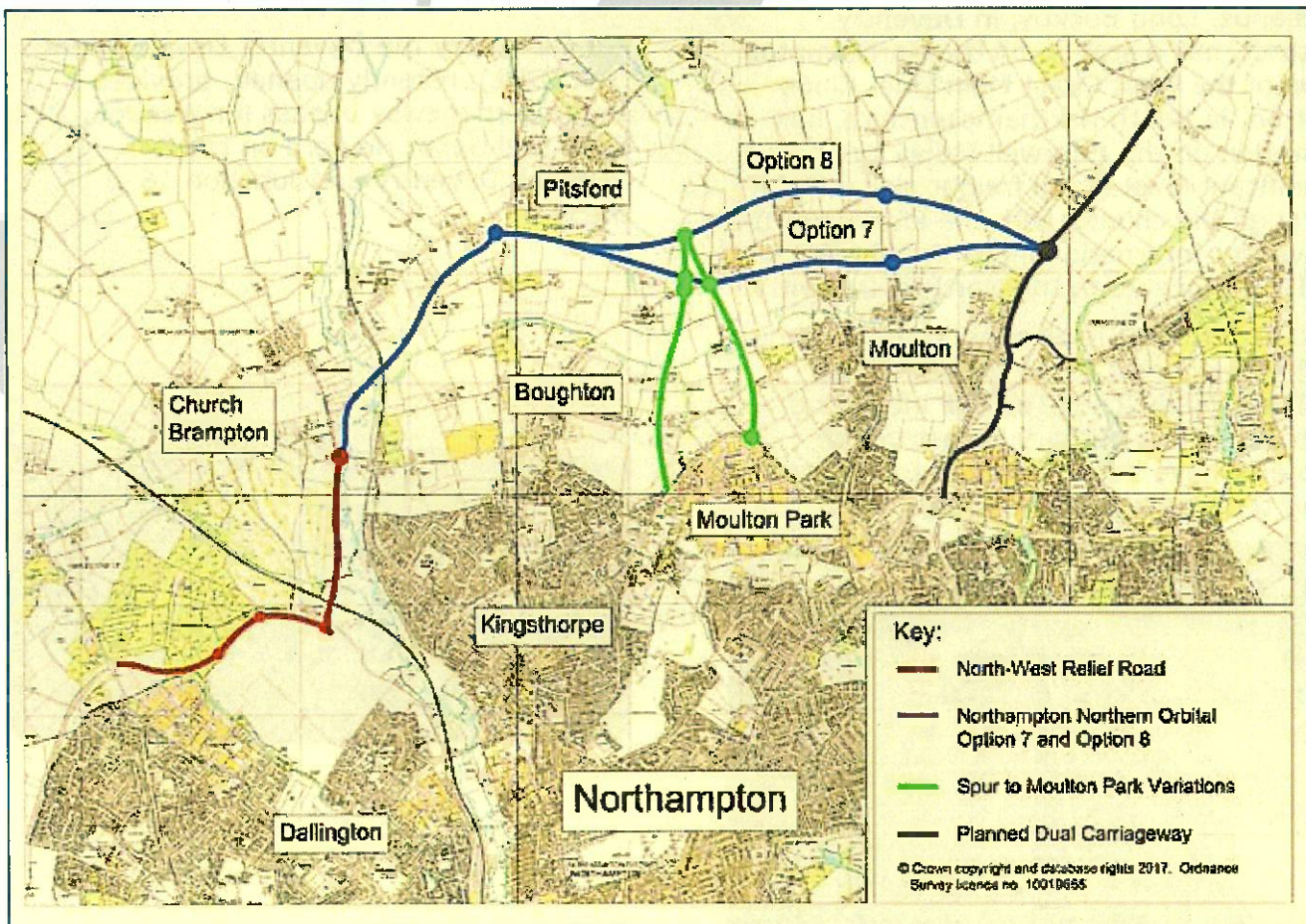
thereby including such places as Leicester, Loughborough, Nottingham, Derby and Sheffield – and the West Coast Main Line southwards – thereby including such places as Milton Keynes, Watford and London. Creating a new set of efficient economic and social connections should have significant positive impacts nationally and for West Northamptonshire. The north-south rail scheme would complement proposals for East-West Rail which are a key element of the vision for the Oxford-Cambridge Arc. The route of the former railway is used as a 14 mile walking and cycling route known as the Brampton Valley Way. Compensatory provision would need to be considered if the rail scheme were to be implemented.

### Consultation Questions:

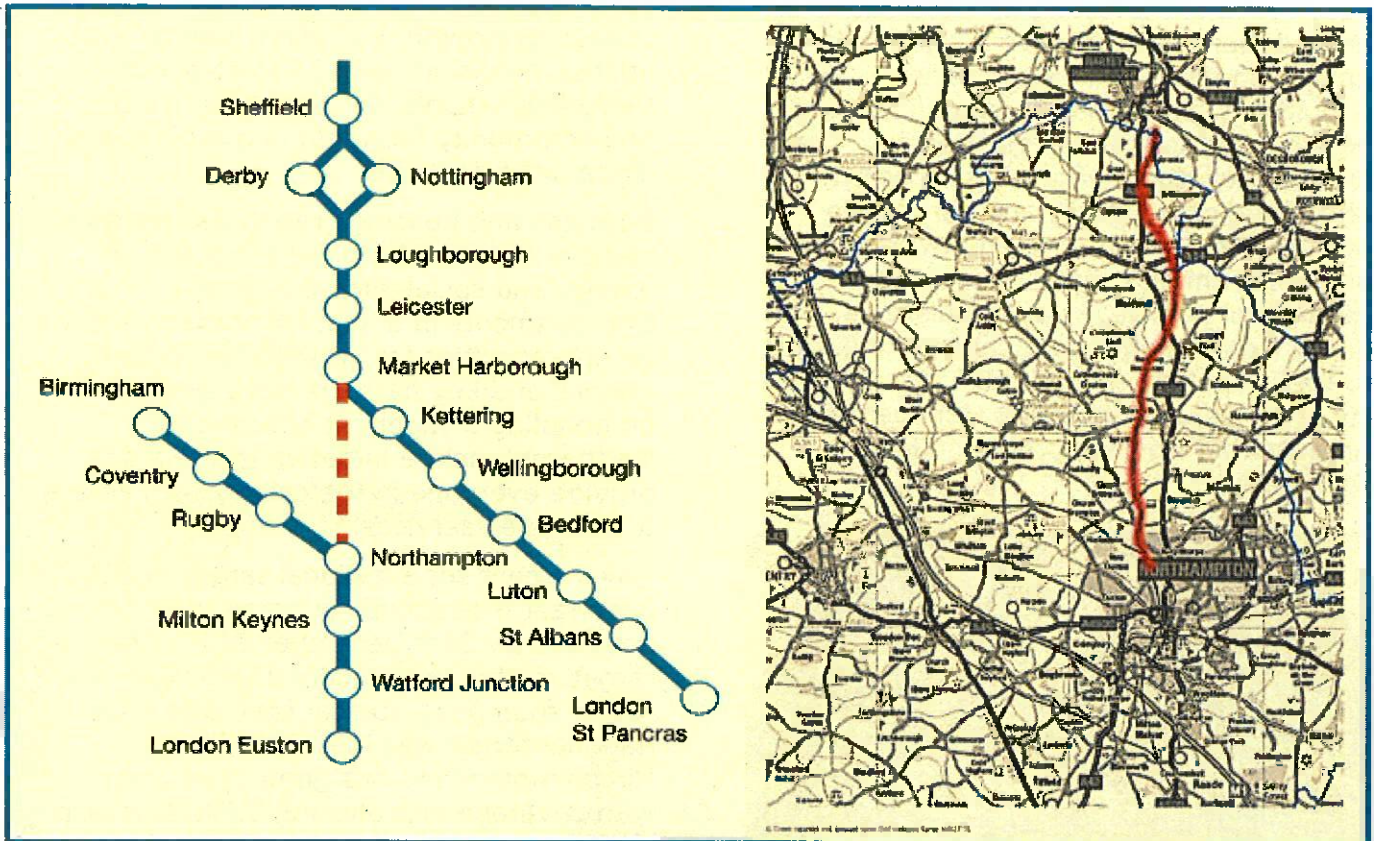
**20. Should the plan consider the potential to deliver the Northampton Northern Orbital and North-South Rail as described above?**

**21. Are there other strategic transport infrastructure options which should be considered?**

### Northampton North-West Relief Road and Northern Orbital map



## Potential North-South Rail Route



In order to achieve wider sustainability goals, and to meet the future travel needs of the area, it is recognised that a change in travel behaviour is required.

Unsurprisingly given the rural nature of the area and the reliance on regional service centres, evidence from the 2011 Census shows that residents and workers within Daventry, South Northamptonshire and Northampton tend to commute further and have a higher car dependency than the national average. As a result of the high car dependency, public transport usage in terms of travel to work is below the national averages with rail significantly less. Walking and cycling to work are also both lower than the national averages.

Two key projects to support the change in travel behaviour included the replacement of the Northampton Greyfriars Bus Station with a new bus interchange and a new railway station for Northampton. The new bus interchange was completed in 2013 and the new Castle Railway Station was opened in January 2015.

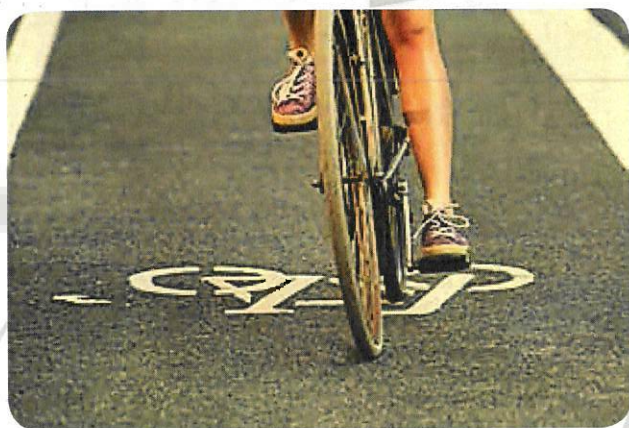
Daventry District Council has aspirations to improve the bus station facilities at Daventry to serve the existing and growing population. Details of whether this will be

relocation or restructure of the existing site will be the subject of further investigation. The proportion of cycling in Northamptonshire has historically been low and there is relatively little cycle culture, unlike in cities such as Cambridge, Oxford, York and Bristol. The cycle mode share for journeys to work in Northamptonshire is around 2%, compared to a figure of 8% in Bristol and 28% in Cambridge.

The compact nature of the towns and in most cases relatively flat topography, presents significant potential to increase cycling trips within the major towns through addressing key missing links and junction treatment. In addition, there are opportunities, if sufficient funding became available, to develop inter-urban links between the main towns and from smaller outlying settlements.

Cycling and walking have the potential to help reduce health costs and wider economic losses associated with sedentary lifestyles by increasing physical activity, i/e/ prevention rather than cure. Helping to increase the number of walking trips rather than using the motor vehicle increases fitness levels and aids the environment by reducing congestion.

Traffic in our urban centre and areas near busy roads are affecting concentrations of air pollution that can have a significant impact on the health of the general population, with those having underlying health conditions being most at risk. There are two pollutants of greatest concern: nitrogen dioxide (NO<sub>2</sub>) and particulate matter (PM), which have an adverse effect on health and are mainly a problem because of vehicle exhaust emissions, with diesel exhaust emissions contributing most to the air pollution problem. There are currently seven Air Quality Management Areas within Northampton, one in Towcester.



Department for Transport (DfT) figures show that over 100,000 plug-in vehicles were registered in the UK by mid-2017 as people are seeing the benefits of lower running costs and environmental benefits. Plug-in vehicles have zero exhaust emission capabilities and represent a significant opportunity for improving air quality. Opportunities to support the switch to electric vehicles will be considered including the provision of charging infrastructure.

In order to create change it is important that key organisations, including the local councils and other public sectors organisations who promote health and environmental improvements, lead by example. Public sector organisations operate fleets of vehicles and are significant employers in the area, generating thousands of business miles each year. These represent significant opportunities for influencing change, both within the public sector, but also beyond, including employees and the many private and voluntary sector organisations who engage with the public sector on a daily basis.

In addition to transport, there are several other types of infrastructure that are critical for growth, including: energy and utilities provision; social infrastructure (including schools, GP surgeries, leisure and community facilities) and mobile and digital infrastructure.

Business and housing growth cannot take place in isolation from the provision of energy and social infrastructure. Improvements in digital infrastructure open up opportunities for growth. The County Council and key partners have embarked on enabling a superfast broadband Northamptonshire initiative that aims to provide everyone in the county with access to improved services.

Government set a national target of 95% superfast broadband coverage to be achieved by 31st December 2017. The target relates to numbers of premises rather than geographical coverage. This national target was met. However, Northamptonshire has gone even better with coverage approaching 97%. It is also in the top ten areas in the UK for ultrafast broadband with 60% of premises able to access even faster speeds. This means that Northamptonshire is now one of the best counties in the UK for fast broadband.

In June 2018 the County Council agreed new targets for the Superfast Northamptonshire project. These targets are for at least 99% of premises in the county to be able to access superfast broadband and 65% ultrafast - both to be achieved by 31st March 2021.

This will ensure that Northamptonshire is one of the best places (urban and rural) in the country for fast and reliable broadband connectivity. This will transform the way public services are delivered, help people to help themselves and reduce social exclusion, support enterprise and innovation, improve skills and educational attainment, and reduce carbon emissions.

With energy, a key challenge is to ensure a closer alignment between the forward plans of utilities companies and local authorities, with the former having generally having shorter planning horizons than the latter. Infrastructure providers will be engaged in the preparation of the plan for the outset to ensure that infrastructure is delivered in the right place and at the right time.

Western Power Distribution (WPD) covers the growth areas of Northampton, Daventry, Towcester and Brackley. Recently energy supply demand has reduced from that anticipated. This is due to the recent economic down-turn and the general shift from manufacturing, requiring a high energy demand, to warehousing and service industries which have a lower energy usage. In addition sustainable energy generation through wind power, photo voltaic units (PVUs) and biomass generation has supported the general supply.

In relation to energy Northampton will require works in the medium term to increase its supply. This will be at cost to the provider and phased in to support demand. There are no power supply issues for Daventry which presently has spare capacity for growth and for Towcester the catalyst to electricity supply upgrade is the Towcester South SUE.

**Water Infrastructure.** For planned growth (such as SUEs) local reinforcements will be required and are provided for through the normal requisition process whereby the developer pays Anglian Water Service (AWS) to provide the necessary pipes and connections. The requisition process is triggered by development, and is therefore entirely dependent on the timing of the individual developments. There is therefore no risk of these connections not being provided when growth goes ahead.

As a key part of the delivery of the Joint Core Strategy 2014 the capacity for the waste water treatment infrastructure to serve the growth identified is a requirement for development to occur. The Northampton Drainage Action Plan (DAP) modelling shows there is capacity within the major trunk sewer to serve the planned SUEs.

**Health infrastructure** - In the region, there are several examples of housing developments where a GP surgery site has been available for a number of years but no surgery has been delivered. This has significant negative impacts upon both the new and existing communities affected, as well as undermining support for additional residential development. As with utilities, the planning horizons for housing and health need to be better aligned.

Improvements to, or provision of, new healthcare facilities can sometimes be funded through capital programmes, however this funding is limited.

Developer contributions will be expected to support healthcare facilities in response to the needs of a development. The Healthcare Infrastructure Schedule indicates that there is good provision across the urban areas where housing growth is anticipated.

## Key Principles

- **Bus Infrastructure:** Improvements to waiting facilities, provision of real-time information, bus timetable information, secure cycle parking, rural bus hubs and Park and Ride.
- **Bus Services:** High quality end-to-end service linking Northampton with major towns e.g. Bicester and Oxford.
- **Inter-urban public transport** improvements linking the major towns within West Northamptonshire to the surrounding areas.
- **Promote the uptake of ultra-low emission vehicles (ULEV)** in line with the Northampton Electric Vehicle Plan.
- **Promote modal shift away from cars to sustainable transport modes,** including public transport, walking and cycling.
- **Encourage development at the most accessible locations.**
- **Promote travel planning** - to encourage more people to choose sustainable transport modes by providing high quality information about the choices that are available for each journey.
- **Having access to superfast broadband** across Northamptonshire.
- **To reduce the need to travel,** shorten travel distances and make sustainable travel a priority across West Northamptonshire by maximising the use of alternative travel modes.
- **Combat congestion in the main towns and town centres,** reduce carbon emissions.
- **Address social exclusion for those in both rural and urban areas who do not have access to a private car.**

- To support the regeneration of town centres through planned growth and infrastructure delivery.
- **Reduced Environmental Impact:** Improve air quality and reduced noise

## Key Objectives

1. Deliver the infrastructure needed to achieve the level of growth outline in the West Northamptonshire Strategic Plan.
2. Improve transport links across the region, promote modal shift away from cars to sustainable transport modes, including public transport, walking and cycling. To improve health and wellbeing and combat environmental impact of motor vehicles.
3. Improve digital infrastructure to support commercial growth and investment within the region.
4. Ensure new development in urban areas effectively supports and links new and existing communities physically and socially, to achieve social cohesion and address the areas of deprivation.

### Consultation Questions:

**22. Do you think that the key principles and objectives for infrastructure identified above are appropriate?**

**23. Are there any other principles and objectives you would like to see added?**

## Process and Next Steps

### Next Steps

The next stage in the plan preparation will be to develop range of potential spatial options to meet the level of growth that we are planning for across West Northamptonshire. We are aiming to carry out a consultation on Spatial Options in early 2020. The type of options we will be considering include:

- **Urban intensification** – redevelopment and re-use of brownfield sites in our existing urban areas. Consideration of well-designed higher density development close to transport hubs.

- **Urban extension** – further sustainable urban extensions to our main urban areas.
- **New settlements** – the potential for freestanding new settlements in the form of garden towns and/or villages.
- **Corridor based growth** – the potential to focus growth alongside infrastructure improvements along key transport corridors either existing or proposed.
- **Employment focus** – the potential to focus residential development alongside existing or proposed strategic employment areas to reduce commuting and provide the opportunity for people to live and work in the same location.
- **Dispersed options** – such as the sustainable expansion of smaller settlements where these are well linked to existing or proposed infrastructure.

### Consultation Question:

**24. At this stage are there any other spatial options that should be considered?**

The development and consideration of spatial options will need to take account of a range of influences such as the plans of neighbouring Councils and the outcome of the proposals for the Strategic Rail Freight Interchanges which are being considered through the National Infrastructure Planning process.

To help inform the development of spatial options we are undertaking a call for sites. At this stage we are primarily interested in sites which are strategic in scale.

If you have any suggestions for strategic locations for new development please submit these through our 'call for sites', details of which are available on the website:

**[www.westnorthantsplan.inconsult.uk](http://www.westnorthantsplan.inconsult.uk)**

## Sustainability Appraisal

The WNSP will be informed by a Sustainability Appraisal (SA) which will consider ways in which the plan can contribute to improvements in environmental, social and economic conditions. The SA will also identify and mitigate any potential adverse effects that the plan may have.

An initial SA Scoping Report has been prepared and is available for comment alongside this Issues documents. Details of the SA and how to comment on it are available on our website at [www.westnorthantsplan.inconsult.uk](http://www.westnorthantsplan.inconsult.uk)

## How To Comment

Comments on the WNSP Issues can be made from **Monday 5th August to Friday 11th October 2019**. Your views are important and will help shape the next stage of the plan.

You can make comments in a number of different ways, although the best way is likely to be online. Our consultation website has an interactive version of this document which you can use to submit your comments at

[www.westnorthantsplan.inconsult.uk](http://www.westnorthantsplan.inconsult.uk)

If you would prefer to send us your written comments you can download a comment form from the website and return it by email or post to the following addresses:

### By email:

[westnorthantsjpu@northampton.gov.uk](mailto:westnorthantsjpu@northampton.gov.uk)

### By post:

**West Northamptonshire Joint  
Planning Unit  
The Guildhall  
St Giles Square  
Northampton  
NN1 1DE**

All the comments received will be carefully considered and used to inform the next stage of the West Northamptonshire Strategic Plan. Details of the comments received will be publicly available, but no personal information will be published. If you are not currently on our consultation database and would like to be kept informed then please email:

[westnorthantsjpu@northampton.gov.uk](mailto:westnorthantsjpu@northampton.gov.uk)





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# HOUSES IN MULTIPLE OCCUPATION SUPPLEMENTARY PLANNING DOCUMENT

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**NORTHAMPTON BOROUGH COUNCIL**

July 2019

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## **1.1 INTRODUCTION**

1.1.1 This Supplementary Planning Document for Housing in Multiple Occupation has been published to aid property owners, planning applicants and planning officers in preparing and determining planning applications in relation to Houses In Multiple Occupation (HMOs, also known as HiMOs).

1.1.2 Northampton's population is growing. There is significant inward investment and extensive regeneration is taking place. The University of Northampton has relocated to the Waterside Campus in the town centre, and the locations of demand for student HMOs have changed. It is recognised that HMOs play a key role in providing accommodation for students, but they also provide homes for migrant workers, those on lower incomes and those who are not in a position to own, or have no immediate desire, to purchase a home.

1.1.3 There are property owners who may wish to contribute towards meeting this demand for HMOs. The Council has planning policies in place to guide prospective owners on the Council's policy approach towards houses in multiple occupation. It has produced guidelines setting out the Council's requirements in relation to space and amenities. The guiding principles in this document provide details on what the Council will consider when determining planning applications relating to HMOs, to ensure that they are of a high standard and will not lead to any unacceptable impact on neighbouring amenity or other interest of acknowledged importance.

1.1.4 These principles are applicable to all premises within the administrative boundary of Northampton Borough. Property owners who wish to use their premises for HMO purposes under Permitted Development Rights (where no planning approval is required) are also strongly recommended to take these principles into account.

## **1.2 AIMS OF THE SUPPLEMENTARY PLANNING DOCUMENT (SPD)**

1.2.1 The aims of the SPD are:

1. To clarify to landlords and property owners whether a planning permission is required for the following:
  - for a change of use from a dwelling or non-residential property to a house in multiple occupation or
  - Permitted Development Rights apply (and planning permission is not required) or
  - an Article 4 Direction applies (Permitted Development Rights have been removed and planning permission is required)
2. To inform those who intend to convert / use their existing properties for multiple occupation about the Council's requirements and standards for houses in multiple occupation

3. To manage the future development of HMOs to ensure such developments will not lead to or increase existing over-concentrations of HMOs which are considered harmful to local communities, and meet housing need ensuring mixed and balanced communities

1.2.2 This SPD amplifies the existing adopted policy contained in the current West Northamptonshire Joint Core Strategy (JCS). When adopted, it will replace the Interim Planning Policy Statement (IPPS) on HMOs which was adopted in 2014. The Submission Draft Northampton Local Plan Part 2 includes Policy 14 Delivering Houses in Multiple Occupation which is aimed at supporting and maintaining a balanced, mixed and inclusive community by managing the concentration and quality of HMOs. This SPD provides details on the implementation of this emerging policy as well as current adopted policies, and sets out the Council's approach to determining planning applications relating to all HMOs. Once adopted, it becomes a material consideration when determining planning applications.

### **1.3 DEVELOPMENT MANAGEMENT PROCESS**

1.3.1 Prior to submitting any proposals or planning applications, landlords and property owners are advised to contact relevant organisations to discuss the details of their proposals (see Appendix 2). They are also strongly recommended to view all relevant supporting documents and websites, the contents of which may influence the decision making process as well as informing them of where Permitted Development Rights have been removed by virtue of Article 4 Directions.

1.3.2 This will also ensure that any proposals and plans will contain the relevant information and requirements necessary for determining planning applications for HMOs.

1.3.3 Even when planning permission is not required, landlords and property owners are strongly recommended to speak to the Council in respect of building control, private sector housing licensing and health & safety requirements and guidelines.

1.3.4 Before submitting a planning application or undertaking any works, please view the planning page of the Council's website for further information: Do I need planning permission?

[http://www.northampton.gov.uk/info/200206/planning\\_applications/1793/do\\_i\\_need\\_planning\\_permission](http://www.northampton.gov.uk/info/200206/planning_applications/1793/do_i_need_planning_permission)

## **2.1 PLANNING POLICY CONTEXT**

2.1.1 The preparation of this SPD has been informed by national, strategic and local policies, summarised below:

- The National Planning Policy Framework (NPPF) (February 2019) sets out a need to support strong, vibrant and healthy communities by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations. Para 61 states that the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies. The principles contained in this SPD, especially Principle 1, will contribute towards the delivery of this requirement.
- Policy H5 of the West Northamptonshire Joint Core Strategy (2014) states that 'The existing housing stock will be managed and safeguarded by allowing houses in multiple occupation where they would not adversely affect the character and amenity of existing residential areas'
- The emerging Northampton Local Plan Part 2 will have a policy to help manage the concentration and quality of HMOs more effectively
- Saved Policy H30 of the adopted Northampton Local Plan (June 1997) allows HMOs providing issues such as parking and overconcentration are addressed
- Policy 1 of the Central Area Action Plan (CAAP) seeks to secure a high standard of design, as well as secure the protection of the historic environment
- Policy 10 of the CAAP provides information on car and cycle parking requirements for houses in multiple occupation

2.1.2 To support the preparation of the Northampton Local Plan Part 2, the Council commissioned Loughborough University to carry out a study into HMOs with policy recommendations. This forms part of the evidence base for the policy on HMOs in the emerging Plan and has been used in the formulation of the principles contained in this SPD.<sup>1</sup>

2.1.3 Further details of the above policies are provided in Appendix 1. In addition to the above, property owners, landlords and applicants should note that there are other documents which need to be taken into account in informing any future HMO proposals, including Conservation Area Appraisals and Management Plans.

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<sup>1</sup> A Study of Housing in Multiple Occupation Policy (Loughborough University, 2018)  
<https://www.northampton.gov.uk/downloads/file/10737/2018-hmo-study>

## **2.2 DEFINITION OF HOUSES IN MULTIPLE OCCUPATION**

2.2.1 Shared houses that are legally permissible are known collectively as Houses in Multiple Occupation (HMOs, or HiMOs). The exact definition of HMOs can be found in Part 2 of the 2004 Housing Act and also the government website <https://www.gov.uk/private-renting/houses-in-multiple-occupation> .

2.2.2 In summary, a HMO is a building or part of a building occupied by at least 3 tenants, forming more than one household and where toilet, bathroom and/or kitchen facilities are shared.

2.2.3 A dwelling house therefore becomes an HMO if it is occupied by 3 or more unrelated persons.

## **2.3 THE USE CLASSES ORDER**

2.3.1 The Town and Country Planning (Use Classes) Order 1987 (as amended) and the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) provide details of the relevant Use Classes applicable to dwellinghouses and Houses in Multiple Occupation (HMOs). They also provide information on when planning permission is required and when a Permitted Development Right applies (meaning planning permission is not required).

2.3.2 The Use Classes which are applicable to HMOs are as follows, more detail on the Use Classes Order can be found in Planning Portal website ([https://www.planningportal.co.uk/info/200130/common\\_projects/9/change\\_of\\_use](https://www.planningportal.co.uk/info/200130/common_projects/9/change_of_use)) :

<b>Use Class</b>	<b>Description</b>	<b>Legal Position</b>
C3 (Dwelling houses)	Use as a dwelling house (whether or not by a main resident) by:  C3 (a) - a single person or by people to be regarded as forming a single household, an employer and certain domestic employees (such as an au pair, nanny, nurse, governess, servant, chauffeur, gardener, secretary and personal assistant), a carer and the person receiving the care and a foster parent and foster child.  C3(b) - up to six people living together as a single household and receiving care e.g. supported housing schemes such as those for people with learning disabilities or mental health problems.  C3(c) - groups of people (up to six) living together as a single household.	Permitted change of use from dwelling houses to C4 (HMOs)

Use Class	Description	Legal Position
	This allows for those groupings that do not fall within the C4 HMO definition, but which fell within the previous C3 use class, to be provided for i.e. a small religious community may fall into this section as could a homeowner who is living with a lodger.	
C4 (Houses in Multiple Occupation):	Small shared houses occupied by between 3 and 6 unrelated individuals, as their only or main residence, who share basic amenities such as a kitchen or bathroom.	Permitted change of use to C3 (dwelling house)
Sui Generis (uses which do not fall within the specified use classes)	Includes large Houses in Multiple Occupation (more than 6 people sharing)	No permitted change of use. Planning permission is required.

### 2.3.3 In summary:

- Planning permission **is not required** to change the use of a dwelling house (C3) to a small HMO (C4) of 3 – 6 unrelated persons. These are known as Permitted Development Rights, unless the application site is located in an area subject to an Article 4 Direction
- Planning permission **is required** for all applications for (change of use from C3/C4 to) a large HMO (Sui Generis) accommodated by more than 6 unrelated persons
- Planning permission **is required** for all applications for the development of a large HMO (Sui Generis) accommodated by more than 6 unrelated persons
- Planning permission **is required** to develop a purpose built HMO regardless of the number of persons sharing

## 2.4 ARTICLE 4 DIRECTION

2.4.1 Some changes to small houses in multiple occupation (Class C4) can be made without the need to apply for planning permission. These are termed Permitted Development Rights (PDR).

2.4.2 Article 4 Directions are made when a Local Planning Authority considers that the character of an area will be harmed by the exercise of PDR. In the case of HMOs, the threat could come from the change in the character of a street or to a whole area.

2.4.3 Where there is evidence of a local need to control the impact of houses in multiple occupation, local planning authorities are able to use legal powers to make an Article 4 Direction to remove PDRs and thereby require the submission of a planning application for a change of use. Article 4 of the General Permitted Development Order provides that the Secretary of State or a local planning authority by direction may, in a specified area, take away all or some of the PDR. An Article 4 Direction removing PDR may be introduced if the Council considers that the change of use from C3 to C4 would be

prejudicial to the proper planning of an area or constitute a threat to the local amenities of an area.

2.4.4 Currently, five Article 4 Directions are in force in Northampton which have removed Permitted Development Rights for the change of use from a dwelling house to an HMO for 3 to 6 unrelated persons. These directions will be reviewed periodically, and further revisions may be made. It is recommended that applicants view the following link for further information prior to making any changes to their properties:

[http://www.northampton.gov.uk/info/200206/planning\\_applications/1793/do\\_i\\_need\\_planning\\_permission](http://www.northampton.gov.uk/info/200206/planning_applications/1793/do_i_need_planning_permission)

or

<http://www.northampton.gov.uk/info/200206/planning-applications/986/permitted-development-rights>

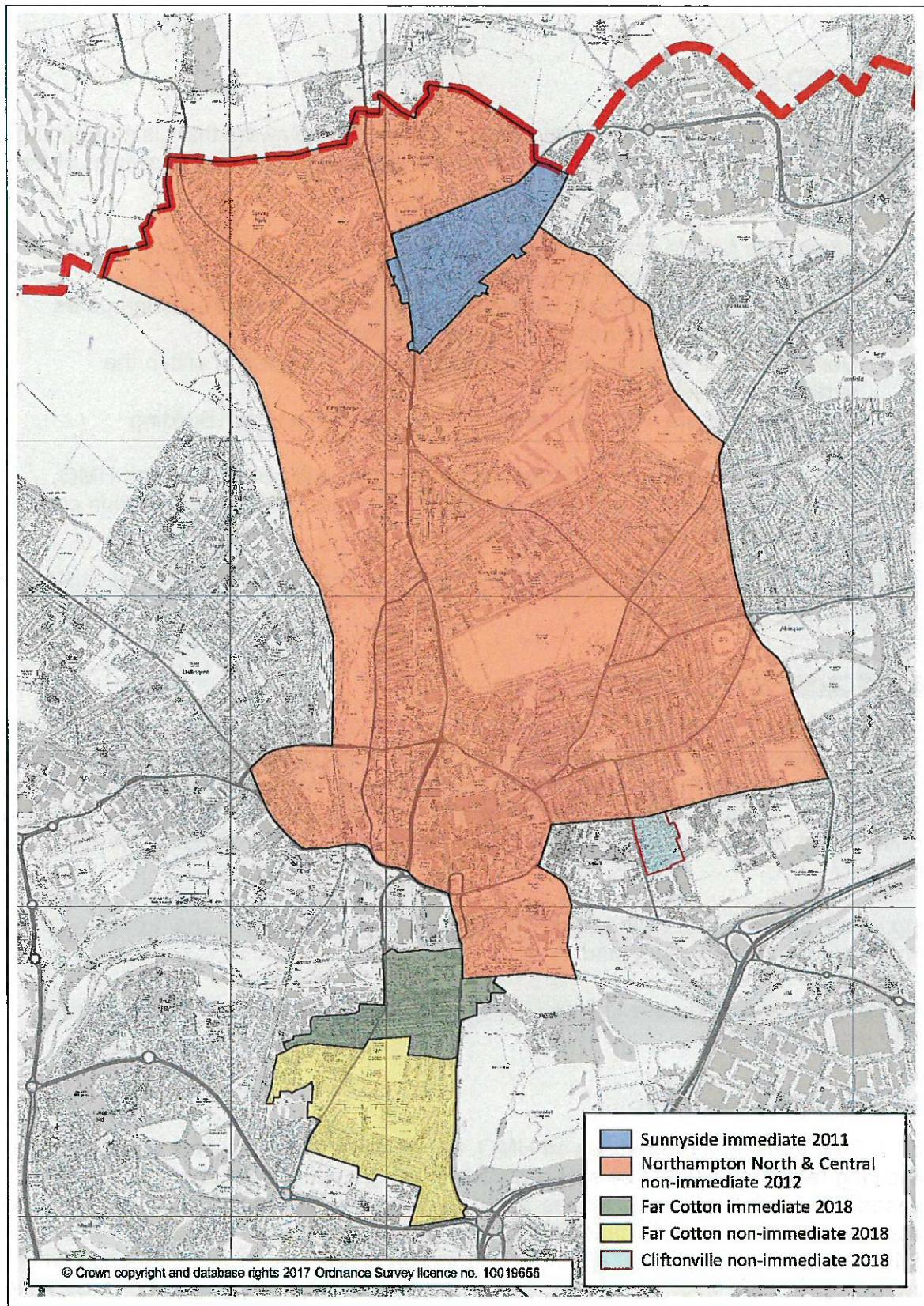
2.4.5 The areas which are currently affected by Article 4 Directions can be found on the map overleaf. The web links provided give detailed information about the Article 4 Directions, including pages relating to the Conservation Areas.

<https://www.northampton.gov.uk/info/200206/planning-applications/986/permitted-development-rights---article-4-directions>

2.4.6 In 2014 the Council introduced a 5 year Additional HMO Licensing scheme in the area covered by HMO Article 4 Directions which were in force by 3 July 2014. This means that landlords will be required to declare the existence of HMOs and that these houses can be quality controlled to secure basic standards, safety and quality for the occupants and the adjoining residents. A licence fee forms part of the process. This scheme will expire on 2 November 2019. The Council believes that a wider Additional HMO Licensing designation will be required immediately after the expiration of the current scheme. A new designation is proposed for all types of HMOs with 3 or more persons and will include the existing Additional Licensing designation. Further information on HMO Licensing is set out in section 2.8 in this document.



**Plan: Boundaries of Areas currently covered by HMO Article 4 Directions**



## **2.5 LISTED BUILDINGS**

2.5.1 Owners and/or tenants of listed properties need to be aware that Listed Building Consent may be required for carrying out works that could affect the character of the building, including:

- Alterations (inside or out) or extensions which, in the opinion of the Council, are likely to affect the appearance or character of a Listed Building
- Alterations or extensions to buildings, objects or structures (including gates and walls) within the curtilage of a Listed Building
- Demolition of a building, object or structure which is listed or within the curtilage of a Listed Building
- Any new structure which will be physically linked to a Listed Building

2.5.2 This applies to all persons interested in using a Listed Building as an HMO, irrespective of whether it is permitted development or not. Further information can be found by accessing the following link:

[http://www.northampton.gov.uk/info/200207/building\\_conservation\\_and\\_trees/1500/listed\\_building\\_consent](http://www.northampton.gov.uk/info/200207/building_conservation_and_trees/1500/listed_building_consent)

## **2.6 CONSERVATION AREAS**

2.6.1 There are currently 21 Conservation Areas within Northampton, some of which are also subject to HMO Article 4 Directions, where planning permission is required for a change of use from a single dwelling or non-residential property to an HMO, including any material changes to the external of the building. Further information on both conservation areas and Article 4 Directions can be found by accessing the following links:

[http://www.northampton.gov.uk/info/200207/building\\_conservation\\_and\\_trees/1442/permission\\_for\\_development\\_and](http://www.northampton.gov.uk/info/200207/building_conservation_and_trees/1442/permission_for_development_and)

[http://www.northampton.gov.uk/info/200206/planning\\_applications/1793/do\\_i\\_need\\_planning\\_permission](http://www.northampton.gov.uk/info/200206/planning_applications/1793/do_i_need_planning_permission)

## **2.7 BUILDING CONTROL**

2.7.1 Prior to using a property as an HMO, the health and safety of the occupants and adjoining residents need to be safeguarded. Building control regulations aim to secure reasonable living standards. Issues such as fire exits, and accessibility need to be properly addressed prior to changing the use of a property from a dwelling house to a HMO, irrespective of whether planning permission is required or not. Property owners and applicants are strongly advised to contact either the Borough Council's Building

Control Section or any independent Building Control body for further advice. The Council's Building Control section can be found by accessing:

[http://www.northampton.gov.uk/info/200011/building\\_control](http://www.northampton.gov.uk/info/200011/building_control)

## **2.8 HMO LICENSING**

2.8.1 HMO Licensing is an entirely separate procedure from applying for planning permission and securing one does not necessarily guarantee compliance with the other. All houses let in multiple occupation must be properly managed in accordance with the Management of Houses in Multiple Occupation (England) Regulations 2006 SI 2006/372 and comply with local authority agreed conditions. It is the responsibility of landlords to ensure that they comply with HMO Licensing as a part of running their business – failure to do so is a criminal offence. Licensing of HMOs seeks to ensure that tenants live in safe and acceptable conditions whilst also safeguarding the impact on neighbours and the local community. The Private Sector Housing service is responsible for managing HMO Licensing in Northampton and they can be contacted by email to [PSHS@northampton.gov.uk](mailto:PSHS@northampton.gov.uk) or on 01604 838585. <https://www.northampton.gov.uk/info/200277/private-housing/1288/houses-in-multiple-occupation-hmos/4> .

2.8.2 Mandatory licensing was introduced by the Housing Act 2004 and has been a national legal requirement for the past 13 years. Originally it applied to HMOs:

- Comprising of 3 or more storeys
- Occupied by 5 or more people living in 2 or more households
- Sharing bathroom, toilets and/or kitchen facilities.

2.8.3 Since 1 October 2018 the scope of mandatory licensable HMOs has been extended. The storey criteria for mandatory licensing of HMOs was removed and all HMOs occupied by 5 or more people forming two or more households (where some facilities are shared) required a mandatory HMO licence regardless of the number of storeys. Therefore, a Mandatory HMO licence is currently required for HMOs;

- Occupied by 5 or more people living in 2 or more households
- Sharing bathroom, toilets and/or kitchen facilities

2.8.4 Also in October 2018 Government introduced minimum room sizes in order to prevent overcrowding.<sup>2</sup> The Council also published guidance for landlords in line with

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<sup>2</sup> The Licensing of Houses in Multiple Occupation (Mandatory Conditions of Licences) (England) Regulations 2018

the government's new room standards<sup>3</sup>. This is outlined in section Principle 2 of this document.

2.8.5 As mentioned in paragraph 2.4.6, in July 2014, the Council implemented a 5 year Additional HMO Licensing scheme and designated the areas where it applies. The designated areas are coterminous with the boundary for Article 4 Directions as previously adopted by the Council in 2011<sup>4</sup>. This means that all two storey HMOs that are in the designated area and are occupied by 3 or more persons forming 2 or more households and sharing some facilities are required to have a licence. As a result, more HMOs to which mandatory licensing did not previously apply were required to obtain a licence. This scheme will expire on 2 November 2019.

2.8.6 The Council is currently consulting on a new Additional Licensing designation<sup>5</sup> which, if agreed, will commence on 3 November 2019 to ensure continuity in the regulation and control of HMOs. This proposal was released for public consultation in June 2019 and its findings will be reported to the Council's Cabinet on 24 July 2019. More details about HMO licensing can be found in Appendix 3.

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<sup>3</sup> Landlord's Guide to Amenities and Facilities for Houses in Multiple Occupation (NBC, 2018)

<sup>4</sup> Additional Licensing of HMO Area Boundaries  
<https://www.northampton.gov.uk/downloads/download/2760/hmo-licensing-boundary-map>

<sup>5</sup> Additional Licensing for Houses in Multiple Occupation (HMOs) Consultation (From 3 May 2019 until 14 July 2019) <https://www.northampton.gov.uk/info/200024/consultations/1939/additional-licensing-for-houses-in-multiple-occupation-hmos-consultation> Additional HMO Licensing Scheme 2019 - 2024 Consultation Files  
<https://www.northampton.gov.uk/downloads/download/3694/hmo-2019-consultation-files>

## **3.1 NORTHAMPTON'S POSITION**

### **Overview**

3.1.1 An increasing number of Northampton's residents are now renting their homes from private landlords<sup>2</sup>. Typically, these rented units take the form of bedsits and shared homes and are therefore popular with younger residents and those with lower incomes. This rise is attributed to a range of factors including the growth in the status of the University of Northampton (and student population), the increase in migrant workers and the increase in single person households<sup>3</sup>. The latter is expected to increase from 27,247 in 2006 to 43,192 by 2026. Also, there is a strong international economic in-migration within Northamptonshire bringing with it skilled workers<sup>4</sup>. Typically, these rented units take the form of bedsits and shared homes.

3.1.2 Northampton is a rapidly growing town, with an expected increase in housing provision of at least 20,000 units in the next 15 years to cater for projected housing need. The emerging Northampton Local Plan Part 2's vision for Northampton is that it will be the heart of West Northamptonshire providing quality housing, leisure, cultural, services and employment opportunities. This in itself tends to attract people into the town who may require access to HMOs.

3.1.3 There are several key regeneration projects which are either completed or underway, including:

- Relocation of the University of Northampton into the town centre was completed in 2018. The scheme included accommodation for around 1,500 students
- The redevelopment of the office building in Angel Street was completed in 2018
- Northampton Museum extension has commenced
- Vulcan Works redevelopment has commenced

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<sup>2</sup> Additional Licensing of HMOs, a proposed scheme for Northampton – consultation paper (NBC, November 2013)

<sup>3</sup> Proposed Changes Joint Core Strategy Population Projections (West Northamptonshire Joint Planning Unit, July 2012)

<sup>4</sup> [http://www.northamptonshireobservatory.org.uk/docs/doc11-02-14%20LEA\\_Report\\_FINAL110221162753.pdf](http://www.northamptonshireobservatory.org.uk/docs/doc11-02-14%20LEA_Report_FINAL110221162753.pdf)

3.1.4 These regeneration and renewal programmes are increasingly attracting students, visitors, investors and construction workers which means that those seeking employment, and potentially accommodation, are also likely to be attracted to Northampton.

### **HMO Evidence Base**

3.1.5 In preparing the Northampton Local Plan Part 2, the Council appointed Loughborough University to conduct a study of Housing in Multiple Occupation in 2018<sup>6</sup> to inform policy formulation. The aims of this study were to:

- set out the context for the review and providing an overview of relevant national and local policy
- assess the current demand and supply for HMOs in Northampton;
- assess the impact of HMOs on local character
- identify the future growth trajectory of Northampton's higher education institutions (which are a major source of demand for HMO) and
- review good practice from elsewhere and make policy recommendations to appropriately manage HMOs within the Borough

3.1.6 The main findings of the study are listed below:

- There is an under supply of HMOs in Northampton and the demand is likely to increase. There is therefore a need for updating the current planning policies for HMOs in order to more effectively manage concentration of HMOs
- It is recognised that HMOs are an important sector of the local housing market. However, over-concentrations of HMOs in Northampton have had detrimental effects on the character of local communities and neighbourhoods. Therefore, HMOs need to be both located and managed in effective ways to ensure that they do not result in over concentrations and that they provide high quality accommodation
- The relocation of the University has shifted the geographical demand for HMOs to the town centre. However, the increase in demand for HMOs is not solely attributable to students. It is also caused by a wider range of social groups including young professionals, workers in temporary jobs and vulnerable social groups.

3.1.7 In Northampton, there are employment opportunities associated with the logistics distribution centres and industrial estates taking advantage of being located near to junctions on the M1 and in relatively close proximity to London. Further planned expansion for business operators will also result in workers seeking accommodation, particularly in the sectors such as general industrial, warehousing and retail. Northampton therefore has an increased demand for private rented housing.

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<sup>6</sup> A Study of Houses in Multiple Occupation Policy (Loughborough University, 2018)

3.1.8 The relocation of the university has increased the student population in the town centre and diverted the demand for HMOs from the University's original location in Kingsthorpe to areas around Avon Nunn Mills, including the Billing Road, Abington, Far Cotton and Semilong areas – all of which are within walking distance of or accessible by public transport to the new University. This geographical shift of the demand for HMOs for students has led the introduction of additional Article 4 Directions for Far Cotton and Cliftonville.

3.1.9 The HMO study identified that the total number of students enrolled at the University of Northampton declined by 11% from 2011/12 (14,606) to 2015/16 (12,984). In addition, there is a reduction in the total student population seeking term-time rental accommodation within Northampton, with an increasing number of students commuting from London. The University of Northampton does not currently have any strategic plans for the development of off-campus purpose-built student accommodation. Furthermore, the University has no plans to increase the total number of students. Given the amount of student accommodation the University offers, 3000 bed spaces on the new Waterside campus, 900 bed spaces retained on the old campus and 450 spaces at the St John's purpose-built student halls, the study concluded that the supply of purpose-built student accommodation is appropriate for current demand.

3.1.10 The study also concluded that the increase in HMOs is more linked to a range of social groups, not only students but also young professional workers, and international migrants. This contrasts with other locations where the formation of over-concentrations of HMO is often considered to be the result of rising student populations.

### **Managing HMOs**

3.1.11 In order to manage the increasing number of HMOs in the Borough, an immediate Article 4 Direction for the wards of Sunnyside, St David's and Obelisk was introduced in March 2011. This was subsequently followed by a non-immediate Article 4 Direction for the wards of Castle, Abington, Trinity, Phippsville, Semilong, Kingsley, Kingsthorpe, St David's, Sunnyside, Spring Park, Obelisk and Delapre and Briar Hill in March 2012.

3.1.12 Additional Article 4 Directions were introduced in Far Cotton, Delapre and Cliftonville prior to the completion of the relocation of the University. All these areas are in close proximity to the Waterside University campus where an increase in the student population was expected at that time.

3.1.13 In addition, Northampton Borough Council adopted an Interim Planning Policy Statement (IPPS) in November 2014 which sought to guide property owners on the Council's approach towards HMOs and managing their concentrations.

3.1.14 Following the introduction of the Article 4 Direction, the number of applications for HMOs increased. Tables 1 and 2 show how planning applications for HMOs have increased and how the rate of appeals has changed since the introduction of the IPPS.

Table 1: Increase of the total number of application for HMO applications

Year	Total number of HMO applications (approximate)	Average number of HMO applications per year (approximate)
2011-2014	123	31
2015 – Feb 2019	354	89

Table 2: Increase of the total number of appeals for HMO applications

Year	Total number of appeals for HMO applications (approximate)	Average number of appeals for HMO applications per year (approximate)
2012-2014	7	2
2015 – Feb 2019	41	10

3.1.15 This, combined with the preparation of the Northampton Local Plan Part 2, provides an opportunity to update the policy and principles on HMOs to improve the effective management of both the concentrations of HMOs and their quality.

<sup>5</sup><http://www.thecompleteuniversityguide.co.uk/northampton>



### **3.1 ISSUES ASSOCIATED WITH HMOs**

3.2.1 The establishment of HMOs can bring about certain issues which, unless properly managed, can lead to detrimental effects on the occupants, the neighbours and the physical environment of the neighbourhood.

3.2.2 The HMO study<sup>7</sup> observed the following impacts of HMOs on the local characteristics of neighbourhoods:

- incidence of the general poor upkeep and maintenance of private rented housing
- dilapidation of some housing stock and housing facades (e.g. windows, doors and guttering)
- unkempt gardens and yards, with the dumping of some unwanted white goods and furniture
- removal of some garden hedges/fences/walls to allow tarmacking for car parking on gardens and driveways
- predominance of loft conversions and housing extensions
- prevalence of to-let signs, and non-removal of signs
- seasonal depopulation, pointing to relatively high levels of population transience and turnover
- overspill from refuse bags and wheelie bins, particularly in alleyways
- some fly-tipping of white-goods and unwanted furniture in backs of streets of terraced housing
- streets crammed with parked cars

*Photo: Examples where litter can become a problem*



The study also summarised in more detail the impacts of over concentration, as shown in Table 2 below.

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<sup>7</sup> A Study of Housing in Multiple Occupation Policy (Loughborough University, 2018)

**Table 2 Impacts of over-concentrations of HMO <sup>8</sup>**

<b>Impacts on:</b>			
<b>Local Housing Market:</b>	<b>Social relations:</b>	<b>Environmental quality:</b>	<b>Local service provision:</b>
<p>Increased</p> <ul style="list-style-type: none"> <li>• incidence of poor management of private rented housing.</li> <li>• exploitation of vulnerable social groups (i.e. ending tenancies, fees).</li> <li>• dilapidation of housing stock and housing facades.</li> <li>• unkempt gardens and yards.</li> <li>• removal of garden hedges/fences/walls to allow tarmacking for car parking on driveways.</li> <li>• loft conversions and housing extensions.</li> <li>• proliferation of to-let signs, and non-removal of signs.</li> <li>• loss of affordable housing associated with an inflation of property prices.</li> <li>• rental costs due to high demand for rented housing.</li> </ul>	<p>Increased</p> <ul style="list-style-type: none"> <li>• divisions within local communities and lack of interaction between social groups.</li> <li>• levels of population transience and turnover.</li> <li>• loss of settled families.</li> <li>• loss of attachment and sense of belonging to local neighbourhood.</li> <li>• sense of dispossession.</li> <li>• anxiety of the 'unfamiliar' which can be connected to perceptions of 'anti-social behaviour'.</li> <li>• breakdown of longer-term community cohesion, and volunteering.</li> <li>• disputes and</li> </ul>	<p>Increased</p> <ul style="list-style-type: none"> <li>• noise nuisance and unrest.</li> <li>• overspill from refuse, and more pressures on refuse collection teams.</li> <li>• fly-tipping of white-goods and unwanted furniture in streets.</li> <li>• demand for on-street car parking spaces.</li> <li>• traffic congestion on some roads.</li> <li>• call on diminishing financial and staffing resources for the management of neighbourhoods, in light of lower tax revenues.</li> <li>• levels of burglary due to often inappropriate security (e.g. non-locking of doors and windows, and cycle theft), and rising insurance premiums.</li> </ul>	<p>Increased</p> <ul style="list-style-type: none"> <li>• loss of local revenue due to high numbers of council tax-exempt properties.</li> <li>• provision of retail and leisure services for student and other lifestyles.</li> <li>• closure of longstanding local businesses and services catering for more settled populations of the local communities.</li> <li>• seasonal delivery of local service where there are high numbers of students.</li> </ul>

<sup>8</sup> A Study of Housing in Multiple Occupation Policy (Loughborough University, 2018)

<b>Impacts on:</b>			
<b>Local Housing Market:</b>	<b>Social relations:</b>	<b>Environmental quality:</b>	<b>Local service provision:</b>
	<p>conflicts between neighbours.</p> <ul style="list-style-type: none"> <li>• seasonal depopulation of neighbourhood(s) where there are high numbers of students.</li> </ul>		

3.2.3 All the above issues can potentially have negative impacts on the mental health and wellbeing of individuals living within HMOs and their neighbours, as well as the physical environment in which they live.

3.2.4 The study stated that it is difficult to identify effects that are specifically caused by high concentrations of HMO. Nevertheless, those observations and effects of over concentrations of HMO were identified by a series of field visits and evidence from the focus groups such as local residents, Council members, landlords, university housing officers, local letting agents and Council officers from Planning and Housing.

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<sup>6</sup>Additional Licensing of HMOs, a proposed scheme for Northampton – consultation paper (NBC, November 2013)

## **4.1 MANAGING THE GROWTH OF HMOs**

4.1.1 Given the evidence that the demand for HMOs will increase, the opportunity arises to ensure that demand can be met, without elevating the issues highlighted in Section 3 particularly in relation to the concentration of HMOs. The principles below will assist in:

- amplifying the policies contained in the West Northamptonshire Joint Core Strategy;
- providing further details on the implementation of Policy 14 of the emerging Northampton Local Plan Part 2; and
- guiding property owners and applicants on the Council's requirements and recommendations prior to submitting a planning application

4.1.2 These principles supersede the previous guidance contained in the 2014 Interim Planning Policy Statement on HMOs.

## **4.2 PRINCIPLES FOR DETERMINING PLANNING APPLICATIONS FOR HOUSES IN MULTIPLE OCCUPATION**

4.2.1 All planning applications for change of use from dwellings to houses in Multiple Occupation (HMO), change of use from HMOs (C4) to large HMOs (Sui Generis) and development of large HMOs (Sui Generis) and purpose built HMOs, need to conform to the principles listed below:

### **PRINCIPLE 1**

**OBJECTIVE: TO CREATE, SUPPORT AND MAINTAIN A BALANCED, MIXED AND INCLUSIVE COMMUNITY AND TO PROTECT THE NEIGHBOURHOOD AND STREETSCENE CHARACTER**

4.3.1 Principle 1 seeks to ensure that demand for houses in multiple occupation can be met in a manner which will not result in an over concentration of HMOs. It will contribute towards the creation of a balanced and mixed community and protect the physical character of the street and the neighbourhood as a whole.

4.3.2 In spite of the issues mentioned above, HMOs have contributed positively towards community mix, particularly if these are properly managed, ensuring that the landlords provide an appropriate and secure physical environment for tenants, whilst respecting the lifestyles and privacy of adjoining residents. HMOs also contribute to the overall need to provide a variety of houses and types to meet rising housing needs. There is therefore a need to effectively manage the concentration of and the quality of HMOs.

4.3.3 The HMO Study (Loughborough University, 2018) concluded that there is the need for a more effective methodology for the implementation of the Article 4 Direction. The current IPPS sets out a methodology that a proposed HMO should not result in more than 15% of the total number of HMO dwellings within a 50m radius of the application site in order to prevent over concentration of HMOs. The study recommended that it is necessary to have a more impactful saturation threshold of 10%

within 50m of a planning application to more fully regulate and plan the distribution of HMOs.

4.3.4 For clarity, the Council will apply the caveat that residential properties within 50m of the application property will only be included in the calculation of concentration where at least 50% of that plot, or any part of the main dwelling building is located. Flats are to be counted as individual properties; for instance, a block of 4 flats would count as 4 properties. The calculation excludes non-residential properties.

#### **PRINCIPLE 1:**

#### **TO CREATE, SUPPORT AND MAINTAIN A BALANCED, MIXED AND INCLUSIVE COMMUNITY AND TO PROTECT THE NEIGHBOURHOOD AND STREETSCENE CHARACTER**

In creating, supporting and maintaining a balanced, mixed and inclusive community, all planning applications for a House in Multiple Occupation (HMO) will, in respect of this principle, be supported, taking into account the following considerations:

- The proposal should not result in a concentration of similar uses in one particular locality
- It should not result in a material change or an adverse impact on the character and amenity of the area
- It should not result in more than 10% of the total number of HMO dwellings within a 50m radius of the application site, in order to prevent over concentration of similar uses in one locality

The 50m radius is to be measured from the curtilage of the application dwelling. Residential properties within 50m of the application property will only be included in the calculation of concentration where at least 50% of that plot, or any part of the main dwelling building is within the 50m radius. Flats are to be counted as individual properties. The calculation only includes residential properties.

## **PRINCIPLE 2**

### **OBJECTIVE: TO SECURE THE PROVISION OF ADEQUATE FACILITIES AND AMENITIES, AND MINIMISE FLOOD RISK**

#### **Space standards**

4.4.1 When converting a property into a house in multiple occupation, it is important for the property owner or landlord to provide acceptable standards for a range of space and facilities including room sizes, health and safety rating system, lighting and internal layouts. The Council produced its "Guide to Amenities and Facilities for Houses in Multiple Occupation" (2018), which provides details of these requirements. Further information and updates can be obtained by contacting the Borough Council's Private Sector Housing section (see Appendix 2).

4.4.2 The key requirements contained in the guidance include space standards for each room. Under The Licensing of Houses in Multiple Occupation (Mandatory Conditions of Licences) (England) Regulations 2018, HMOs are required to meet the Government's legal standards for minimum room sizes. The Licensing and Management of Houses in Multiple Occupation and Other Houses (Miscellaneous Provisions) (England) Regulations 2006 require kitchens, bathrooms and WCs to be of adequate size and this is reflected in the latest guidance on space standards published by the Council (footnote). It is important that the proposed HMOs meet all the standards and guidance outlined in the Council's current guide (and future updates) including fire safety, sharing ratios for facilities, basements, attic rooms and natural lighting. It is accepted that this guidance might change, so the principle makes reference to any future updates.

4.4.3 Building Regulation approval will be required for works undertaken to allow premises to be used safely as a HMO. Landlords should therefore check their records to ensure that Building Regulation consent has been obtained for the property concerned. Further information can be obtained from the Council's Building Control Officers (see Appendix 2 for details) or through any independent Building Control body.

4.4.4 The key space standards are as shown in Tables 4 and 5.

Table 4 Space Standards for bedrooms, kitchens, living space and dining space <sup>9</sup>

Minimum bedroom size	Total number of people in HMO	Minimum kitchen size	1 to 2 storey HMO minimum living space	3+ storey HMO minimum living/ dining space
1 occupant 6.51sqm or 2 occupants 10.22sqm	3-5 people	7sqm	11sqm separate living room; Or 18sqm combined kitchen/living room	<b>Either:</b> 11sqm separate living room within 1 floor distance of kitchen; <b>Or:</b> 13sqm kitchen/diner and 11sqm living room elsewhere; <b>Or:</b> 18sqm combined kitchen/living/dining rom
	6-10 people	10sqm	14sqm separate living room; Or 24sqm combined kitchen/living room	<b>Either:</b> 14sqm separate living room within 1 floor distance of kitchen; <b>Or:</b> 16sqm kitchen/diner and 11sqm living room elsewhere; <b>Or:</b> 24sqm combined kitchen/living/dining rom
1 occupant 10sqm or 2 occupants 15sqm	3-5 people	7sqm	No additional communal living space required	<b>Either:</b> 13sqm kitchen /diner; <b>or:</b> 11sqm separate dining room within 1 floor distance of kitchen; <b>unless:</b> all bedrooms within 1 floor distance of kitchen
	6-10 people	10sqm	No additional communal living space required	<b>Either:</b> 16sqm kitchen/diner; <b>or:</b> 14sqm separate dining room within 1 floor distance of kitchen; <b>unless:</b> all bedrooms within 1 floor distance of kitchen

<sup>9</sup> Landlord's Guide to Amenities and Facilities for Houses in Multiple Occupation (NBC 2018)

**Table 5 The number of bathrooms required<sup>10</sup>**

Number of people irrespective of age	Facilities required If a child under 10 lives in the property, a bath must be provided
1–4 people	The minimum provision is 1 bathroom containing toilet, bath or shower and wash hand basin The bathroom and toilet may be in the same room.
5 people	The minimum provision is 1 bathroom with a bath or shower and 1 separate toilet with wash hand basin The separate toilet may be located in a second bathroom.
6–10 people	The minimum provision is: 2 bathrooms containing a bath or shower 2 toilets with wash hand basins, one of which must be in a separate room.
11–15 people	The minimum provision is: 3 bathrooms containing a bath or shower 3 toilets with wash hand basins, one of which must be in a separate room.
Bedrooms with en-suites	Where a room is provided with a complete en-suite facility (bath/shower, toilet and wash hand basin) for the exclusive use of that occupant then that occupant will be disregarded when considering the provision of sanitary facilities.

4.4.5 The above standards are the absolute minimum sizes and are only to be applied where there is adequate shared living accommodation elsewhere in the HMO. Further details can be found in Landlord’s Guide to Amenities and Facilities for Houses in Multiple Occupation (NBC 2018). The guide also states that the measured space in any room must be ‘usable space’. This means that the room should be able to accommodate the required amount of appropriate furniture easily and still allow space for movement about the room. Narrow lobbies leading to room entrance doors are not counted as ‘usable space’. En-suite bathrooms and kitchenettes are excluded from the measurement. Any floor space that has a ceiling height of less than 1.5m (5ft) is disregarded for the purpose of measuring the total space in the room. The ceiling height of any room used for habitation must be not less than 2.1m over not less than 50% of the floor area of the room

4.4.6 In addition to the above standards, all habitable rooms must have natural lighting and natural ventilation. The Council’s Guide<sup>11</sup> states that the area of natural lighting provided must be equal to at least 1/10th of the floor area of the room and must be of appropriate shape and position to allow for reasonable daylight penetration throughout the room. There should be sufficient natural light during daylight hours to enable normal domestic tasks to be carried out without eyestrain.

4.4.7 The National Planning Policy Framework (NPPF) (February 2019) states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. The Framework also says that planning policies and decisions should ensure that developments will function well and add to the overall quality of the area and 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. It is important that the amenity and standard of living environment of neighbours and local

<sup>10</sup> Landlord’s Guide to Amenities and Facilities for Houses in Multiple Occupation (NBC 2018)

<sup>11</sup> Landlord’s Guide to Amenities and Facilities for Houses in Multiple Occupation (NBC 2018)



occupiers is protected. The amenities which all existing and future occupants of neighbouring land and buildings must not be unduly harmed by or as a result of development of new HMOs. Proposals should demonstrate, where applicable and to a degree proportionate to the proposal, how the following matters have been considered, in relation to the development:

- compatibility with neighbouring land uses;
- loss of light
- overshadowing
- overlooking
- creation of safe environments

### **Refuse**

4.5.1 When a dwellinghouse is converted into an HMO, there is potential for refuse and waste disposal to increase. For instance, if the property was previously occupied by a small family, the refuse disposal requirement is unlikely to be as high as if the property was occupied by 6 adults. With increased occupancy, appropriate refuse storage is required to help avoid issues associated with litter, fly tipping and local amenity.

4.5.2 When applying to change the use of a dwellinghouse to an HMO, the applicant is required to provide the following:

- Sufficient refuse storage to meet the requirements of the occupants
- Enclosed bin storage area either at the front or the rear of the property
- All occupants must have direct access to the refuse storage area

4.5.3 Further information can be obtained from the Borough Council's website, in terms of refuse collections and refuse collection facilities including trolleys and recycling bins. Details are available by accessing the following link:

<http://www.northampton.gov.uk/info/200084/waste-and-recycling>

4.5.4 The landlord / property owner is responsible for supplying adequate waste and recycling facilities and ensuring that the property is kept tidy and hygienic.

### **Flood Risks**

4.6.1 The West Northamptonshire Strategic Flood Risk Assessment Part 1 (SFRA) (Northamptonshire County Council, December 2017) states that houses in multiple occupation can put residents at greater risk in areas of high flood risk as they often have bedrooms on the ground floor or have basements that are converted into living accommodation. Basements, by their very nature, are susceptible to flooding particularly in areas that are located in flood risk areas or have a residual flood risk from being located behind flood defences.

4.6.2 The SFRA states that proposals in areas of flood risk may not be appropriate where

previously unoccupied ground floor rooms are proposed to be converted to living accommodation. Therefore, applications for HMOs which include conversion of the ground floor or basement to living accommodation must be accompanied by a site specific flood risk assessment demonstrating that the development is safe from the risk of flooding from all sources and includes safe refuge.

4.6.3 Proposals for HMOs should be safe, not result in an increase in flood risk and risks from surface water drainage and accord with requirements contained in the Planning Practice Guidance and JCS. Applicants are strongly recommended to contact the Environment Agency to identify whether the application site is located in areas where the flood risk is considered to be high, such as a Flood Hazard Area and Flood Zones 2 and 3.

**PRINCIPLE 2:**

**TO SECURE THE PROVISION OF ADEQUATE FACILITIES AND AMENITIES AND MINIMISE FLOOD RISK**

All proposals will provide for a range of facilities and amenities, which are of acceptable standards, compliant with Northampton Borough Council's "Guide to Amenities and Facilities for Houses in Multiple Occupation (2018)" or equivalent / update. The measured space in any room must be 'usable space'.

All occupants must have direct access to adequate waste and recycling facilities to ensure that sufficient refuse storage is available within the curtilage of the site and within a secure facility.

All proposals will protect 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.

The proposal should not result in an increase in flood risk. Basement and ground floor sleeping accommodation will not be appropriate in a flood hazard area or flood zone 2 or 3 unless the finished floor level of the property is set sufficiently to mitigate the risk of flooding. Planning applications for HMOs which include conversion of the ground floor or basement to living accommodation located within flood zone 2 or 3 must be accompanied by a site-specific flood risk assessment demonstrating that the development is safe from the risk of flooding from all sources and includes safe refuge.

### **PRINCIPLE 3**

#### **OBJECTIVE: TO SECURE THE PROVISION OF ADEQUATE PARKING**

##### **Parking Issues**

4.7.1 In line with national guidance, the IPPS sought to promote the use of public transport, cycling and walking and to secure the provision of adequate parking in connection with HMOs. This SPD does not seek to alter the emphasis of the IPPS. But it is necessary to refine the approach on the basis of experience gained since the IPPS came into force.

4.7.2 The majority of planning applications for HMOs take place in areas where houses have limited or no on-plot car parking provision and where there is limited capacity for car parking on-street. One of the main issues that has arisen with the IPPS is the implementation and interpretation of Principle 3 which sought to remove the need to provide parking in sustainable locations located within 400m of a bus stop or 10 minutes' walk of local services and facilities. Where planning applications were originally refused by the Council due to the potential increase in on-street car parking went to appeal, many of those appeals were allowed by the Planning Inspectorate because it was considered that the appeal sites conformed to Principle 3 of the IPPS. In addition, it was considered that HMO occupiers were not likely to own cars, therefore the Planning Inspectorate generally concluded that there was no evidence that the development of HMOs would materially increase in the number of cars parked in the area. This was in spite of the objections received from the local Highway Authority on the basis that the area had no additional capacity for on-street parking, as evidenced through parking beat surveys.

4.7.3 Evidence in the HMO study by Loughborough University in 2018 concluded that the streets are crammed with parked cars in those areas with high concentrations of HMOs. Taking account of the fact that the high demand for HMOs in Northampton is not solely tied to student populations, there is no evidence that HMO occupiers are less likely to own cars as the Planning Inspectorate have concluded in allowing appeals. In addition, it is possible that the site visits conducted on behalf of the Planning Inspectorate occurred during the daytime when many cars were in use, giving the impression that there were spaces available. The photographs below illustrate the difference between the amounts of on-street parking in the afternoon and evening in two streets in Northampton that have high concentrations of HMOs.

*Photos: Different parking capacity between daytime and evening on the same streets*



*Holly Road 6.30pm on a weekday in June*



*Holly Road 2.30pm on a weekday in June*



*Southampton Road 6.30pm on a weekday in June*



*Southampton Road 2.30pm on a weekday in June*

4.7.4 The local Highway Authority have carried out an exercise on the relationship between the concentration of HMOs and parking problems. The purpose of the exercise was to ascertain whether the problems with limited capacity of on-street parking are associated with the concentration of HMOs as a part of a consultation response to an HMO application.

4.7.5 The exercise involved their Enforcement Team and the total number of parking tickets issued in an area west of Kettering Road, where there are terraced streets, with easy access to local services and bus stops. According to the consultation response by Northampton Highways to a planning application, that area has seen a considerable increase in the number of HMO properties over the years and receives a high number of parking tickets. The local Highway Authority noted that there was a 64% increase in the total number of parking tickets issued in the area in 2016/2017, compared to 2010/11. Since 2010/11, there had been a significant increase in permitted HMO properties in this area. There were 71 HMOs recorded, accommodating up to 456 residents. It could be argued that car ownership generally may have increased in that period, however, the increase in car ownership during that period was approximately 0.03 per household according to Northamptonshire Highways. An increase of 0.03 per household would not have accounted for the increase of 64% in parking tickets issued, therefore it was considered that other factors must be responsible. The local

Highway Authority concluded that as there were no other known factors that would contribute towards the increase and the correlation above, it was reasonable to assume that the large increase of HMO properties was a strong contributory factor. It showed that the cumulative impact from the high concentrations of HMOs contributed to the excessive demand, which in turn led to inappropriate or dangerous parking.

4.7.6 Development Management case studies have shown that Northamptonshire Highways also examined the parking surveys submitted by applicants when submitting their planning applications. Northamptonshire Highways found, in some cases, that there was no residual parking capacity for vehicles in the application areas as the stress values exceeded 100% due to the combination of vehicles being parked inappropriately and the fact that vehicles park more densely than 5.5m per space. However, some Planning Inspectors state that there were spaces on the street at the time of their visit. On this basis, the appeal cases were allowed. The important fact to be mentioned here is that Northamptonshire Highways' parking surveys were conducted between 1am and 5am when most residents would have been at home and hence most cars were parked nearby. However, the Planning Inspectors' site visits are more likely to be conducted during daytime when majority of cars owned by residents would be away from home. This unfortunately does not provide the Inspectorate with an accurate understanding of on-street parking in the area where the appeal site is located. It is therefore important that accurate information about the levels of on-street parking in the application area should to be provided as part of any planning application.

4.7.7 On the basis of the above, it is clear that a high concentration of HMOs does have a cumulative impact on the demand for on street parking and it is vital that this is addressed by this SPD. The Northamptonshire Parking Standard (2016) requires 1 parking space per bedroom for a HMO. However, it has been evident that this standard has not had a positive effect on managing the concentration of HMOs because the majority of them are in areas where there is limited or no on-plot parking. In those areas, evidence shows the amount of on-street parking has increased.

4.7.8 It is important, however, to balance the need to deal with the on-street parking issue with the need to address public health and climate change concerns relating to the increase in the use of cars.

4.7.9 The starting point for considering planning applications for conversions to HMO should be the County Council's standard of one on-plot car parking space per bedroom and one secure covered cycle parking space per bedroom. To ensure, in practical terms, that all the on-plot parking spaces are useable all of the time, and that on-street car parking demand is not generated, this standard has been modified such that tandem car parking is not acceptable – all car parking spaces have to be individually accessible.

4.7.10 Where it is not possible to meet the car parking standard in full, the planning application must be supported by a parking beat survey. It is important that car parking capacity in the immediate vicinity is assessed to establish the impact of any additional parking. This is required to be undertaken at a time of day this is representative of

peak demand for car parking. The requirement for a parking beat survey and the time of day when it should be carried out, are set out in Principle 3.

4.7.11 Partly in response to an understanding of the reality of where the demand is for HMOs and also because of the higher levels of accessibility in those areas, it is accepted that reduced or limited levels of car parking provision (but not cycle parking provision) will be still be applicable in accessible locations such as:

- The town centre, district centres, local centres and neighbourhood parades
- Areas where buses are easily accessible

4.7.12 It is considered that a reasonable walking distance to a bus stop or local facilities (such as a neighbourhood parade) is 400 metres. For a bus service to serve as reasonable alternative to travelling by car, it is considered that it needs to provide at least a half-hourly service from 0700 to 1900 Mondays to Saturdays.

Details of local bus services can be found at

<https://www3.northamptonshire.gov.uk/councilservices/northamptonshire-highways/buses/Pages/bus-timetables.aspx> .

### **PRINCIPLE 3:**

#### **TO SECURE THE PROVISION OF ADEQUATE PARKING**

**Planning applications for HMOs will be required to satisfy the car parking and cycle parking standards set out in the Northampton Parking Standards SPD. Tandem car parking is not acceptable.**

**For HMO applications where the car parking standard cannot be met in full:**

- **The developer must demonstrate through parking beat surveys that there is sufficient capacity for on-street parking in the area within a minimum of 200m from the application site. The parking beat survey must record the level of parking at a time between 1am and 5am on a Saturday or Sunday during school term time. Surveys must be undertaken by an independent survey company (a detailed methodology is set out in Appendix 4).**

**If the beat survey reveals that there is insufficient on-street car parking capacity, the application will need to satisfy the following criteria:**

- **Be located within 400m of a bus stop served by bus route(s) providing a service of at least one bus every 30 minutes between 0700 and 1900 Mondays to Saturdays;**
- **Be located within 400m of facilities and services contained in the town centre, a district centre, local centre or neighbourhood parade.**

**In all circumstances, covered, secure cycle parking should be provided in accordance with the Northamptonshire Parking Standards, September 2016,**

or its successor document(s) and Principle 5 of the Parking Standards SPD<sup>12</sup>.

## **5.1 MONITORING**

5.1.1 As a Local Planning Authority, Northampton Borough Council annually monitors the impacts of their adopted policies and principles. This will provide an overview as to whether the policies are effective.

5.1.2 Monitoring will take the form of:

- Assessing the number of planning applications for HMOs which have been granted consent
- Assessing the number of planning applications for HMOs which have been refused consent
- Assessing the success of this SPD in appeal decisions

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<sup>12</sup> Draft Supplementary Planning Document Parking Standards (Northampton Borough Council July 2019)

## **REFERENCES**

### **DOCUMENTS**

#### **National Planning Policies / Government Publications**

- National Planning Policy Framework (February 2019)

#### **Strategic and Local Planning Policies**

- West Northamptonshire Joint Core Strategy (2014)
- Submission Draft Northampton Local Plan Part 2 (2019)
- Northampton Local Plan saved policies (adopted June 1997)

#### **Other**

- A Study of Houses in Multiple Occupation Policy (Loughborough University 2018)
- Guide to Amenities and Facilities for Houses in Multiple Occupation (NBC, 2018)

### **WEBSITES**

- Northampton Borough Council Planning Policy  
[https://www.northampton.gov.uk/info/200205/planning\\_for\\_the\\_future/1746/](https://www.northampton.gov.uk/info/200205/planning_for_the_future/1746/)
- Northampton Borough Council Private Sector Housing  
<https://www.northampton.gov.uk/info/200277/private-housing/1288/houses-in-multiple-occupation-hmos>
- Environment Agency  
<http://www.environment-agency.gov.uk/aboutus/default.aspx>
- National HMO Network  
<http://www.nationalhmonetwork.com/definition.php>



## **APPENDIX 1: PLANNING POLICY**

### **Circular 02/2010: Changes to Planning Regulations for Dwelling Houses and Houses in Multiple Occupation**

C4 Use Class Order (House in Multiple Occupation) covers small shared houses or flats occupied by between 3 and 6 unrelated people, who share basic amenities. The Housing Act 2004 defines "basic amenities" as a toilet, personal washing facilities and/or cooking facilities.

### **Housing Act 2004**

The Act defines HMO<sup>15</sup> as:

- An entire house or flat which is let to 3 or more tenants who form 2 or more households and who share a kitchen, bathroom or toilet
- A house which has been converted entirely into bedsits or other non self-contained accommodation and which is let to 3 or more tenants who form 2 or more households and who share basic amenities
- A converted house which contains one or more flats which are not wholly self-contained (ie the flat does not contain within it a kitchen, bathroom or toilet) and which is occupied by 3 or more tenants who form two or more households
- A building which is converted entirely into **self-contained** flats if the conversion did not meet the standards of the 1991 Building Regulations and more than one-third of the flats are let on short-term tenancies
- In order to be an HMO the property must be used as the tenants' only or main residence and it should be used solely or mainly to house tenants. Properties let to students and migrant workers will be treated as their only or main residence and the same will apply to properties which are used as domestic refuges

The following buildings or part of buildings are not Houses in Multiple Occupation:

- A converted block of flats
- Controlled or managed by a registered social landlord or local authority
- Controlled or managed by a fire and rescue authority, police authority or health service body
- Occupied by students and controlled or managed by an education establishment eg hall of residence
- Occupied for the purposes of a religious community whose main occupation is prayer, contemplation, education or the relief of suffering
- Occupied solely by one or more persons who are owners (with either freehold or leasehold granted for more than 21 years)
- Occupied by two persons who form two households

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<sup>15</sup> <http://www.nationalhmonetwork.com/definition.php>

### **The Town and Country Planning (Use Classes) (Amendment) Order 2010**

Class C4: Houses in multiple occupation is the use of a dwelling house by not more than six residents as a “house in multiple occupation”.

Interpretation of Class C4: for the purposes of Class C4 a “house in multiple occupation” does not include a converted block of flats to which section 257 of the Housing Act 2004 applies but otherwise has the same meaning as in section 254 of the Housing Act 2004.”

### **The Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2015**

Development consisting of a change of use of a building to a use falling within Class C3 (dwelling houses) of the Schedule to the Use Classes Order from a use falling within Class C4 (houses in multiple occupation) of that Schedule.”

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## APPENDIX 2: CONTACT DETAILS

ORGANISATION	PHONE NUMBER	EMAIL
<b>Northampton Borough Council</b>		
Building Control	01604 838 920	<a href="mailto:buildingcontrol@northampton.gov.uk">buildingcontrol@northampton.gov.uk</a>
Development Management	0300 330 7000 Option 6 then Option 1	<a href="mailto:planning@northampton.gov.uk">planning@northampton.gov.uk</a>
Enforcement	0300 330 7000 Option 6	<a href="mailto:planningenforcement@northampton.gov.uk">planningenforcement@northampton.gov.uk</a>
Planning Policy	0300 330 7000 Option 6	<a href="mailto:planningpolicy@northampton.gov.uk">planningpolicy@northampton.gov.uk</a>
Private Sector Housing	01604 838585	<a href="mailto:pshs@northampton.gov.uk">pshs@northampton.gov.uk</a>
Waste and recycling		<a href="https://www.northampton.gov.uk/info/100004/your-council/657/contact-us">https://www.northampton.gov.uk/info/100004/your-council/657/contact-us</a>
<b>Others</b>		
Northamptonshire County Council	0300 126 1000	<a href="https://www3.northamptonshire.gov.uk/contact-us/Pages/default.aspx">https://www3.northamptonshire.gov.uk/contact-us/Pages/default.aspx</a>
Environment Agency	03708 506 506	<a href="http://apps.environment-agency.gov.uk/contact/">http://apps.environment-agency.gov.uk/contact/</a>
Historic England	0121 625 6888	<a href="mailto:midlands@HistoricEngland.org.uk">midlands@HistoricEngland.org.uk</a>

## **Appendix 3 HMO LICENSING**

### **The Licensing of Houses in Multiple Occupation (Mandatory Conditions of Licences) (England) Regulations 2018**

<http://www.legislation.gov.uk/uksi/2018/616/regulation/2/made>

### **Additional HMO licensing –**

<https://www.northampton.gov.uk/info/200277/private-housing/1288/houses-in-multiple-occupation-hmos/4>

### **Apply for a licence**

<https://www.northampton.gov.uk/info/200277/private-housing/1288/houses-in-multiple-occupation-hmos/4>

### **Landlord's Guide to Amenities and Facilities for Houses in Multiple Occupation**

<https://www.northampton.gov.uk/downloads/file/7542/hmo-amenities-facilities-and-management-standards-nbc-2018>

### **Additional Licensing for Houses in Multiple Occupation (HMOs) Consultation**

<https://www.northampton.gov.uk/info/200024/consultations/1939/additional-licensing-for-houses-in-multiple-occupation-hmos-consultation>

#### **Appendix 4 Parking beat survey**

The survey must measure the usable length of road, for instance, length of road minus parking restrictions, dropped kerbs and 5m at the junction, and divide this by 5.5m to approximate the number of potential parking spaces on a given section of road. A count of the number of vehicles parked should be recorded. When calculating the number of spaces available, the number of overall spaces must be rounded down, for example, 20.7 spaces should be recorded as 20, not 21, because 0.7 of a space equates to 3.85m, which is not nearly enough to be a usable space. Any spaces observed must be documented, including location, measurements of the space and photographic evidence. Parking beat surveys should not be carried out during the following periods of time;

- 1<sup>st</sup> January – 1<sup>st</sup> February
- Half term holidays
- 1<sup>st</sup> July – 30<sup>th</sup> September
- 1<sup>st</sup> November – 31<sup>st</sup> December

When the amount of car parking exceeds 90% of capacity, the area is over-saturated with parked vehicles. This will result in highway safety and amenity issues arising on a regular basis. Any increase in demand will further exacerbate problems, resulting in a much greater chance of dangerous parking and conflict between residents due to a lack of parking amenity. Therefore, if the result of the parking beat survey shows the amount of car parking does not exceed 90% during the required time of the day for the survey as set out above, the area is considered to have a sufficient capacity for on-street parking.





**Draft Supplementary Planning Document**  
**Parking Standards**  
**(July 2019)**



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## 1.0 INTRODUCTION

### Purpose and Background

- 1.1 The Parking Standards Supplementary Planning Document (SPD) will be used by Northampton Borough Council to provide guidance for applicants and decision makers as to the appropriate amount of car parking necessary to support new development. The SPD also provides guidance on the design and layout of car parking. The Parking Standards for Use Class as detailed in the Northamptonshire Parking Standards September 2016, will still be applicable and should be read in conjunction with this document.
- 1.2 The purpose of this SPD is to provide clear information and guidance to allow document users to easily determine the right level of parking for development. The underpinning principle of the SPD is to support sustainable development which makes efficient use of land and resources and demonstrates good design.
- 1.3 The most recent parking standards document was issued by the Northamptonshire County Council in September 2016 and covers the whole of Northamptonshire. This updated the parking advice previously detailed in the Parking SPG (March 2003). The particular needs of a large urban town differ from those of the rural districts and within Northampton town itself, where the townscape character varies from the historic core pre 1835 to Victorian and early 20th century development to interwar development and post war/overspill development to modern post 1990 development, each having its own specific parking issues.
- 1.4 This document reflects the local circumstances, context and requirements for individual developments and the local area and expands on the previous parking standards, to include parking design and layout and to expand on electric vehicle charging points.
- 1.5 The previous parking standards, produced by the NCC, Parking SPG (March 2003) focused on setting a maximum parking standard, and parking was used as a demand management tool thereby using a lack of available parking to encourage drivers to use other modes of transport and move away from car ownership. This model of parking control has not proved effective and car ownership has continued to rise, which has led to car parking issues within many residential developments.
- 1.6 The Council is actively committed to encouraging modal shift to sustainable modes of transport, but also realises that alternative modes of transport will only be used where journey times and appropriate and alternative choices are available. The Borough is an urban area with many residents making short trips by car, there is a real opportunity to encourage sustainable travel choices.

## **Aims of the Supplementary Planning Document**

1.7 The aims of the Supplementary Planning Document (SPD) are to achieve the following through parking policy;

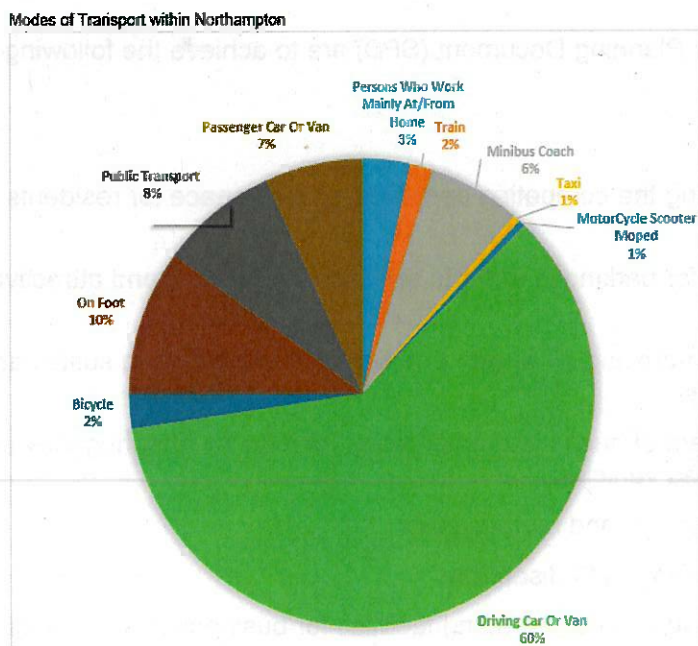
- Managing and reconciling the competing demands for kerb space for residents, business and visitors
- Balancing the demand for parking in order to enhance the viability and attractiveness of the town
- Reducing congestion, improving air quality and health, and promoting sustainable travel patterns and behaviours
- Facilitating the movement of buses and emergency vehicles by ensuring they are not impeded by inconsiderately parked vehicles
- Meeting the needs of cyclists and motorcyclists
- Meeting the needs of people with disabilities
- Facilitating adequate loading and unloading facilities for businesses and shops without causing congestion and delay to traffic
- Facilitating provision for electric vehicle charging and associated infrastructure

## **Borough Profile**

1.8 Over the past 20 years, the amount of travel has increased, especially for those journeys made by private car, which has resulted in detrimental effects on air quality, increased congestion and increased journey times. The whole of the Borough area is urbanised and is the main centre of employment for the wider county, which has had led to a significant amount of in-commuting, with a net inflow of 12,000 commuters to the Borough (2011 Census NOMIS). In time, with traffic levels expected to rise, congestion is likely to become progressively worse.

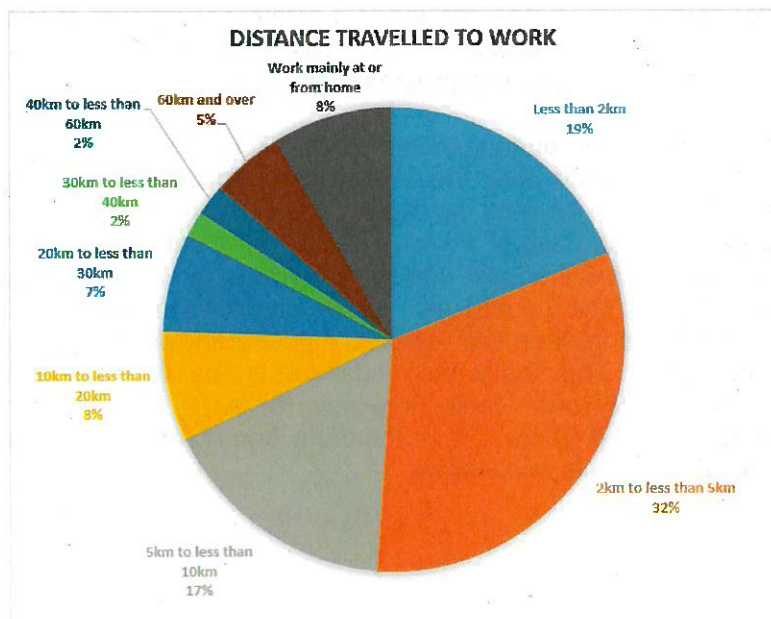
1.9 Modal choice is a vital element for understanding what future policies need to contain. These differences are important to ensuring that the policies developed are appropriate to the local circumstances of the areas and can help by controlling the location of new development to aid the reduction of the need to travel and the use of the car. The following data is a presentation of data from the 2011 census. Figure 1 shows that the main method of travel to work for over half of the population of Northampton is the private car. The Census also shows that 43% of households own one car and 26% own two, with 5.2% owning more than two vehicles. Figure 2 shows that 32% of the population of Northampton travel 2-5km to work. This shows the modal split is heavily dependent on the private car and the Department for Transport Road Traffic Forecasts for 2018, indicate that car ownership is expected to rise in the forthcoming years. It is therefore important that any future development provides adequate parking for residents and visitors.

Figure 1.



Census: 2011

Figure 2.



Census 2011

## Northampton Parking Context

- 1.10 Northampton is a historic market town, therefore many parts of the Borough were built before the take up of modern vehicles, which creates specific parking issues. The main transport issues are;
- Main mode of transport to work is by private car
  - A significant proportion of short trips within the town are made by car
  - Use of walking, cycling and public transport is relatively low
  - No residual parking capacity in many parts of the borough
  - Levels of pollution within the town have led to the need to declare Air Quality Management Areas
- 1.11 These standards therefore need to reflect the Council's aspirations for sustainable travel, as is consistent with the objectives of the Northamptonshire Local Transport Plan (LTP), at the same time as catering adequately for the car, particularly in residential areas.

## 2.0 Policy Context

### National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG)

- 2.1 The NPPF (February 2019) Paragraph 105, states that when setting local parking standards for development local planning authorities should take into account;
- a) The accessibility of the development;
  - b) The type, mix and use of development;
  - c) The availability of and opportunities for public transport;
  - d) Local car ownership levels; and
  - e) The need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.
- 2.2 The NPPF emphasises that transport issues should be considered from the earliest stages of plan-making and development proposals. This allows for the potential impacts of development on transport networks to be addressed and allows for opportunities to promote sustainable methods of transport such as walking and cycling, and therefore has a positive influence on the environmental impacts of traffic and transport infrastructure.
- The NPPF also states;
- “Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network.”*
- 2.3 The NPPG also sets out that maximum parking standards can lead to poor quality development and congested streets, and that local planning authorities should seek to ensure parking provision is appropriate to the needs of the development and not reduced below a level that could be considered reasonable.

- 2.4 The above factors have been taken into account when formulating Northampton's parking standards contained within this SPD.

### **Strategic Policies**

#### **West Northamptonshire Joint Core Strategy (2014)**

- 2.5 The West Northamptonshire Joint Core Strategy (WNJCS) sets out the long-term vision and objectives for the whole of West Northamptonshire area for the plan period up to 2029, including strategic policies for steering and shaping development.
- 2.6 It identifies that Northamptonshire has higher than average levels of car use and ownership, and traffic growth is higher than the national average, which had led to congestion and delays across the county.
- 2.7 The WNJCS contains number of policies to address these issues. Policy C1 promotes a change in travel behaviour in order to meet future travel needs of residents and visitors. People will be encouraged to use alternatives to the car where this is possible and seeks to provide a viable alternative.
- 2.8 A key element of Policy C2 is the requirement for new development to provide a Travel Plan. These seek to mitigate against the negative transport impacts of a development and alter travel behaviour from the outset.
- 2.9 Policy C5 emphasises the need improve local connections facilitating more sustainable travel. This includes the creation of local bus, cycle and walking routes allowing access to facilities.

### **Local Policies**

#### **Northampton Local Plan 1997**

- 2.10 Saved Policy T11 states that permission will not be granted for development where the parking facilities have an adverse effect on primarily residential area. Policy H29 also requires that parking requirements for development be accommodated within the site and the traffic generated by the development would not increase traffic congestion or be a danger to road safety.
- 2.11 The emerging Local Plan Part 2, once adopted, will replace the 1997 Local Plan and this will provide the Development Plan basis for this SPD. Within the Local Plan Part 2, Policies 28 and 30 set out the requirements for delivering sustainable transport and require that developments either mitigate their transport impact either on site or off site, and that the design of a development ensures that people are encouraged and facilitated to undertake short and regular journeys by walking and cycling safely and to use public transport.

#### **Northampton Central Area Action Plan 2013**

- 2.12 The Central Area Action Plan (CAAP) covers the primary shopping area occupied by the main town centre uses, it also includes adjacent areas where the regeneration of housing, mixed use development and open space contribute to the delivery of the plan.
- 2.13 The plan sets out that the provision of car parking is critical to the vitality and viability of the Central Area for employers, commuters, shoppers and visitors to the town. Policy 10 sets out that no additional private parking for non-residential development will be acceptable within the Town Centre Boundary, within the town centre boundary private parking provision is set at a minimum of 50% of the parking standards.

## **Neighbourhood Plans**

- 2.14 There are currently three made neighbourhood plans within Northampton. The plans cover Duston, Spring Boroughs and the Growing Together Plan for Blackthorn, Cherry Lodge, Goldings, Lings, Lumbertubs and Overstone Lodge.
- 2.15 Duston Policy BE1 refers to local character areas and sets out that forecourt parking should be limited to one space per two bed property and for properties with three or more bedrooms, two spaces. Policy B2 sets out that in the village centre additional and safe parking facilities via a traffic management plan will be sought.
- 2.16 Spring Boroughs Policy OP5 refers to streets, movement and parking and seeks to increase kerbside parking for residents and local businesses within Spring Boroughs.
- 2.17 Growing Together Policy DES1 refers to high quality design and requires development to provide adequate levels of parking taking into consideration the type of development, the accessibility of the location, and the requirements of borough parking standards. Parking should be designed to minimise its visual impact upon the townscape, however developments which propose parking courts will not be supported.

## **Northamptonshire County Council Transport Policies**

### **Local Transport Plan 2012**

- 2.18 This document is the overarching strategy document that sets out strategic aims and goals for transportation in Northamptonshire.
- 2.19 Separate daughter documents give more detail on strategy and policy for specific modes and areas

### **Northamptonshire Parking Strategy January 2013**

- 2.20 The parking strategy enables the aims of the Northamptonshire Transportation Plan in terms of parking provision and parking management to be applied in such a way that it can operate as a means of reducing congestion, encouraging traffic restraint and supporting alternative modes of transport. The parking strategy also provides policies that support the economic regeneration of Northamptonshire by firstly encouraging car parking in the most appropriate locations and secondly by getting the balance of parking within developments correct.
- 2.21 The Parking Strategy states that well planned and managed parking can help the county to achieve its economic, social and environmental objectives. In particular, a managed approach to parking can:
- Support the local economy (by making it easy for shoppers, commuters and tourists to visit Northamptonshire's towns)
  - Encourage sustainable travel modes and help reduce reliance on the private car (by setting parking charges at appropriate levels and allowing an appropriate level of parking in new developments )
  - Meet residents' needs for car parking near their homes (by introducing Residents' Parking Zones)
  - Improve journey time reliability for road users (by designing and managing on-street parking facilities to reduce traffic conflicts and delays)

### 3.0 Residential Car Parking

3.1 Accommodating parked vehicles is a key function of most streets, particularly in residential areas. The level of parking provision and its location has a key influence on the quality of a development, and the choices people make in how they travel. The way cars are parked is a key factor for many issues, such as visual quality, street activity, interaction between residents, and safety.



Image: Inappropriate parking

3.2 A failure to properly consider this issue is likely to lead to inappropriate parking, resulting in poor and unsafe conditions for pedestrians. Parking can be provided on or off the street. Northamptonshire Highways have observed that residents in a number of locations do not use rear parking courts, and prefer to have their vehicles parked either on their properties' drive or on the highway in front of the property.

3.3 The context of a new residential development needs to be carefully considered when determining the appropriate amount of parking.

3.4 The provision of off-street car parking for housing is a significant determinant of the amount of land required for new housing. Residential developments are therefore required to provide sufficient and well-designed parking. Poorly located and designed parking can lead to an increase in demand on illegal and unsafe parking, such as parking on double yellow lines, across dropped kerbs, on the corners of junctions and double parking.



Image: Badly designed parking – isolated garage courts are often unused and accommodate anti-social behaviour and crime

3.5 When considering the design and location of car parking the design quality of the street is paramount; there is no single best solution to providing car parking, so a combination of on-plot, off plot and on-street will often be appropriate. Parking within rear parking courts are discouraged, except for flats, as these are often under used by residents and not seen as secure places to park.

#### Principle 1.

##### Residential Car Parking

Parking for individual dwellings is best located on plot, either;

- To the side of dwellings
- As a “drive through” at the rear, or
- To the front as parallel or angled

Rear parking courts will be discouraged, with the exception of flats.

Design of parking spaces, properties should have active ground floor frontages to allow natural surveillance of the street



3.6 On plot parking can be provided:

- To the side of dwellings
- As a “drive through” at the rear, or
- To the front as parallel or angled

*On-plot parking to the side*

3.7 On-plot parking to the side of a dwelling is most preferred, and where parking is provided to the side then a gable end window should be designed into the scheme to allow overlooking of the space and to provide an active edge. Where housing densities are lower, space for car parking should be provided on plot, within the curtilage of the dwelling. In many new developments it is accepted that density and space constraints mean that this is not always viable.

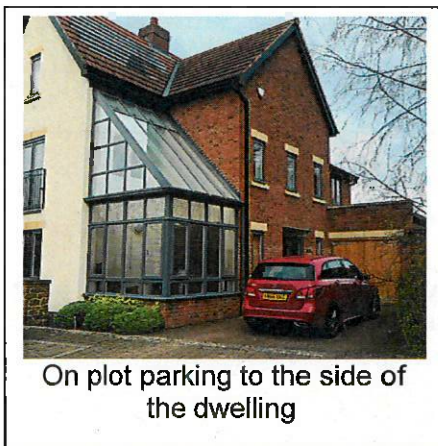
*Drive through*

3.8 These are in effect car ports which are open at the back and often lead to a rear garage, as detailed in the figure below. The advantage of this type of parking is that it allows continuity of the building frontages, but allows on-plot parking that is not directly visible within the street scene.

*On plot parking to the front*

3.9 Parking directly to the front of the dwelling can lead to a car-dominated streetscape and one that can have a negative impact on the overall character of an area. To allow on plot parking to the front of the dwelling the spaces should be designed into a landscaped privacy strip as detailed in the figure below, this improves the quality of the landscape.

**On plot parking options**



### **Tandem Parking**

- 3.10 Independently accessible on-plot parking spaces are the preferred option. Tandem parking is where one vehicle is positioned behind the other. It requires one vehicle to be moved onto the road for the other to access the space and also tends, in practice, to vehicles being parked on the carriageway. This can be highly inconvenient for residents and should be avoided, and is not acceptable for houses in multiple occupation, where all parking spaces have to be individually accessible.
- 3.11 In principle where tandem parking spaces are proposed, these will require a supplementary parking space at 0.25 spaces per plot in the form of on-street parking, in addition to the visitor parking provision, in accordance with Northamptonshire County Council Standards.

### **Parking Courts**

- 3.12 Where circumstances dictate, small private and secure parking courts may be accepted. They must not compromise the overall character of a development, and they must be secure (observable from routinely inhabited rooms), well-lit and well observed by the surrounding properties, as well as being close and conveniently accessible to all dwellings.



If parking is allocated in a communal parking areas then the spaces should be lettered not numbered to avoid criminals being able to identify who is at home or not.

#### **Principle 2.**

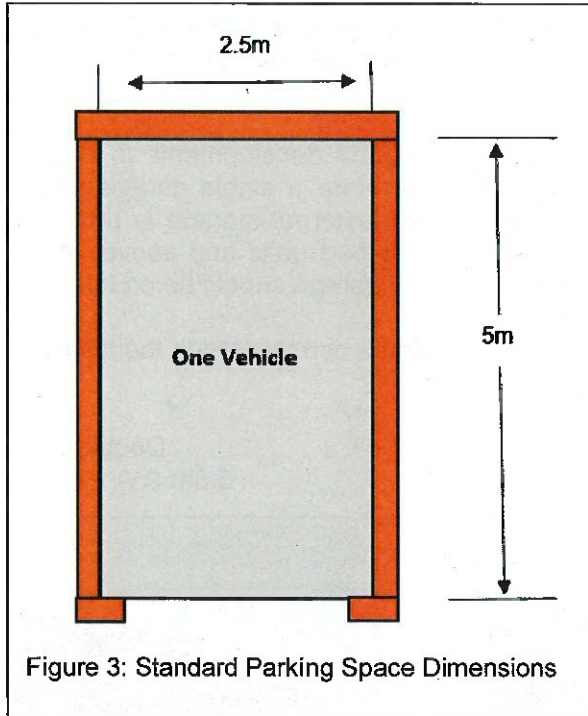
##### **Parking Courts**

**Where parking court are proposed they must be designed so as not to compromise the overall character of a development. And be;**

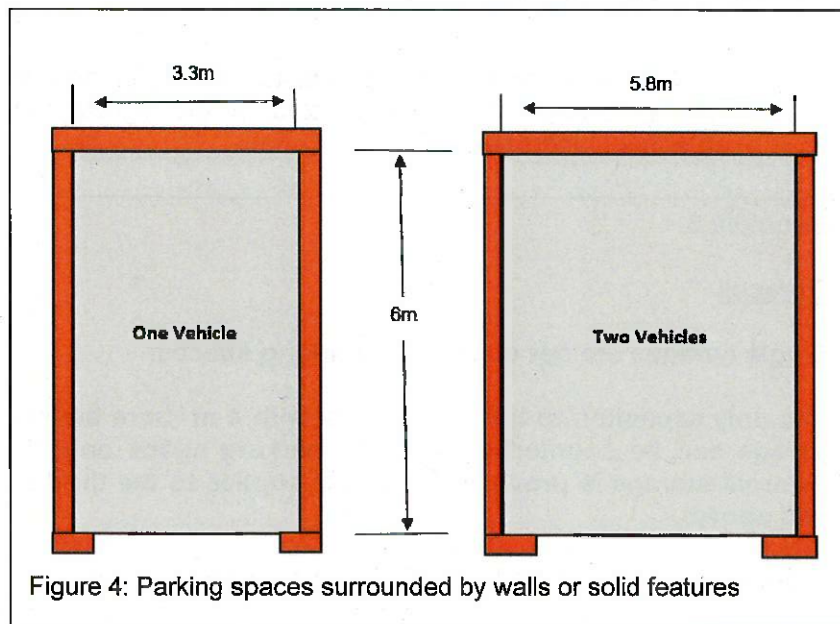
- **Secure**
- **Well lit**
- **Well observed by the surrounding properties**
- **Close and conveniently accessible to all dwellings**

### Residential Car Parking Dimensions

- 3.13 Over recent years, cars have got larger and consequently parking spaces need to increase in size. A standard parking space should be 2.5m wide by 5m long, See Figure 3 below.



- 3.14 Lifetime Homes standard sets out that parking spaces should be capable of being widened, so that getting into and out of a vehicle is as convenient as possible for the widest range of people (including those with reduced mobility and /or those with children). Where on plot parking is provided within an individual plot at least one parking space length should be capable of enlargement to achieve a minimum width of 3.3m.
- 3.15 Figure 4 below shows minimum internal dimensions required where parking spaces are surrounding by or are adjacent to walls or other solid features.



## Garages

- 3.16 Garages are not always used for car parking, and this can create additional demand for on-street parking.
- 3.17 Research shows that, in some developments, less than half the garages are used for parking cars, and that many are used primarily as storage or have been converted to living accommodation.
- 3.18 For this reason designated parking in new developments is best provided on driveways, carports or allocated parking bays. Therefore a single garage can be counted as a single parking space only if additional ancillary external storage is provided, such as a shed (this would only apply to the third space on 4 bed units and above). Also, an additional 0.25 on street provision will be required. A double garage should be counted as 1 parking space.

Where garages are provided they should be constructed to the following dimensions;

Single Garage  
3.3m (W) x 6.0m (L) x 2.4m (H)



Double Garage  
5.8m (W) x 6.0m (L) x 2.4m (H)



- 3.19 Any garage must be set back a minimum distance of 5.5m from the Highway boundary so as to ensure that a vehicle can be parked clear of the highway and the garage door can be open/closed without hindrance.

### Principle 3.

#### Garages

Single garages are not counted as parking spaces.

The only exception to this is for units with 4 or more bedrooms, where a single garage can be counted as a single parking space only if additional ancillary external storage is provided (this only applies to the third space on 4 bed units and above).

A double garage should be counted as 1 parking space.

## Garage Design

- 3.20 Garages should be located in such a way as not to dominate the street scene.
- 3.21 In most instances garages should have pitched roof and be built in similar or same materials to the main dwelling and should reflect the character of neighbouring properties and the rhythm of the wider street scene.

### Examples of good design



## Parking for Extended Properties

- 3.22 If a proposed extension increases the number of bedrooms from existing, then this may necessitate providing another car parking space. Similarly, an extension which results in the loss of an existing parking space may require that a replacement parking space is provided.

### Unallocated / Visitor Parking

- 3.23 In general on plot parking will be sought, as the most appropriate solution for parking within a development.

- 3.24 An arrangement of discrete parking bays adjacent to the running lanes should be the preferred way of providing on-street parking, as it has little effect on passing traffic and minimises obstructions to the view of pedestrians crossing the street.



- 3.25 Where regulated on-street parking is provided, it is important to note that it cannot be allocated to individual dwellings, although such spaces can be reserved for particular types of user, such as disabled people.
- 3.26 Indicating on-street car-parking spaces clearly through the use of road markings or changes of surfacing material can help to encourage good parking behaviour.
- 3.27 It is recommended that visitor parking is generally served by unallocated parking, including on-street provision.
- 3.28 Where a residential development parking layout is incorporating on-street parking, the street must be wide enough to accommodate the parking without compromising access for emergency/waste collection vehicles and must not impair visibility at junctions or on bends. The street must be wide enough to accommodate two lanes of traffic and the on street parking/layby space dimensions for street width are as follows;

### Principle 4.

#### Unallocated / Visitor Parking

The following criteria should be met in the provision of unallocated and visitor parking:

- Unallocated parking laybys require a minimum width of 2m
- Visitor parking is permitted within a 5.5m wide carriageway
- Visitor parking provision is at 0.25 spaces per dwelling
- Visitor parking must not be within 10m of a junction unless in the form of a layby
- Visitor parking must not be within a turning head unless in the form of a layby
- Visitor parking must not block driveways

### **Houses in Multiple Occupation (HMO)**

- 3.29 Where houses are subdivided for the individual use of three or more unrelated people it is considered to be a house in multiple occupation.
- 3.30 The establishment of HMOs can bring about certain issues which, unless properly managed, can lead to detrimental effects on the occupants, the neighbours and the physical environment of the neighbourhood. One of these is that the additional occupancy of premises can lead to an increase in demand for parking, although this is dependent on the area and its proximity to alternative modes of transport.
- 3.31 The starting point for considering planning applications for conversions to HMO should be the County Council's standard of one on-plot car parking space per bedroom and one secure covered cycle parking space per bedroom. To ensure, in practical terms, that all the on-plot parking spaces are useable all of the time, and that on-street car parking demand is not generated. This standard has been modified, such that tandem car parking is not acceptable – all car parking spaces have to be individually accessible.
- 3.32 Where it is not possible to meet the car parking standard in full, the planning application must be supported by a parking beat survey. It is important that car parking capacity in the immediate vicinity is assessed to establish the impact of any additional parking. This is required to be undertaken at a time of day this is representative of peak demand for car parking. The requirement for a parking beat survey and the time of day when it should be carried out, are set out in Principle 5.
- 3.33 Partly in response to an understanding of the reality of where the demand is for HMOs and also because of the higher levels of accessibility in those areas, it is accepted that reduced or limited levels of car parking provision (but not cycle parking provision) will be still be applicable in accessible locations such as:
- The town centre, district centres, local centres and neighbourhood parades
  - Areas where buses are easily accessible
- 3.34 More guidance about accessibility considerations is set out in the Houses in Multiple Occupation SPD.

**Principle 5.**

**Houses in Multiple Occupation (HMO)**

**Planning applications for HMOs will be required to satisfy the car parking and cycle parking standards set out in the Northampton Parking Standards SPD. Tandem car parking is not acceptable.**

**For HMO applications where the car parking standard cannot be met in full:**

- **The developer must demonstrate through parking beat surveys that there is sufficient capacity for on-street parking in the area within a minimum of 200m from the application site. The parking beat survey must record the level of parking at a time between 1am and 5am on a Saturday or Sunday during school term time. Surveys must be undertaken by an independent survey company (a detailed methodology is set out in Appendix 4 of the Houses in Multiple Occupation Supplementary Planning Document).**

**If the beat survey reveals that there is insufficient on-street car parking capacity, the application will need to satisfy criteria set out in Principle 3 of the Houses in Multiple Occupation Supplementary Planning Document.**

**In all circumstances, covered, secure cycle parking should be provided in accordance with the Northamptonshire Parking Standards, September 2016, or its successor document(s) and Principle 6 of this document.**



## **4.0 Cycle Parking**

- 4.1 Providing enough convenient and secure cycle parking at people's homes and other locations for both residents and visitors is critical to increasing the use of cycles, particularly from single occupancy motorised journeys made over shorter distances on a regular basis. Cycle parking provision should be fully incorporated into a proposed development layout from the outset.

### **Residential Development**

- 4.2 Cycles are often kept in garages, and this can be convenient and secure if located near the front of the property. However, the proportion of housing schemes with individual garages is declining.
- 4.3 Greater consideration therefore needs to be given to the provision of bespoke cycle storage. Cycles are not suited to overnight storage outdoors as they are vulnerable to theft and adverse weather. At the very least, any outdoor cycle parking needs to be covered, and preferably lockable.

#### **Principle 6.**

##### **Cycle Parking**

##### **Residential development**

**Cycle storage should be within a garage, providing the garage meets the minimum size specified in the garage section of this document.**

**Where garages are not provided for individual dwellings, then a shed may be provided in lieu of this.**

**Cycle parking for dwellings should not involve having to pass through the dwelling to access it.**

##### **Apartment blocks**

**Communal cycle parking should have areas that are secure and accessible only to residents.**

**Such stores should be provided within the fabric of the building and ideally brick built, and should be located within a lockable structure, which is easily accessible and of a suitable size and preferably covered.**

##### **Non-residential Development**

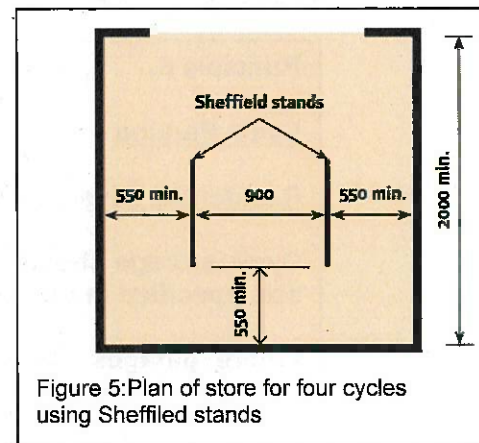
**Cycle parking should be convenient to use, and secure, in areas of good surveillance that are well lit and preferably covered.**

**Cycle parking should be provided in prominent areas close to key destinations such as at entrances to public buildings, leisure facilities, and educational establishments, in town centres and at local centres.**

**Cycle stands should be far enough apart from each other and also from any side or back wall, fence or kerb, to allow the user to park and lock their cycle with ease.**

## Non-residential Development

- 4.4 Cycle parking should be convenient to use, and secure, in areas of good surveillance that are well lit and preferably covered. Cycle parking should be provided in prominent areas close to key destinations such as at entrances to public buildings, leisure facilities, and educational establishments, in town centres and at local centres. It should be clearly signed from the public highway wherever possible.
- 4.5 For short and medium stay cycle parking a Sheffield Stand or similar may be sufficient. Shelter should be provided over the cycle parking area to help protect cycles from the weather. Cycle stands should be far enough apart from each other and also from any side or back wall, fence or kerb, to allow the user to park and lock their cycle with ease.
- 4.6 The Manual for Streets (2007) sets out the minimum clearance around a cycle stand, see Figure 5 below.



## 5.0 Electric Vehicle Charging

- 5.1 Department for Transport (DfT) figures show that over 100,000 plug-in vehicles were registered in the UK by mid-2017 as people are seeing the benefits of lower running costs and environmental benefits. The Government has pledged that almost all new car and light goods vehicle sales will be zero emission by 2050.
- 5.2 The National Planning Policy Framework (NPPF) 2019 sets out the National Planning Policy for England. Para 110 states that applications for development should be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.
- 5.3 Further support is provided under paragraph 181 which states that planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas.



Image: Electric Car Club located outside Northampton Filmhouse

- 5.4 Both Northampton Borough Council (NBC) and Northamptonshire County Council (NCC) have begun work on installing charging infrastructure. NBC has introduced charging points in the Town Centre and will look to create facilities in public car parks such as St Johns Multi-Storey Car Park. As part of the Smart Move Project, NCC have worked with the private sector to introduce charging points at locations in the borough.
- 5.5 Northampton currently has a number of fast charging points, and the Council supports and encourages the take-up of these vehicles.
- 5.6 The design of new developments will also need to change to accommodate the move towards electric vehicles, the requirement for increasing model shift, to improve the quality of the environment and improve people's quality of life.
- 5.7 It is desirable that planning applications should include an 'electric vehicle charging scheme for housing and business/commercial developments. This way it can be determined from the planning application how the development supports the provision of infrastructure necessary to fulfil not only the council's objective, but the governments drive to shift to lower polluting technologies. The Council will adopted a flexible approach taking into account a full range of site specific factors in relation to the provision of electric charging infrastructure.

#### **Principle 7.**

##### **Electric Vehicle Charging**

###### **Residential:**

1 charging point per unit (dwelling with dedicated parking) or 1 charging point per 10 spaces (unallocated parking) and ensure appropriate cabling is provided to enable increase in future provision

###### **In existing residential areas**

Subject to highway considerations and parking restrictions, the Council will be supportive of opportunities and initiatives to provide on-street electric vehicle charging points in areas where there is no off-street parking provision.

###### **Commercial/Retail:**

10% of parking spaces (32 amp) which may be phased with 5% initial provision and the remainder at an agreed trigger level. At least 1 charging unit should be provided for every 10 disabled parking spaces. Where 50 parking spaces or more are provided then 1 rapid charging unit (43kW/50kW) per 50 spaces shall also be considered and parking time limited to a maximum of 1 hour.

###### **Industrial:**

10% of parking spaces which may be phased with 5% initial provision and the remainder at an agreed trigger level. At least 1 charging unit should be provided for every 10 disabled parking spaces. Where 50 parking spaces or more are provided then 1 rapid charging unit (43kW/50kW) per 50 spaces shall also be considered and parking time limited to a maximum of 1 hour.

All charging unit shall be installed where practical.

- 5.8 The location and manner in which EVs need to charge is not uniform. It is therefore important to consider the whole charging mix when planning EV charging infrastructure. This will ensure that a network is established which will meet the various needs of users. The majority of charging currently occurs at home or work in a private off-street parking location.
- 5.9 Within 10 years it is envisaged that perhaps one in five on-street overnight parking bays will need a charging socket to meet the growth of EVs.<sup>2</sup>
- 5.10 Domestic external wall-mounted charging points are convenient for users and prevent the need to run cables from either inside the home or garage, which can compromise security when doors or windows have to be left open or unlocked during charging.
- 5.11 However, it is appreciated that this will likely need to be supported by 'top up' charges during the day.
- 5.12 Substantial parts of Northampton's townscape are made up of mainly Victorian / Edwardian terrace streets, which brings about particular challenges in providing electric charging points. It is important that, in future provision is made to enable people living in those parts of the town to be able to charge electric vehicles overnight. Accordingly, the Council will be supportive of opportunities to provide electric charging points in residential areas which do not have allocated on-plot parking, as and when they arise.

## **6.0 Monitoring**

- 6.1 The Council will monitor the implementation of the updated parking standards that have been outlined in this SPD. This will allow for future amendments, including additions and deletions, where deemed necessary.