



**Employment  
Site Allocations  
Development Brief**

Supplementary Planning Document (SPD)

October 2022



West  
Northamptonshire  
Council

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# Introduction

1

# 1. Introduction

## Background

1.1 It is the role of the development plan to ensure that there are sufficient employment sites identified which will support the ambitions for sustainable economic growth within the area. The Joint West Northamptonshire Core Strategy (Joint Core Strategy / Local Plan Part 1) covers the extent of the former Daventry District, Northampton Borough and the South Northamptonshire Council area and identifies the broad spatial distribution for employment land together with identifying strategic sites.

1.2 The South Northamptonshire Local Plan Part 2: Settlements and Countryside (Part 2 Local Plan), which was adopted in July 2020, supplements the strategic plan and ensures that local needs and aspirations can also be met. The Part 2 Local Plan fits within the strategic context of the policies in the Joint Core Strategy. Whilst the Joint Core Strategy is in the process of being reviewed, the review is at early stages and is not sufficiently advanced to take account of.

1.3 As part of the preparation of the Part 2 Local Plan, five employment sites were identified to enable employment generating development to meet localised employment needs which are not met by the Joint Core Strategy. The employment sites were identified to enable existing companies sufficient opportunity to expand and also to provide opportunities for new companies to form.

1.4 The role of the five new employment sites is set out in paragraph 13.1.5 of the Part 2 Local Plan:

- Meet local demand and strengthen the rural economy;
- Provide the ability to strengthen local supply chains;
- Local flexibility and choice of locations;

- Meet the demand for small and medium sized units; and
- Contribute to reducing the level of out commuting.

1.5 The purpose of these very clear roles is to ensure they meet local demand and are complementary to the 65 business parks already existing across the South Northamptonshire area as well as the strategic employment sites at the Motorway junctions and at Silverstone.

1.6 The five sites subsequently allocated for employment in the Part 2 Local Plan are:

- Policy AL1: Land at Bell Plantation, Towcester
- Policy AL2: Land at Woolgrowers Field, Towcester
- Policy AL3: Land at Tiffield Lane, Towcester
- Policy AL4: Land at Shacks Barn, Whittlebury
- Policy AL5: Land at Former Furtho Pit, Old Stratford / Cosgrove.

1.7 Sites AL1 - AL3 are located to the north of Towcester and are well connected with good accessibility to the M1 to the east, M40 to the east and is at the crossroads of the A5 & A43. The sites were identified to facilitate some additional small scale employment opportunities to provide additional choice and opportunity for the growing population associated with the strategic development site to the south of the town. They were also identified to address people commuting from Towcester elsewhere for employment purposes.

1.8 Site AL4 is known as the Shacks Barn Farm site and is located on the boundary of the Parishes of Silverstone and Whittlebury. There are already businesses operating from the wider site. However the allocation seeks to extend

the existing business park to allow for a range of small and medium sized business units.

1.9 Site AL5 is Furtho Pit which is located east of the A5 / A508 junction at Old Stratford / Cosgrove. A small part of the site has previously benefited from planning permission and the remaining area has a mixture of farmland and a derelict former gravel pit. The site provides an opportunity for high visibility on a site of poor environmental quality. Regard must be had to the existing residential properties surrounding the site as well as the heritage assets in the area. There is also an opportunity to create a country park and the canal route must also be protected.

1.10 At its meeting of 27 January 2022 the Council's Strategic Planning Committee considered an application for the development of Local Plan Allocation AL3 (Tiffield Lane, Towcester). The committee resolved to approve that application and grant planning permission for the development. With matters already agreed in respect of AL3 and the Notice of Decision issued the SPD does not consider or make recommendations in respect of that Local Plan Allocation. Any revised applications for AL3 will have to comply with the parameters set out in that consent, and the details will be subject to further impact assessment carried out in line with the general principles set out in the SPD. The details of planning applications relating to the remaining four employment sites are set out under each of the site descriptions (refer to pages 10-13). The planning applications will be considered in accordance with the development plan and any other material considerations. These active discussions have been recognised but this SPD has been prepared without any pre-determination of these planning applications.



## Purpose

1.11 Barton Willmore has been commissioned by West Northamptonshire Council to produce a Supplementary Planning Document (SPD) to guide and support the future development of four of the five employment allocations AL1, AL2, AL4 and AL5.

1.12 The purpose of this SPD is:

- To improve the planning and development process by reducing uncertainty and providing landowners, developers and the wider community with clear guidance on what is expected from future developments;
- To provide a robust and clear development framework with clear, specific development principles to inform the preparation and determination of planning applications. This will ensure a comprehensive approach to the appropriate uses on the allocated sites in accordance with the development plan ;
- To provide guidance ensuring that the evidenced land uses are appropriate to the wider context; and
- To raise design standards and the overall quality of development to create sustainable, exemplary places which are functional and respond to their surroundings.

## Community Involvement

1.13 In line with the Council's Statement of Community Involvement, we have sought to encourage everyone to get involved in the preparation of this SPD.

1.14 A community engagement process was undertaken that allowed views on a draft of this document to be

submitted either online, through the Council's consultation website & by post or via a response form that was available for download from our website.

1.15 The draft SPD was available for consultation for six weeks up until the midnight of the 18th August 2022 with three in-person events held in Towcester and Old Stratford. In total 306 comments were submitted.

## Assessing Impacts

### Sustainability Appraisal

1.16 A Sustainability Appraisal was undertaken for both the Joint Core Strategy and the Part 2 Local Plan. Owing to the scope of this SPD, there is no identified need to undertake a further Sustainability Appraisal.

### Habitats Regulations Assessment

1.17 Habitats Regulations Assessment (HRA) is integral to the development of land use documents as it provides a statutory process to assess the potential impact on Natura 2000 sites. This was undertaken as part of the preparation of the Part 2 Local Plan. Owing to the scope of this SPD, there is no identified need to undertake an Appropriate Assessment.

### Equality Impact Assessment

1.18 An Equality Impact Assessment allows us to assess any risk of discrimination. An EQIA was undertaken as part of the preparation of the Part 2 Local Plan and no issues were identified.

### Health Impact Assessment

1.19 The development plan plays a key role in shaping the physical environment which can have a significant impact on health and well-being. The Part 2 Local Plan sets out the requirement for Health Impact Assessments. All major developments (10 or more dwellings or 1,000 or more square metres) will

be expected to complete and submit a rapid HIA in order to determine if a more substantial HIA is necessary.

## Transport Assessments and Statements

1.20 It is important to give appropriate consideration to the cumulative impacts arising from other committed development (i.e. development that is consented or allocated where there is a reasonable degree of certainty will proceed within the next 3 years). At the decision-taking stage this may require the developer to carry out an assessment of the impact of those adopted Local Plan allocations which have the potential to impact on the same sections of transport network as well as other relevant local sites benefitting from as yet unimplemented planning approval.

## Site Locations and Descriptions

### Site Locations

1.21 Of the four employment sites, two (AL1 & AL2) are located to the north of Towcester along the A43, two of which front onto the Tove Roundabout which links the A43 with the A5. As the main link onto the A43, there is a mixture of commercial, office and light industry land uses near by.

1.22 AL4 is located in an important position adjoining the A43, southwest of Towcester, close to the Whittlebury junction and Silverstone. AL5 is located at a prominent position adjoining the A5 and A508, adjacent to the settlement of Old Stratford and Cosgrove.



**Figure 1** Sites AL1, AL2 and AL3



Source: Google Maps

**Figure 2** Site AL4



Source: Google Maps

**Figure 3** Site AL5



Source: Google Maps

### Policy AL1: Bell Plantation

Located to the north of Towcester on land associated with and including the Bell Plantation. The site provides circa 35 hectares (ha) for mixed employment generating development to reflect the need for diversity and resilience in the local economy as expressed in the Economic Growth Strategy. A further 6 ha is identified for the creation of a home ground for Towcester Town Football Club. Employment uses are to be accessed from the A5 with provision of an unfettered road access to the edge of the football club site also provided. The site must be served by good access by public transport including for pedestrians, cyclists and to enable bus penetration. Detailed design must have regard to any non-designated and designated heritage assets, in particular the Easton Neston Grade II\* Registered Park and Garden. A high-quality landscape setting is required by the allocation.

### Current Planning Status

AL1 is currently subject to two live planning applications (WNS/2021/1819/EIA and WNS/2021/2168/MAO). The first planning application is hybrid with full detail for a roundabout access from the A5, the delivery of access for the Towcester Town Football Club a single warehouse and ancillary offices. The outline element is for the development of the Towcester Town Football Club and employment floor spaces for general industrial and storage and distribution uses with ancillary office spaces. The second planning application is outline for B2 and B8 buildings and principal access to the A5. The full description of development can be found on the Council's planning portal.



**Policy AL2: Land at Woolgrowers Field, Towcester**

Located to the north of Towcester, bound by the A5 to the east and Towcester Road & the A43 to the south. The site provides circa 4.5 hectares (ha) for mixed employment generating development to reflect the need for diversity and resilience in the local economy as expressed in the Economic Growth Strategy. Employment uses are to be accessed from the A5 and / or Towcester Road. The site must be served by good access by public transport including for pedestrians, cyclists and to enable bus penetration. Detailed design must have regard to any non-designated and designated heritage assets and in particular the Easton Neston Grade II\* Registered Park and Garden. A high-quality landscape setting is required by the allocation.

**Current Planning Status**

AL2 is currently subject to an outline planning application (S/2020/2045/MAO) for industrial and commercial development including the potential for a car showroom, builders merchants and an emergency services hub. The full description of development can be found on the Council's planning portal.



**Policy AL4: Land at Shacks Barn, Whittlebury**

Located at an important position adjoining the A43, southwest of Towcester, close to the Whittlebury junction. The site provides 10 hectares (ha) for mixed employment generating development to reflect the need for diversity and resilience in the local economy as expressed in the Economic Growth Strategy. Employment uses are to use the existing access only off the A413. The site must be served by good access by public transport including for pedestrians, cyclists and to enable bus penetration. Detailed design must have regard to any non-designated and designated heritage assessments and in particular the Easton Neston Grade II\* Registered Park and Garden. A high-quality landscape setting is required by the allocation.

**Current Planning Status**

AL4 is currently subject to an outline planning application for mixed use employment use including research and development and industrial processes, general industrial and storage and distribution. The full description of development can be found on the Council's planning portal.



**Policy AL5: Land at Former Furtho Pit, Old Stratford / Cosgrove**

Located at an important position adjoining the A5 and the A508. The site provides 16 hectares (ha) for mixed employment generating development to reflect the need for diversity and resilience in the local economy as expressed in the Economic Growth Strategy. Employment uses are to access from a new roundabout junction from the A508. The site must be served by good access by public transport including for pedestrians, cyclists and to enable bus penetration. Detailed design must have regard to any non-designated and designated heritage assets, in particular the Scheduled Monument 1013660 'Motte and Bailey Castle' Deserted Village and Monastic Grange at Old Wolverton. Detailed consideration must also be had to the existing canal route including future needs and to the layout of the country park. A high-quality landscape setting is required by the allocation.

**Current Planning Status**

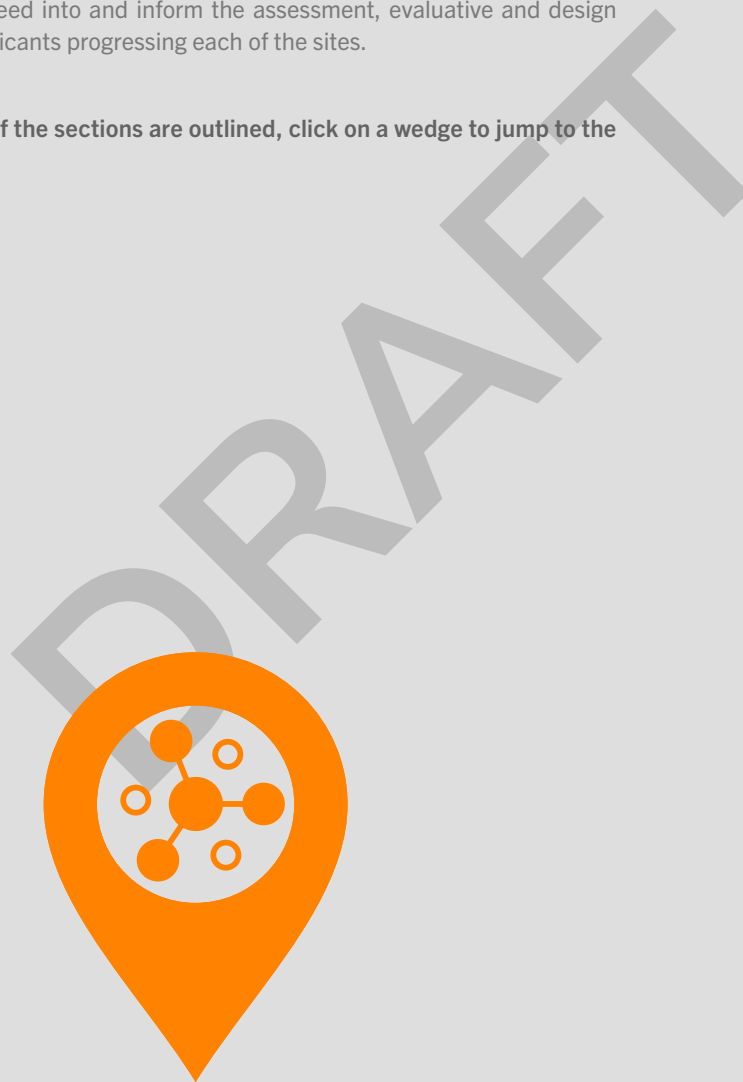
Whilst there has been no formal planning application for the site, the site has experienced some planning interest. A screening request for an Environmental Impact Assessment (EIA) was submitted (WNS/2021/1628/SCR) and following that an EIA Scoping (WNS/2021/1985/SCO). The Scoping Opinion was for 9 employment units for general industrial and storage and distribution with ancillary research and development, together with a country park and vehicular access from the A508. This indicates that a planning application is being prepared for the site. The full description of development can be found on the Council's planning portal.



## How to use this document

1.26 This document is split into six key sections that together provide direction for those involved in the development of the four employment sites. Each section outlines contextual & site specific issues that should be considered in the development of each site. They should feed into and inform the assessment, evaluative and design work undertaken by applicants progressing each of the sites.

On the next page each of the sections are outlined, click on a wedge to jump to the corresponding section.





## 2. Planning Policy Context

Outlining the local policy context in relation to the four sites, from general policy relating to employment land to site-specific design briefs for each site. **A full version of the latter is included in the appendix.**

## 3. Contextual Considerations

Identifying some of the contextual considerations that need to be taken into account for each of the employment sites. It also establishes a definition for small, medium and large building/unit sizes, referenced throughout sections 5 and 6.

## 4. Landscape and Visual Consideration

Setting out a brief landscape and visual summary for each of the four employment sites. It includes a series of potential sensitive receptors that have informed the identification of 'Sensitive Areas' for each site in section 6.

## 5. Design Principles

Outlining a series of non-spatial and overarching design principles that clearly express the need for a design-led approach to each of the four employment sites without dictating the form that development takes.

## 7. Exemplar Development

This section outlines the four key facets of a development where an exemplary approach should be taken, particularly if the market dictates the need for flexibility away from the SPD.

## 6. Assessment & Evaluation

A series of development frameworks that illustrate spatial parameters for each of the sites. These attempt to avoid a prescriptive, one-size-fits-all approach and are based on individual site assessments (included in this section), the Contextual Considerations and Landscape & Visual Assessment.







# Planning Policy Context

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## 2. Planning Policy Context

### Policy Context

2.1 Planning applications for the sites will continue to be determined against the relevant policies of the development plan together with any other material considerations. This SPD will be a material consideration in decision making and provide more detailed advice and guidance in line with the adopted policies in the development plan .

2.2 New planning policies can not be introduced via a SPD. Therefore, this section explains the existing policy context within which this SPD sits. Further information on the requirements for producing a SPD can be found in Regulations 11 to 16 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

2.3 There are no known Neighbourhood Plans which directly impact on the employment allocations AL1 to AL5. Therefore, the development plan for the sites is:

- Adopted West Northamptonshire Joint Core Strategy (2014)<sup>1</sup>; and
- Adopted South Northamptonshire Local Plan Part 2: Settlements and Countryside (Part 2 Local Plan) (2020).

2.4 The Joint Core Strategy sets the strategic vision for economic development across the wider West Northamptonshire area. It is set out that a vibrant economy will strengthen communities, support sustainable development objectives and help reverse areas of decline.

<sup>1</sup> [Joint Core Strategy Adoption | West Northamptonshire Council \(westnorthants.gov.uk\)](https://www.westnorthants.gov.uk/joint-core-strategy-adoption)

2.5 The overarching employment strategy was, in part, set out in the Joint Core Strategy. **Policy S1** sets out the overarching distribution and also recognises that the development needs of the Rural Service Centres, including Towcester need to be provided for.

### South Northamptonshire's Economic Growth Strategy

"The aim is to ensure a variety of job opportunities for local people and that people have access to local based educational facilities that can improve their employment prospects."

Joint Core Strategy

2.6 South Northamptonshire's Economic Growth Strategy has a date of 2016 – 2019. This sets the backdrop of the four employment allocations. The Strategy has 4 key interdependent priorities which guide development growth and supports the employment growth across the across South Northamptonshire. The themes are:

- **Theme One:** Improved Skills and Employment;
- **Theme Two:** Effective Business Support;
- **Theme Three:** Strengthening the Town and Village Economy; and
- **Theme Four:** Supporting the Visitor Economy.

2.7 The Economic Growth Strategy is to be updated in line with the new unitary authority's priorities and ambitions.

### South Northamptonshire's Local Economic Assessment

2.8 In determining the appropriate policy direction for the Part 2 Local Plan, the evidence base informing the policies included the South Northamptonshire's Local Economic Assessment (May 2017). This Local Economic Assessment recommended that the policy direction for the Part 2 Local Plan was to increase the number of jobs so that its resident population could remain within the local area for work and help to increase spending within the associated settlements and thus contributing to their improved vitality and viability. The examining Inspector at the Part 2 Local Plan's Examination in Public agreed that the role of the four new employment sites is as set out in paragraph 13.1.5 to:

- Meet local demand and strengthen the rural economy;
- Provide the ability to strengthen local supply chains;
- Local flexibility and choice of locations;
- Meet the demand for small and medium sized units; and
- Contribute to reducing the level of out commuting.

2.9 Whilst this SPD will set out the contextual, landscape and visual analysis to inform the appropriate design parameters and guidelines for the individual sites, the overarching role of these four sites must also be taken into account.

## West Northamptonshire Joint Core Strategy (2014) (Local Plan Part 1)

2.10 The adopted **Joint Core Strategy** covers the former administrative areas of Daventry District; Northampton Borough and South Northamptonshire. The area is now covered by West Northamptonshire Council. The Joint Core Strategy sets out the long-term vision and objectives for the plan period up to 2029 and includes strategic policies to steer and shape development.

2.11 Owing to the area's strategic connections particularly by road and rail, there is a recognition that the area is attractive to the warehouse and storage industry. Whilst acknowledging it as an important economic sector, the Joint Core Strategy is concerned about an over reliance on one employment sector and therefore seeks to provide diverse employment opportunities to its residents.

2.12 In addition, there is a recognition that the rural economy must be supported and rural diversification is to be encouraged. This is to be supported by dynamic town and village centres. **Policy S1** sets out the general spatial distribution for development across the area.

2.13 In assessing the suitability of sites for development, priority will be given to making best use of previously developed land and vacant and under-used buildings in urban or other sustainable locations. This will contribute to the achievement of a

West Northamptonshire target of 30% of additional dwellings on previously developed land or through conversions.

**2.14 Policy S8** sets the strategic direction for the distribution of jobs. Section 1 of the policy is relevant to Northampton and Section 2 of the policy is relevant to Daventry. Section 3 of policy S8 is of relevance to this SPD in setting the overall strategic context. The full policy, together with policies E7 and R2, can be viewed in the Joint Core Strategy as necessary.

2.15 The Joint Core Strategy also sets out narrative about jobs growth by sector. Whilst the job sectors are not policy, it does help to provide useful context around the economic aspirations of the Council which have helped to inform its policy direction.

- **Offices** – Settlements will need to maintain, renew and replace their stock of office development.
- **Manufacturing** – Some elements of manufacturing related to the high-performance technologies sector are growing but often means fewer employees due to successful mechanisation. Land requirements remain and may even require expansion.
- **Warehousing** – The area remains attractive to the warehouse industry and indications are that it is likely to remain so for the lifetime of the plan. However, delivering new space to cater for the warehousing sector on a trend-based trajectory would not be desirable nor sustainable in the long term in order to achieve a balanced economy.

- **Research and Development** – West Northamptonshire is driving up its educational standards across all of its towns and seeking new partnerships between higher educational providers and established business sectors for example at Silverstone circuit.

- **Non B Class** – non B class jobs include those in health care, retail, leisure, tourism, sport, education and cultural development. The non B class sector has grown in West Northamptonshire and the focus on town centres to provide more retail and service development to cater for the growing population will see this sector grow further. Tourism and leisure industries are important to both the rural and urban economies.

- **Green Economy** – supporting innovation and working with industry in the use and development of alternative energy sources and through design and build to ensure effective and efficient sustainable workplaces are also important initiatives.

2.16 As well as the economic aspirations, the importance of sustainable development is enshrined within the Joint Core Strategy. Alongside a presumption in favour of sustainable development, **Policy S10** sets out the sustainable development principles which apply to all development including that on allocated sites.

2.17 The Joint Core Strategy also sets out a strong desire to achieve modal shift (encouraging people to use public transport rather than their private motor vehicle) and to ensure that development sites are accessible by public transport

including walking and cycling opportunities. The overall approach is set out in Policy C1: Changing Behaviour and Achieving Modal Shift.

2.18 Overarching **Policy T1** recognises the role of Towcester as a rural service centre. The policy sets the overarching ambition for the town and there are secondary policies for each of the criteria which can be viewed in the Joint Core Strategy (see policies T2 to T5).

## West Northamptonshire Strategic Plan

2.19 A review of the Joint Core Strategy is currently under way. The Strategic Plan will guide development in the period up to 2050. The West Northamptonshire Strategic Plan Spatial Options was consulted upon until 24 December 2021.

2.20 Whilst the Spatial Options consultation was the second consultation stage, no decisions have yet been made on the likely policy direction. The Local Development Scheme indicates that the Strategic Plan will be adopted by March 2024, there it is unlikely that no any weight as part of decision making will be afforded to this document.

## Part 2 Local Plan

2.21 In line with the Joint Core Strategy, the **Part 2 Local Plan** allocates additional employment land to facilitate more local employment growth. The aim is to attract new investment and provide more jobs to match the skills of local people. Thus balancing the ratio of in and out commuting.

2.22 The allocated sites in the Part 2 Local Plan (paragraph 13.1.5) are intended to:

- Meet local demand and strengthen the rural economy;
- Provide the ability to strengthen local supply chains;
- Local flexibility and choice of locations;
- Meet the demand for small and medium sized units; and
- Contribute to reducing the level of out commuting.

2.23 The four employment sites are allocated by policies AL1, AL2, AL4 and AL5. All four of the allocations are to be accompanied and supported by an independent study providing market-led evidence on the proportion of B1 (offices), B2 (general industrial) and B8 (storage and distribution) uses to be delivered. The policy also allows some supporting uses that are demonstrably subservient and complementary in both scale and nature to the main B use class. The studies are to be undertaken by an independent expert and the scope of which should be agreed in advance with the Council.

2.24 The full design briefs for the four employment sites can be found in **appendix A**, as well as the Part 2 Local Plan.

## Policy SS2: General Development and Design Principles

2.25 Alongside the requirements of Policies AL1, AL2, AL4 and AL5, general development and design principles are set out in Policy SS2 which covers requirements such as setting, materials and design, accessibility and water. Development proposals will be expected to meet the requirements of SS2. Owing to the purpose of this SPD, the overarching policy SS2 is of particularly relevance.

2.26 The policy approach set out within the development plan sets the context within which this SPD has been produced. The four sites at Towcester, Whittlebury and Old Stratford & Cosgrove have been allocated for employment uses which will strengthen the rural economy & local supply chains, provide local flexibility, meet the demand for small & medium sized units and contribute to reducing the level of out commuting.

2.27 This SPD has taken the policy requirements of the Joint Core Strategy and the Part 2 Local Plan into consideration including the general design policies. This together with understanding the site context, opportunities and constraints has resulted in the design principles for each of the sites.

2.28 The full policy SS2 can be found in **appendix B**, as well as the Part 2 Local Plan.

## Socio-Economic Context

2.29 The 2011 Census reveals that the majority of residents (72%) live in the rural areas, 5% live within the urban fringe of Northampton with the remainder (23%) in the market towns.

2.30 The Halifax Quality of Life Survey (2017) ranked South Northamptonshire the 13th most desirable place to live in the country. It is prosperous with a highly skilled workforce, good education rates and low deprivation.

2.31 The 2011 Census shows the population of South Northamptonshire is just over 85,000; up 21,000 in 30 years and 7.5% in the last ten years. Since 1981 the proportion of the district's

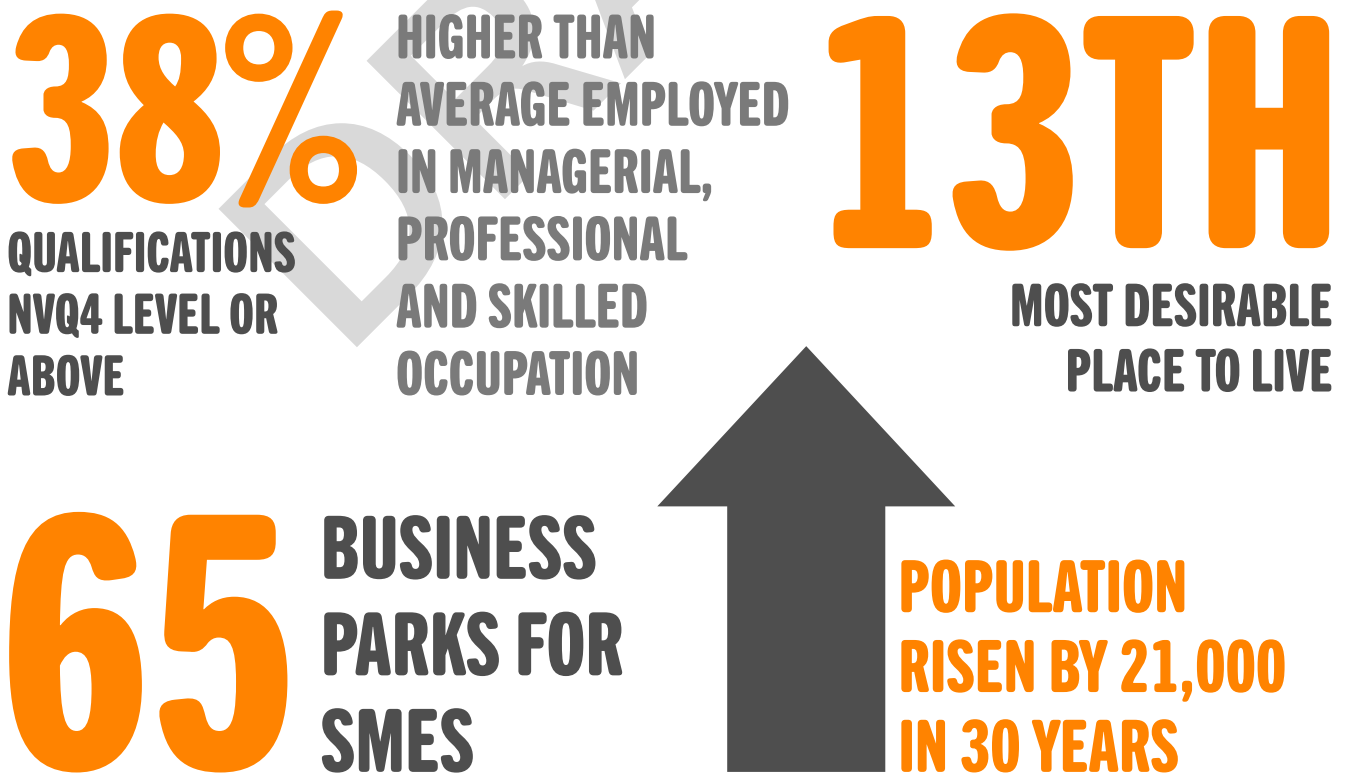
population aged over 60 has increased by 90% with an increase of 40% since 2001 (an increase of South Northamptonshire Local Plan (Part 2) 16 6,025 people). Since 1981 the population aged 0 – 19 has only increased by 2%

2.32 South Northamptonshire is a largely prosperous district that has not fully realised its development opportunities in the past. However, the district's economy has grown in recent years with significant planned employment and housing growth being delivered.

2.33 The district has 65 business parks that provide an anchor for many of the Small and Medium Enterprises (SMEs) that underpin these sectors and associated clusters.

2.34 South Northamptonshire has one of the lowest unemployment levels in the UK. The average commute for settlements along the A43 corridor is almost 20 kilometres suggesting much of this employment involves a certain level of out commuting.

2.35 The resident workforce is highly skilled and professional with 38% having qualifications at the NVQ4 level or above compared to 31% for East Midlands. The district has a higher than average number of residents employed in managerial, professional and skilled occupations. This demographic mix suggests a desirable area for locating business (B1) employment uses.







# Contextual Considerations

3

### 3. Contextual Considerations

This section identifies some of the contextual considerations that need to be taken into account for each of the employment sites. Each of these considerations have been informed by the need to fulfil the five roles for the employment sites (as listed in item 2.8) and deliver the four objectives, highlighted in each site's design brief and set out in Part 2 Local Plan. These objectives are:

- **Objective 1:** To facilitate economic growth encouraging investment and job creation, aligning training with employers' requirements to get more people into work and reduce levels of unemployment.
- **Objective 2:** To deliver appropriate new employment opportunities in both the urban and rural areas, including home-based working and extended employment areas, facilitated by high-speed broadband.
- **Objective 3:** To facilitate tourism and leisure related growth creating a distinct offer within North Northamptonshire.
- **Objective 9:** To conserve the tranquillity of the natural and built environment in South Northamptonshire through high quality design that is respectful to heritage assets and their settings, biodiversity and the environmental character of the locality and surrounding landscapes.

3.1 This section includes the following contextual consideration:

- the existing scale, form and character of development along the M1 and A43 relating to **AL1 - AL4**;
- the establishment/enhancement of two key gateways, a northern gateway into Towcester relating to **AL1 & AL2**, a gateway marking the A5's transition from a rural to more urbanised context relating to **AL5**.
- Respectfully and sensitively setting new development within/adjacent to a rural context to the north of the A43 relating to **AL1 & AL2** and the Ouse Valley Parkland relating to **AL5**.

Future applicants should identify opportunities where new development can contribute/respond positively to these contexts. These contextual considerations are not intended as an exhaustive contextual assessment for each site. As such further contextual assessment work will need to be undertaken at planning application stage to determine any further contextual considerations.

3.2 The role of the employment sites are in part to:

- " Meet local demand and strengthen the rural economy;
- Provide the ability to strengthen local supply chains;
- Local flexibility and choice of locations;
- Meet the demand for small and medium sized units; and
- Contribute to reducing the level of out commute."

3.3 In order to help establish a common understanding of what **small, medium** and **large** building/unit sizes are, this section sets out a clear definition on pages 38 & 39. These definitions are informed by series of contextual considerations and an understanding of the existing scale, form and character along the M1, A43 and around the Ouse Valley Parkland. **These definitions should be applicable to the appropriate building/unit sizes set out within the development frameworks in section 6.**



## M1 Corridor - Scale, Form and Character

"Provide the ability to strengthen local supply chains."

Paragraph 13.1.5, Part 2 Local Plan

3.4 This section briefly highlights the **large** form, scale and character of employment development located along the M1, contrasting this, over subsequent pages, with development located along the A43.

3.5 There are a series of large scale industry / distribution developments located along the M1 near Northampton. These accommodate some of the biggest retail operators in the country, drawn to a regional connectivity that includes direct motorway links to London, Birmingham (via the M6) and the cities of Leeds, Milton Keynes, Leicester, Nottingham, and Sheffield, among other key settlements.

3.6 The most local example of these developments is found at Swan Valley (1), situated adjacent to junction 15A, which is a large scale strategic distribution park with units ranging in size from approximately 8,000m<sup>2</sup> to 50,000m<sup>2</sup>.

Figure 4 Swan Valley at junction 15A of the M1 accommodating large units of between 8,000m<sup>2</sup> to 50,000m<sup>2</sup>, refer to page 26 for mapped location

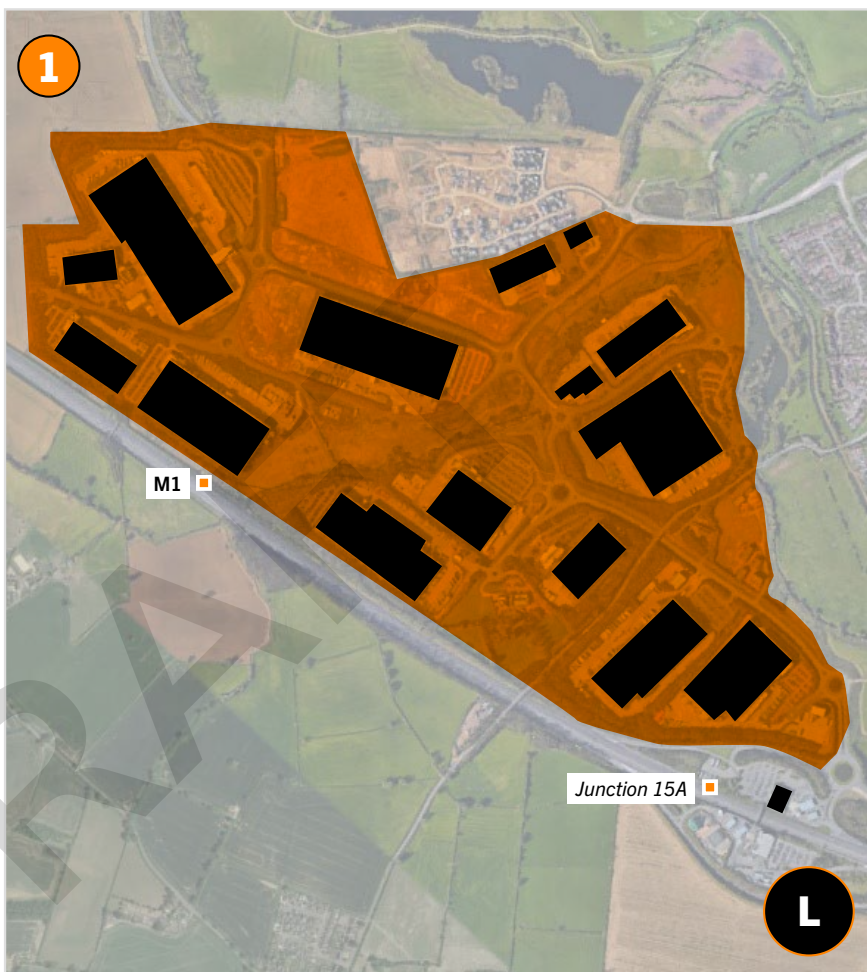


Figure 5 Swan Valley's location adjacent to Northampton and the A43

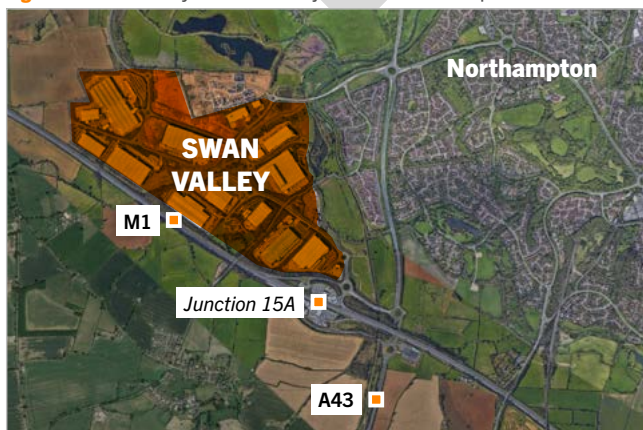


Figure 6 Typical distribution Centre building in Swan Valley



Relevant to

AL1 - AL4

Supporting LP Objectives

Objective 1 - "Deliver appropriate new employment opportunities in both the urban and rural areas..."

## A43 Corridor - Scale, Form and Character

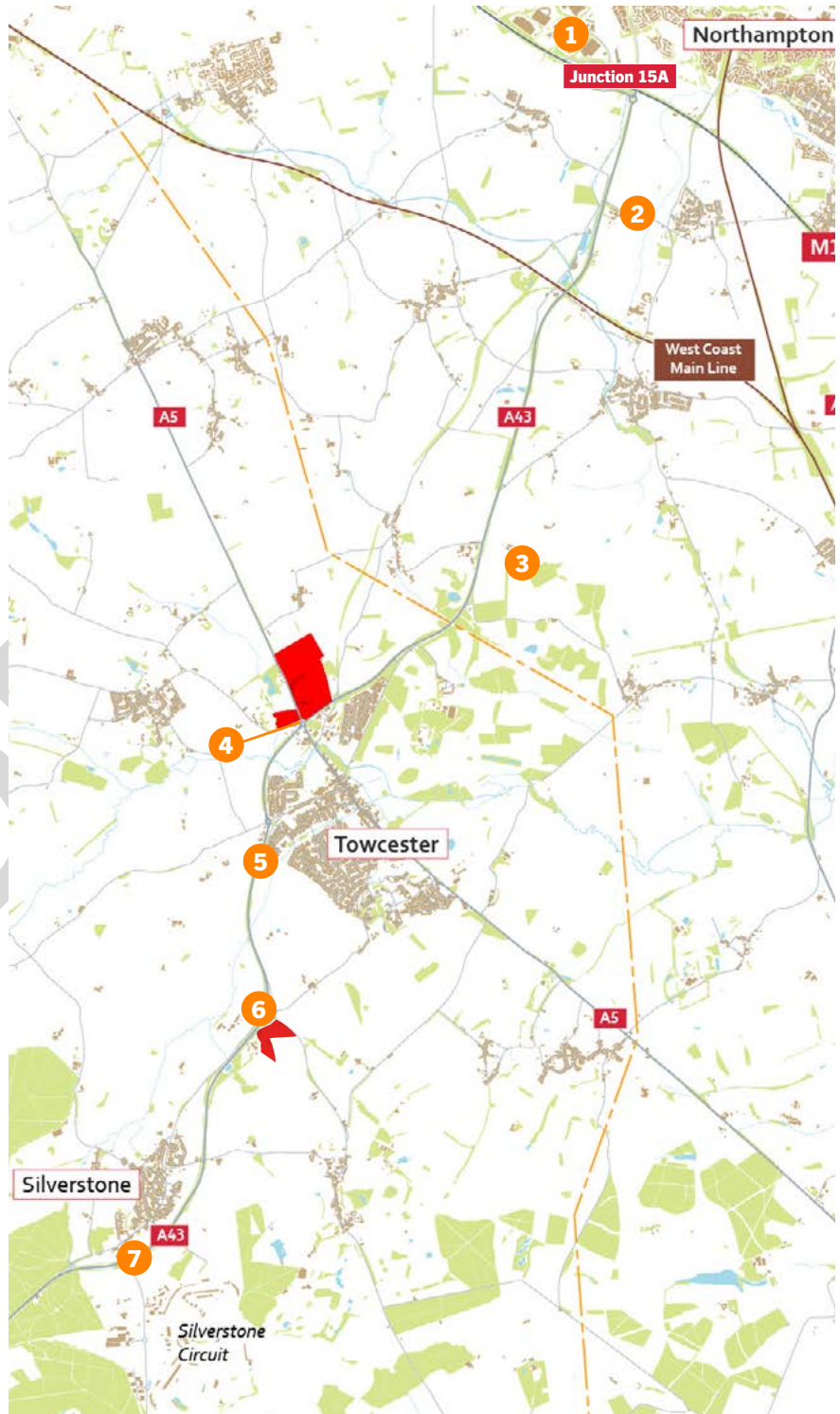
"Meet the demand for small and medium sized units."

### Part 2 Local Plan

3.7 This section considers the character of the A43 from the M1 down to Silverstone Circuit. It demonstrates the **small** and **medium** scale, form and character of employment development. This helps to define an appropriate scale range for buildings/units within the four sites.

3.8 The A43 provides a key connection to the M1 for the settlements of Towcester, Silverstone and Brackley, continue west to connect up to the M40. As the A43 approaches Towcester it takes on a rural character. This is evidenced by the frequency of local junctions providing links to rural settlements, such as Shutlanger & Tiffield, The Gateway School & Technology Centre and to Northampton Road, which provides access to Towcester. There are also a series of uncontrolled pedestrian

Figure 7 Contextual plan showing key employment uses around junction 15A on the M1 and along the A43



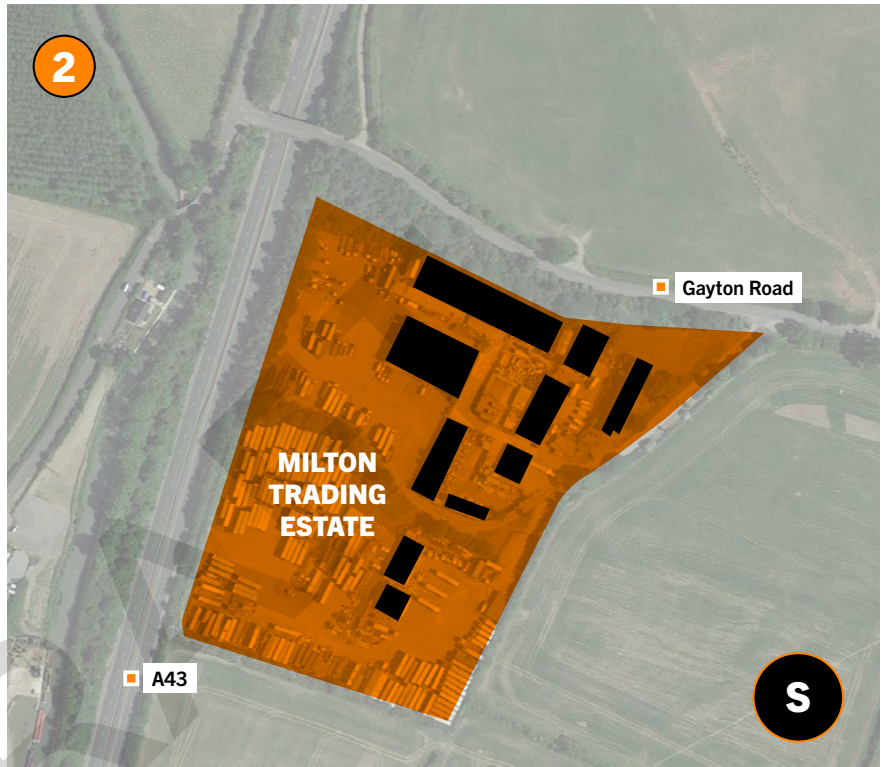
- 1 Swan Valley Distribution Park (figures 4-6)
- 2 Small area of industry (figure 8)
- 3 Top Farm, small leisure/retail/distribution development (figure 9)
- 4 Tove Roundabout (figure 10-14)
- 5 Abthorpe Junction
- 6 A413 Junction (figure 15)
- 7 Dadford Rd / Silverstone Junction (figure 16)

- Site
- Built up area
- Woodland
- Water
- Road
- Railway
- Power line

crossings, a result of PRowS crossing the A43 to connect many of these surrounding settlements.

3.9 There is little in the way of industrial / employment between the M1 and Towcester, what there is tends to either be situated adjacent to the A43, without direct access onto it, such as Milton Trading Estate (2) or accommodating a mix of agricultural & leisure uses, such as Top Farm (3). These developments are also screened by a mix of vegetated embankments and semi mature tree planting and/or low level vegetation that bound much of this stretch of the A43.

**Figure 8** Milton Business Park adjacent to A43 including small unit sizes ranging from 300m<sup>2</sup> to 1,700m<sup>2</sup>



**Figure 9** Top Farm, a small leisure/retail/distribution development, including a mix of small and medium unit sizes ranging from 600m<sup>2</sup> to 4,500m<sup>2</sup>



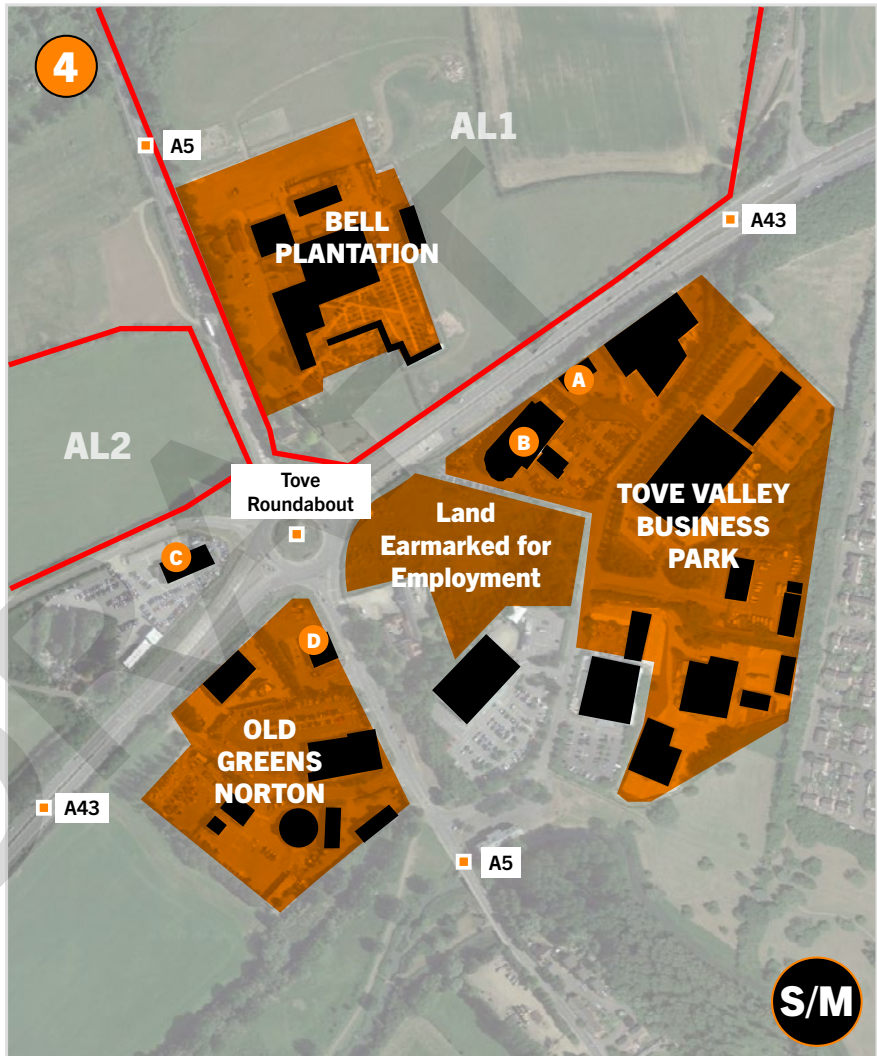
**AL1 & AL2 - Towcester A43 Junctions**

3.10 On approach southbound to the Tove Roundabout (4) street lighting appear on the roadside along with a mix to buildings/units, including a Screwfix, the Bell Plantation and, most prominently, the Porsche Centre Silverstone. These are setback behind landscape strips comprising a mix of grass verge and hedgerow. On the roundabout Jardine Select, a car dealership and Esso Garage are visible and identified by banners and totum signage.

3.11 There are several areas that accommodate a mixture of business and light industrial uses adjacent to the roundabout. Old Greens Norton Road, to the south of the roundabout with a mix of business and light industry centred around an Aldi Store. This area accommodates units that vary between 350m<sup>2</sup> and 1,800m<sup>2</sup>. Tove Valley Business Park sits to the east of the roundabout - beyond land earmarked for employment use - it accommodates units that vary between 350m<sup>2</sup> and 5,000m<sup>2</sup>. Bell Plantation comprises a series of small buildings that combine to form a relatively large footprint, however its scale is representative of a collection of small retail/office units.

3.12 On the western edge of Towcester is Abthorpe Roundabout (5), linking the A43 to the town via Brackley Road. It accommodates a series of small units/buildings that include a takeaway restaurant, hotel and petrol station.

**Figure 10** Series of business parks and clusters situated around Tove Roundabout



- A** Screwfix
- B** Porsche Silverstone Centre
- C** Jardine Select Towcester
- D** Esso Garage

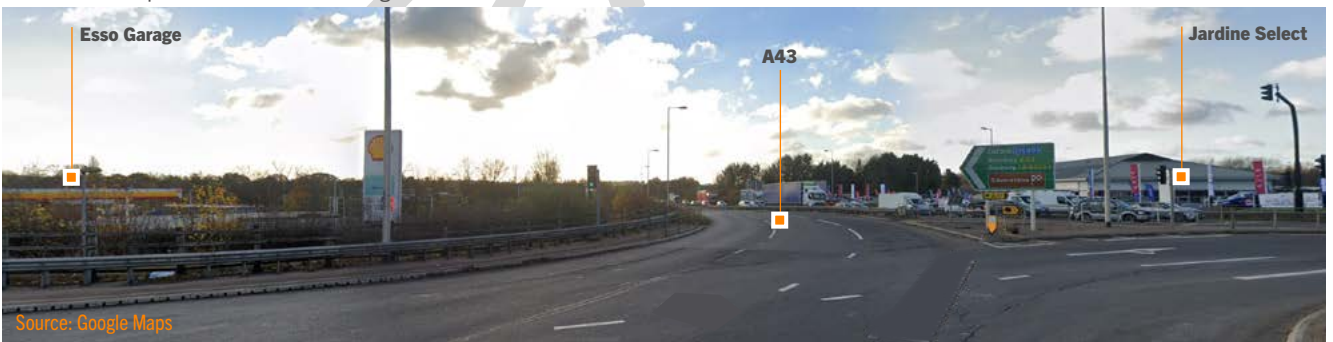
**Figure 11** Tove Valley Business Park with buildings/units between 350m<sup>2</sup> and 5,000m<sup>2</sup>



**Figure 12** Eastbound view along the A43 showing a change in the road's frontage/edge from tree planting to grass verge, hedgerow planting and street lighting marking an the approach to Tove Roundabout, with the scale and form of the Porsche building prominent in the background



**Figure 13** Westbound view on the Tove Roundabout showing how the Esso Garage and Jardine Select provide a busy/cluttered frontage onto the A43 with totem poles and banners seeking to draw attention.



**Figure 14** Old Greens Norton with buildings/units between 350m<sup>2</sup> and 1,800m<sup>2</sup>



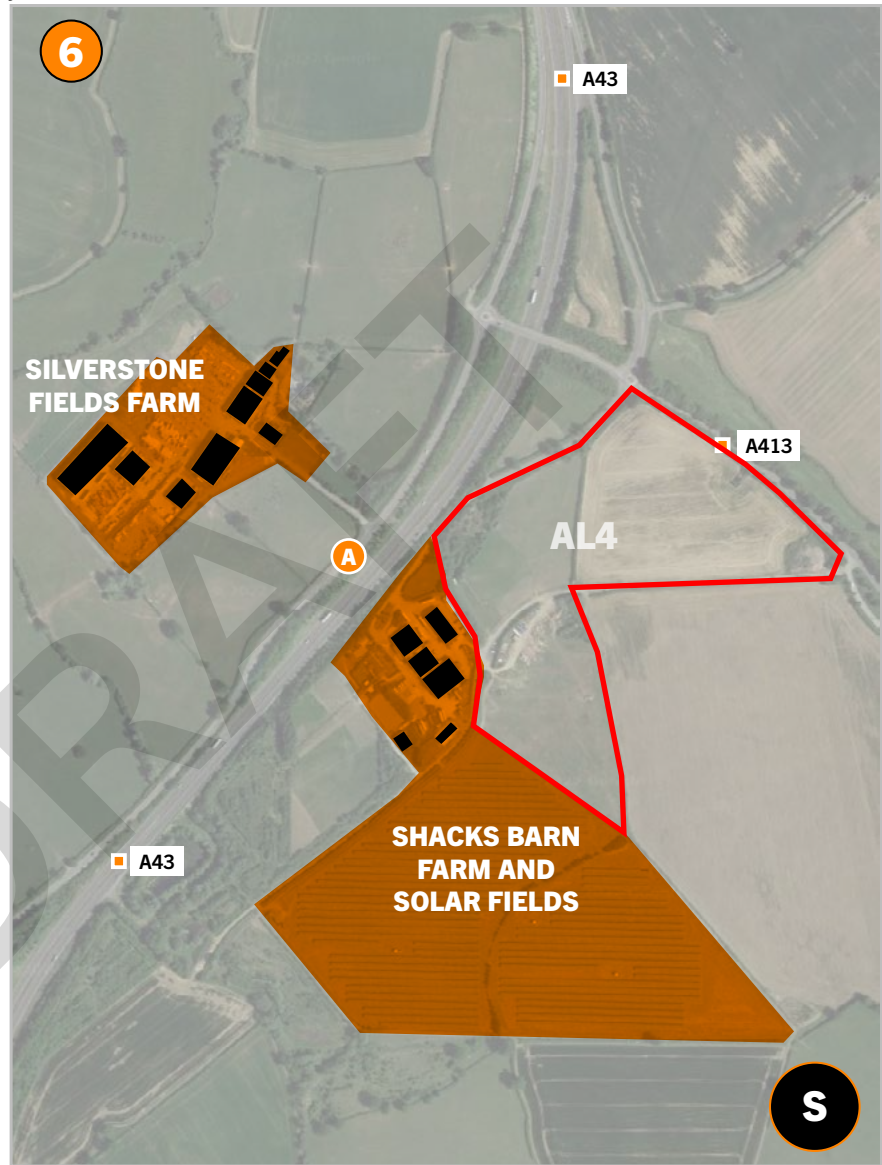
**AL4 - Technology Corridor**

3.13 At the A413 junction (6) there are two areas of industrial / employment land uses each of which accommodate a range of small to medium units/buildings. Silverstone Fields Farm accommodates units of between 375m<sup>2</sup> and 2,500m<sup>2</sup> and Shacks Barn Farm (also referred to as Silverstone Business Park) accommodates units of between 250m<sup>2</sup> and 1200m<sup>2</sup>. The area is also home to several solar farms, one to the immediate south of AL4 and another 650 metres west of the A43.

3.14 Further south a range of business and light industry is situated within Silverstone Park, approximately 700 metres south of the Dadford Road junction of the A43 (7). These are immediately adjacent to Silverstone Circuit and accommodate a mix of small and medium units/buildings, between 500m<sup>2</sup> and 5,000m<sup>2</sup>. The scale, form, character and use of this park are heavily informed by Silverstone Circuit, which has led to a cluster of technology and motorsport-related employment uses located within units similar in scale to the buildings within the circuit.

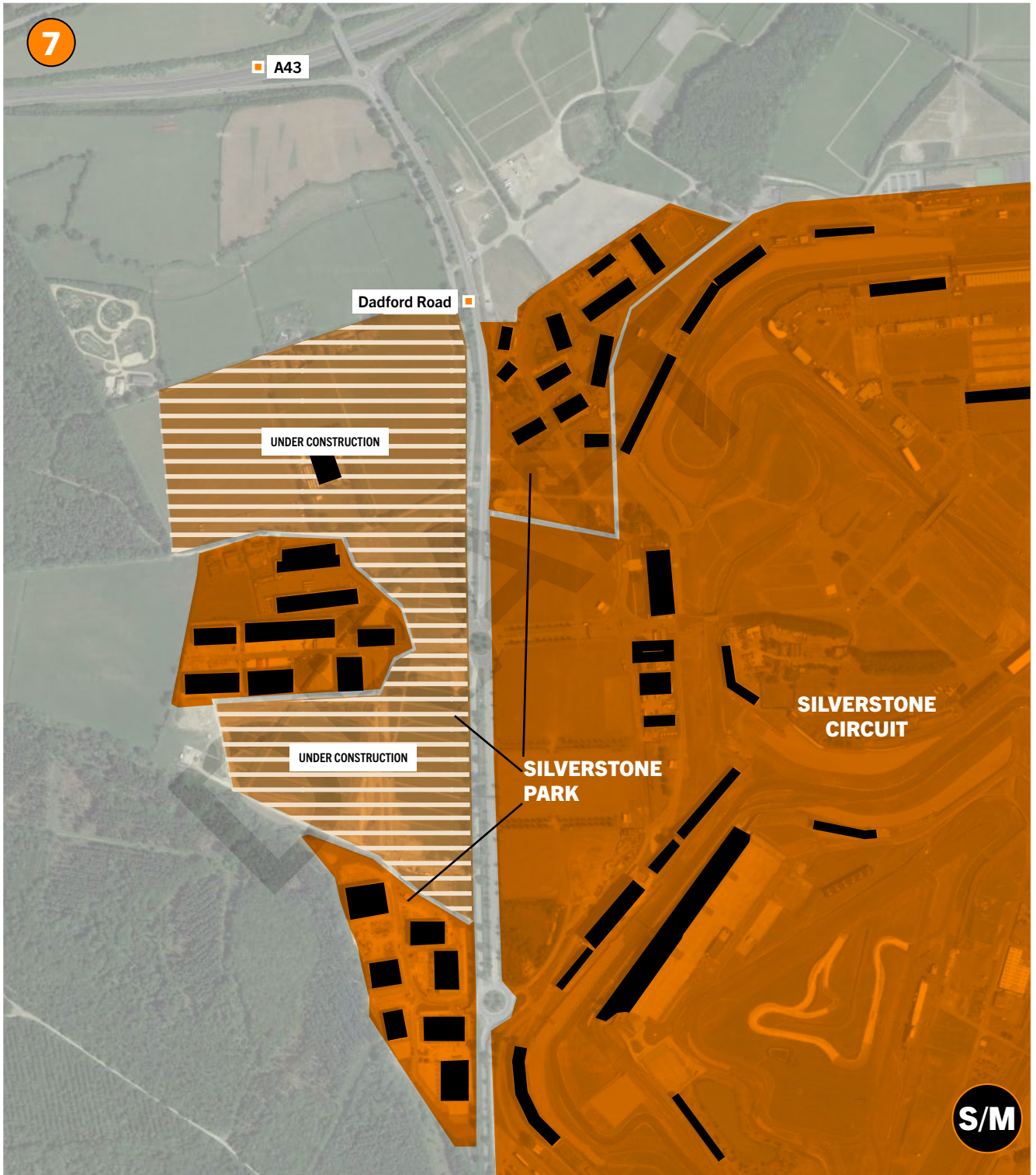
3.15 Combined with green energy employment uses at the A413 junction there is a corridor of technology-related employment emerging along this stretch of the A43.

**Figure 15** Series of business parks and clusters including small units situated around A413 junction



- A** Southbound access onto A43 via Silverstone
- B** Northbound access onto A43

Figure 16 Silverstone Park, accommodating a mix of small and medium units of between 500m<sup>2</sup> and 5,000m<sup>2</sup>



Relevant to

AL1, AL2 & AL4

Supporting LP Objectives

Objective 1 - "Deliver appropriate new employment opportunities in both the urban and rural areas..."

## Rural Setting North of A43

"Meet local demand and strengthen the rural economy"

### Part 2 Local Plan

3.16 The area surrounding AL1 & AL2 to the north of the A43 is made up of agricultural land, with an arrangement of small and large fields defined by boundaries of hedgerow with intermittently tree planting. The rural character is reinforced by land form that gently slopes north to south down to the River Tove with views from the public road and path network towards Towcester and the wider countryside.

3.17 Situated within this landscape are a series of small rural settlements. Aside from the A5, which bisects the area and Towcester Road, which links the A43/Towcester to Greens Norton the road network is made up of single track country roads.

3.18 There are more substantial blocks or corridors of tree planting situated nearer the A43 to frame recreation, leisure or retail development, such as the Towcestrians Sports Club. Many of the buildings associated with these land-uses are of a height and scale in keeping with that of large agricultural buildings in the area.

3.19 The ability to provide development whose form and scale considers the rural character of this area through built or landscape elements will enable a more gradual and sensitive transition from north Towcester to the surrounding countryside.

Figure 17 Photo showing rural character of area north of A43



Figure 18 Photo of Caldecote one of several small rural settlements in this area



Figure 19 Typical agricultural building situated within the area north of the A43



Figure 20 Building associated with Towcestrians Sports Club, similar in scale and mass to the agricultural buildings found in the area





**Figure 21** Plan showing rural character of land to the north of the A43, with farmland separating small rural settlements



**Relevant to** AL1 & AL2

**Supporting LP Objectives** Objective 9 - "...conserve the tranquillity of the natural and built environment in South Northamptonshire through high quality design that is respectful to heritage assets and their settings, biodiversity and the environmental character of the locality and surrounding landscapes."

## Towcester Northern Gateways

"Contribute to reducing the level of out commuting... ...Local flexibility and choice of locations" "

Part 2 Local Plan

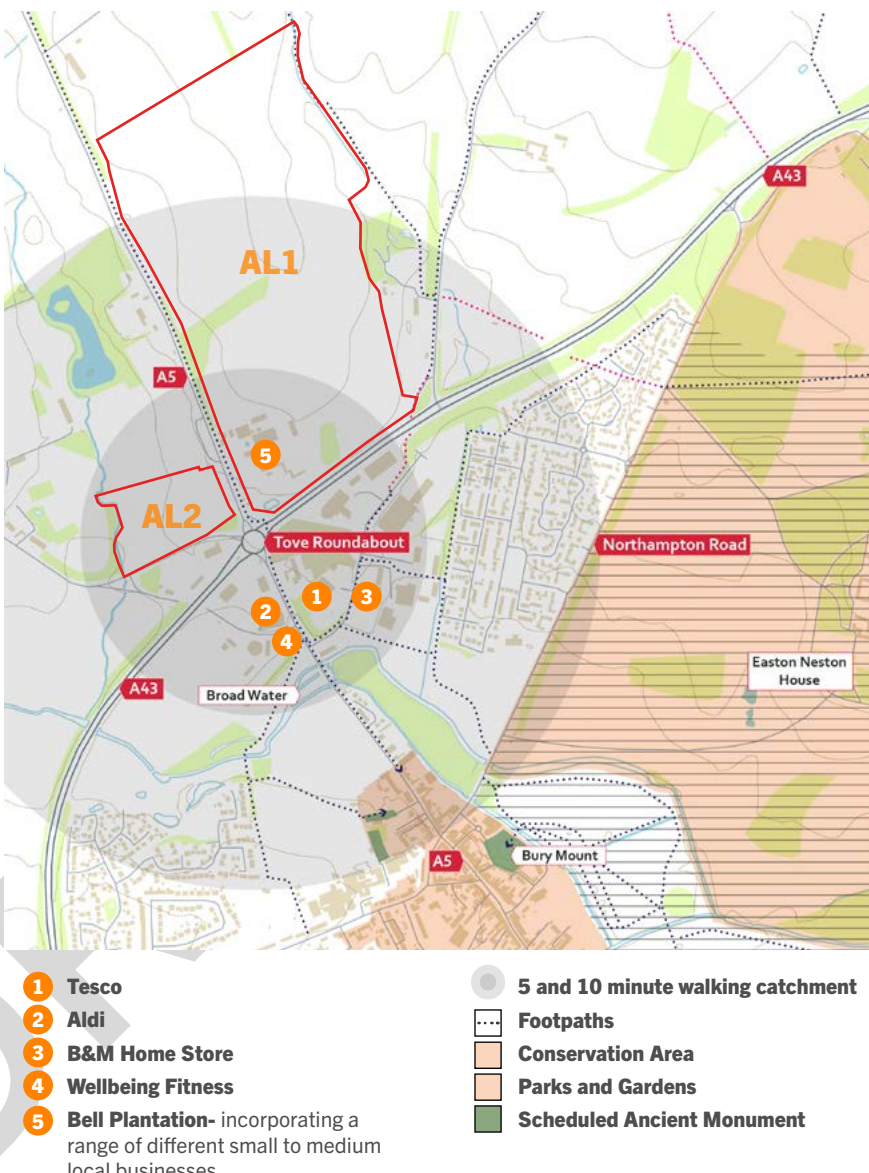
3.20 AL1 & AL2 are situated adjacent to Tove Roundabout, a key accessible gateway into north Towcester, sitting approximately 10 minutes walk from the town centre. Tove Roundabout is currently surrounded by a range of services and facilities that cater to residents of the town and the surrounding area. Most notable is a Tesco and Aldi supermarket and a B&M Home Store, each of these are connected to the centre of Towcester and outlying residential areas via a network of footpaths.

3.21 On the northern side of the roundabout is the Bell Plantation, this includes a range of local resources, many of which appear to be 'start up' businesses. This area includes a nursery, vet, dog behaviourist, make-up clinic, dog groomer, hairdressers, indoor playground and garden centre, amongst others. This cluster of uses indicate that the area is regularly used and visited by local residents, presenting an opportunity to introduce further service provision / employment land use of a similar nature. If delivered sensitively and in line with policy this could see the delivery of some small, medium and in exceptional circumstances, large development units.

"Local flexibility and choice of locations"

Paragraph 13.1.5, Part 2 Local Plan

Figure 22 Plan showing services around Tove Roundabout and their accessibility from Towcester



3.22 Bell Plantation is accessed via a continuous footpath running along the eastern edge of the A5 to Towcester Town Centre, with signalised crossings on the A43. New development may provide the opportunity to create a more active and distinctive approach to Towcester and the Northern Gateway from along the A5 and A43.

3.23 This northern gateway act as a key arrival point into the historic settlement and its function should be fully considered relative to the design quality of proposals at AL1 & AL2, as well as scale and massing.

Relevant to

AL1 & AL2

Supporting LP Objectives

Objective 3 - "...to facilitate tourism and leisure related growth.

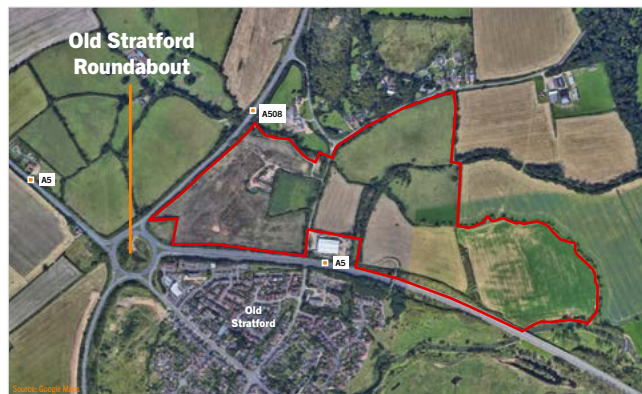
Objective 9 - "...high quality design that is respectful to heritage assets and their settings..."

## Old Stratford Gateway

3.24 AL5 occupies a prominent and visible site at the Old Stratford Roundabout, which provides a key transition from a rural single carriageway stretch of the A5 from Towcester to a more built up dual-carriageway stretch, continuing towards and through Milton Keynes. Current uses here include a Travelodge, car dealership, small office/retail buildings and an area of housing. Employment uses are all of a small scale with footprints ranging from 600m<sup>2</sup> to 1200m<sup>2</sup>.

3.25 The buildings that currently sit beside the roundabout, although visible do not actively address the roundabout or form a positive gateway for the area. With AL5 there is an opportunity for any future buildings/units to be sited, orientated and include a high quality facadal treatment that allow them to positively address the roundabout and enhancing the visual approach to it, particularly when travelling southeast bound along the A5. While at the same time contributing to the mix of uses that currently preside beside the roundabout, bringing a mix of activity and employment opportunities.

**Figure 23** Image showing the Old Stratford Roundabout that marks a transition in the character of the A5



**Figure 24** Photo showing new housing and linear parkland space fronting onto the roundabout



Relevant to

AL5

Supporting LP Objectives

- Objective 9 - "...conserve the tranquillity of the natural and built environment in South Northamptonshire through high quality design that is respectful to heritage assets and their settings, biodiversity and the environmental character of the locality and surrounding landscapes.
- Objective 1 - "Deliver appropriate new employment opportunities in both the urban and rural areas..."

## Ouse Valley Parkland

"Contribute to reducing the level of out commuting."

### Part 2 Local Plan

3.26 The eastern end of AL5 abuts the Ouse Valley Park, an area of managed accessible semi-rural parkland that extends from the northern edge of Wolverton westwards, cutting across the A5 and between Old and Stony Stratford. The parkland is accessed via a series of PRow and informal paths and is characterised by the River Great Ouse, Grand Union Canal and two nature reserves.

3.27 The Dogsmouth Brook, runs both through and along the northern edge of AL5 and feeds into the river. The Old Stratford Arm section of the Grand

Union Canal Conservation Area cuts through the centre of the site. A footpath overpass already provides links across the A5, connecting the parkland footpath network with paths along the Old Stratford Arm to Cosgrove, in addition to paths linking to settlements to the north west, such as Potterspury.

3.28 This series of natural & heritage features and network of footpaths within AL5 help connect it both physically and in terms of character to the wider parkland area. This offers an opportunity, as part of any future development in AL5 for a sensitive extension to the Ouse Valley Parkland.

3.29 There are a number of example employment areas that bound or are in close proximity of the Ouse Valley Park. Wolverton Mill Business Park is

connected to the Ouse Valley via an area of parkland called Wolverton Mill Balancing Lake. It provides a mix of B1, B2 and B8 employment uses, with units ranging in size from 500m<sup>2</sup> to 7,150m<sup>2</sup> and Old Wolverton Road Industrial Park, with a mix of B2 and B8 employment uses and units ranging in size from 220m<sup>2</sup> to 33,000m<sup>2</sup>.

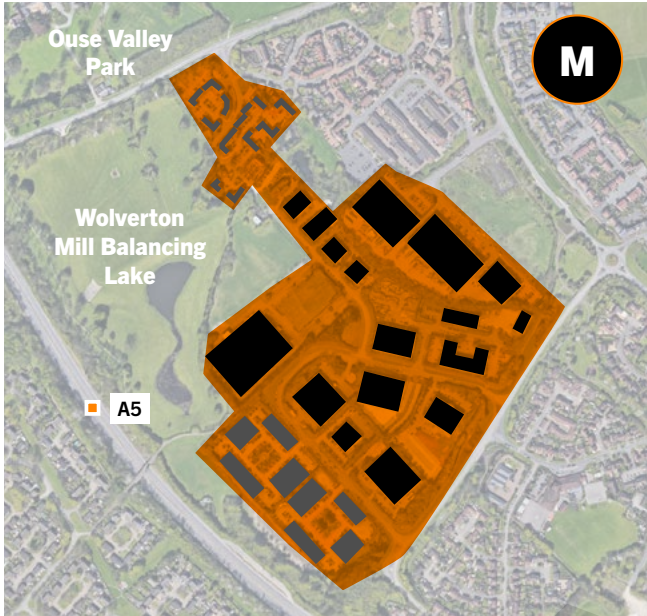
3.30 The use of B1 employment and small buildings along its parkland edge allows Wolverton Mill to integrate into its parkland setting. Old Wolverton's inclusion of distribution and light industry results in less integration with the adjacent parkland, with a substantial (20-30 metre) tree belt screening development from the parkland. AL5 has the opportunity integrate new employment with the adjacent parkland, seeing it as a resource to enhance the employment offer it provide.



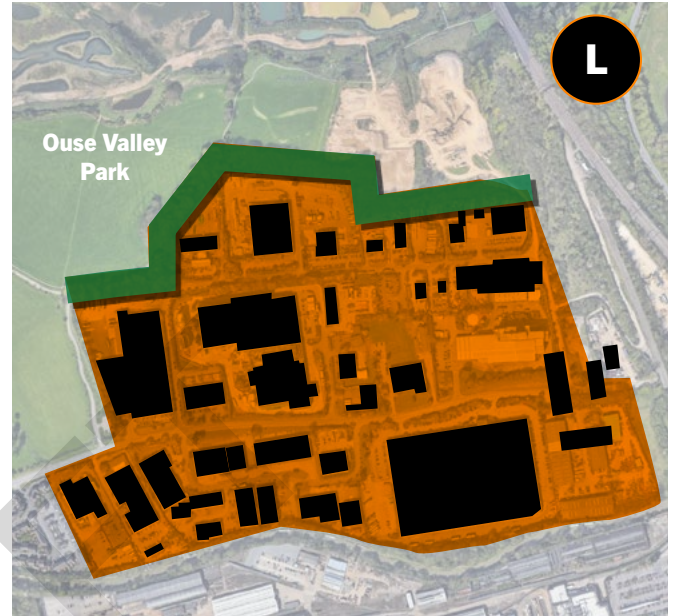
**Figure 25** Plan showing Ouse Valley Parkland in relation to site and a number of employment sites that also abut the parkland

- |   |                            |
|---|----------------------------|
| <b>1</b> Stratford Arm                                | Flood Plain Area           |
| <b>2</b> Wolverton Mill Balancing Lake                | Conservation Area          |
| <b>3</b> Footpath under A5 linking AL5 to Ouse Valley | Scheduled Ancient Monument |
| <b>4</b> Stony Stratford Nature Reserve               | Ouse Valley Park           |
| <b>5</b> The Floodplain Forest Nature Reserve         | Footpaths                  |

**Figure 26** Wolverton Mill Business Park with a mix of B1 (in grey), B2 and B8 employment uses with units ranging in size from 500m<sup>2</sup> to 7,150m<sup>2</sup>



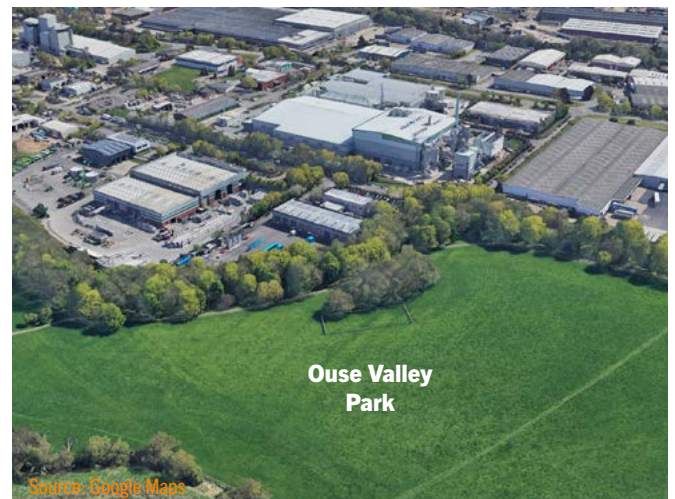
**Figure 27** Old Wolverton Industrial Park with a mix of B2 and B8 employment uses with units ranging in size from 220m<sup>2</sup> to 33,000m<sup>2</sup>



**Figure 28** Wolverton Mill Business Park has office buildings adjacent to and overlooking adjoining parkland



**Figure 29** Old Wolverton Industrial Park has a substantial tree belt screening large scale industrial uses from the parkland



Relevant to

AL5

Supporting LP Objectives

Objective 9 - "...conserve the tranquillity of the natural and built environment in South Northamptonshire through high quality design that is respectful to heritage assets and their settings, biodiversity and the environmental character of the locality and surrounding landscapes.

Objective 1 - "Deliver appropriate new employment opportunities in both the urban and rural areas..."

## Small, Medium and Large Unit Sizes

The existing scale of employment buildings/units along the section of the A43 identified in this assessment set a context for the scale of new development. The area, as it approaches and passes Towcester has primarily seen the development of small business, light industrial and distribution parks that incorporate small buildings/units. The existing scale of employment buildings/units along the A43 sets a precedent scale for new development on sites AL1, AL2 & AL4 and helps to define a scale for small, medium and large.

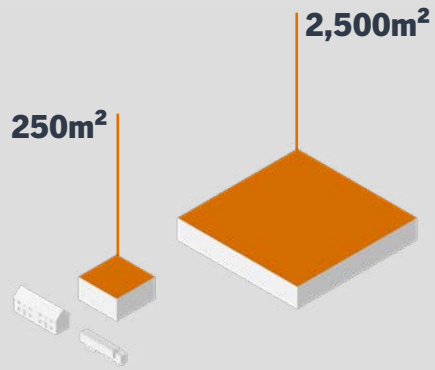
- **Small** reflects the size of buildings in small areas of employment along the A43, such as Milton Trading Estate and Silverstone Business Park (Shacks Farm Barn), where building footprints range in size from **250m<sup>2</sup>** to **2,500m<sup>2</sup>**.
- **Medium** is broadly representative of many buildings found in a number of business parks along the A43, such as Tove Valley Park and Silverstone Park with a maximum footprint being set by the smallest distribution units found at Swan Valley on the M1. Medium building footprints range in size from **2,500m<sup>2</sup>** to **8,000m<sup>2</sup>**.
- **Large** reflects the scale of buildings/units found in Swan Valley, a distribution park along the M1, setting a minimal footprint of **8,000m<sup>2</sup>**.

For AL5 the scale of buildings in Wolverton Mill provides a broadly similar scale context for small to medium buildings/units, with units ranging from 220m<sup>2</sup> to 7,150m<sup>2</sup>. As such the above will also apply to this site.

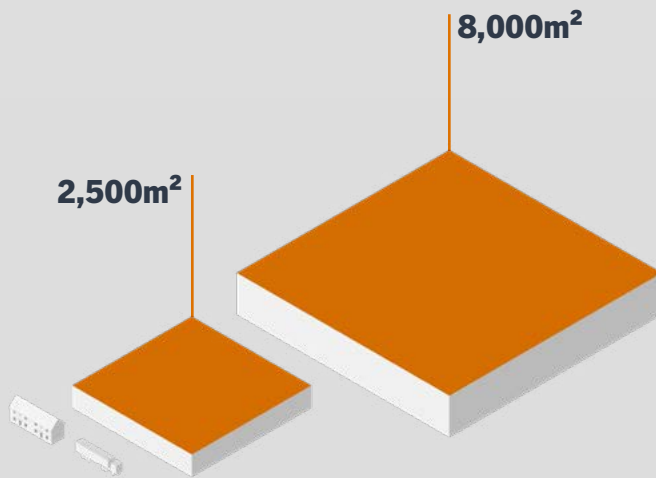
The presumption will be for the accommodation, across the employment sites of a mix of small, medium and in exceptional circumstances, large sized units, as defined above. This will allow them to support, as the design brief's state:

**"a variety of employment types... ..to reflect the need for diversity and resilience in the local economy".**

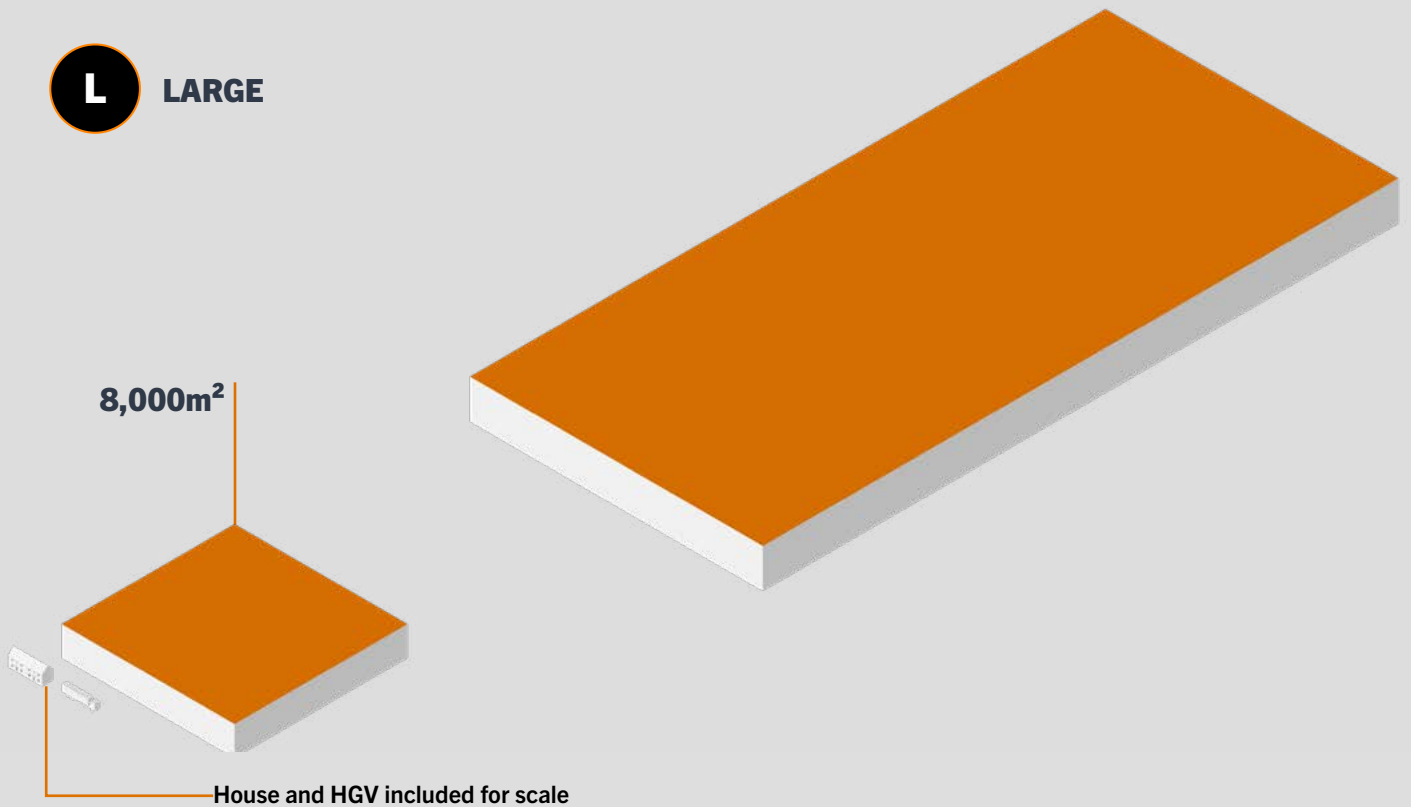
**S** SMALL



**M** MEDIUM



**L** LARGE









# Landscape and Visual Consideration

4

## 4. Landscape and Visual Consideration

This section sets out a high-level landscape and visual considerations for each of the four employment sites. It includes a series of potential sensitive receptors that have informed the identification of 'Sensitive Areas' within each site, as outlined at the end of each summary and illustrated in the **development frameworks throughout section 6.**

4.1 The landscape and visual context of the four employment sites needs to be considered, as stated by Local Plan Objective 9:

**...conserve the tranquillity of the natural and built environment in South Northamptonshire through high quality design that is respectful to heritage assets and their settings, biodiversity and the environmental character of the locality and surrounding landscapes.**

4.2 The sensitive receptors in this section have been identified from a mix of desktop study and site visit. They are not intended as an exhaustive representation of the potential visual impact of development on each site and do not assess receptors in terms of significance or the views in terms of sensitivity. As such further landscape and visual assessment work will need to be undertaken at planning application stage to determine the sensitivity of receptors and the significance of impact.

### AL1 & AL2 - Visual Summary

#### A. Views from surrounding countryside (Greens Norton / Duncote / Caldecote / Tiffield)

4.3 The landform to the north of the A43 is defined by gently raising ridge lines and shallow valleys. Fields situated immediately adjacent to the A43 are large in size with a patchwork of smaller fields north of AL1. The countryside is highly accessible with an extensive network of public rights of way and bridleways.

4.4 Short, medium and long distance views of AL1 and AL2 are offered from a number of Public Right of Ways (PRoWs), bridleways and country lanes situated to the north of the A43. These offer an important visual connection to the wider geography and landscape of the area, much of which is still rural in character. Development within the two sites has the potential to impact this character particularly on approach to rural settlements from Towcester. The identified receptors are visible from:

- PRoW SA4 and SA2 linking south from Tiffield to the A43 with potential western views of AL1 (**vp1, 2 & 11**).
- PRoW RN11, linking Greens Norton to the A5 with potential views of AL1 and AL2 (**vp3**).
- PRoW RN15 and SB8, linking Greens Norton south to the A43 with potential views of AL1 and AL2 (**vp4 & 5**).
- PRoW RN10, linking Duncote south to the A5 with potential views of AL1 (**vp14**).

4.5 In addition local views of AL1 are offered from several points along PRoW SB1, which leads down from Caldecote, running along the eastern edge of AL1 (**vp6 & 13**).

#### B. Views from A5 and A43 Corridors

4.6 The A5 sits on land that gently drops as it approaches the Tove Roundabout and Tove Valley beyond. As the A5 passes the northern half of AL1 a clear view into the site is offered through limited roadside vegetation (**vp7**). Continuing south AL1 is soon screened by a mature belt of woodland and viewed within a foreground context of the Bell Plantation site. On the opposing side of the A5 Southbound views of AL2 open up at that site's north eastern corner, disappearing on approach to Tove Roundabout (**vp8**). These southbound views of the sites should be considered within the visual context of the A5's approach to Tove Roundabout, where views of existing development start to appear.

4.7 The A43 sits on land that gently falls in a south westerly direction, as it heads towards Tove Roundabout. Cut and fill works have resulted in it sitting either at grade or below the level of the surrounding countryside. A raised embankment and semi-mature tree & shrub planting limit immediate views of the southern half of AL1 from the A43 corridor (**vp9**). As the Tove Roundabout is approached signage associated with Bell Plantation is visible from the roadside, as are a number of buildings set further north into AL1 (**vp12**).

4.8 Westbound views of AL2's frontage along the A5 and Towcester Road are visible along the A43, at the Tove Roundabout, partially screened by tree planting at approximately 10-12 metres (vp10). These views along the A43, near the Tove Roundabout should be considered in relation to the existing business and industrial development that abut the road and roundabout.

**C. Views from Easton Neston House and Grounds and Towcester Race Course**

4.9 Views of the site are considered limited from the house or grounds, however AL2 does sit on the alignment of a tree-lined avenue in front of the House. This provides a visual link from the House to the church in Greens Norton (vp16). Future proposals for AL2 should consider views along this alignment when preparing the arrangement, height and massing of any built form.

4.10 There are distance views of the site from the southern edge of Towcester Racecourse, approximate 2.5 km south of the two sites. These views are currently set against rising land form and tree & woodland planting along field boundaries (vp15).

Figure 30 Plan highlighting key visual receptor areas around AL1 & AL2

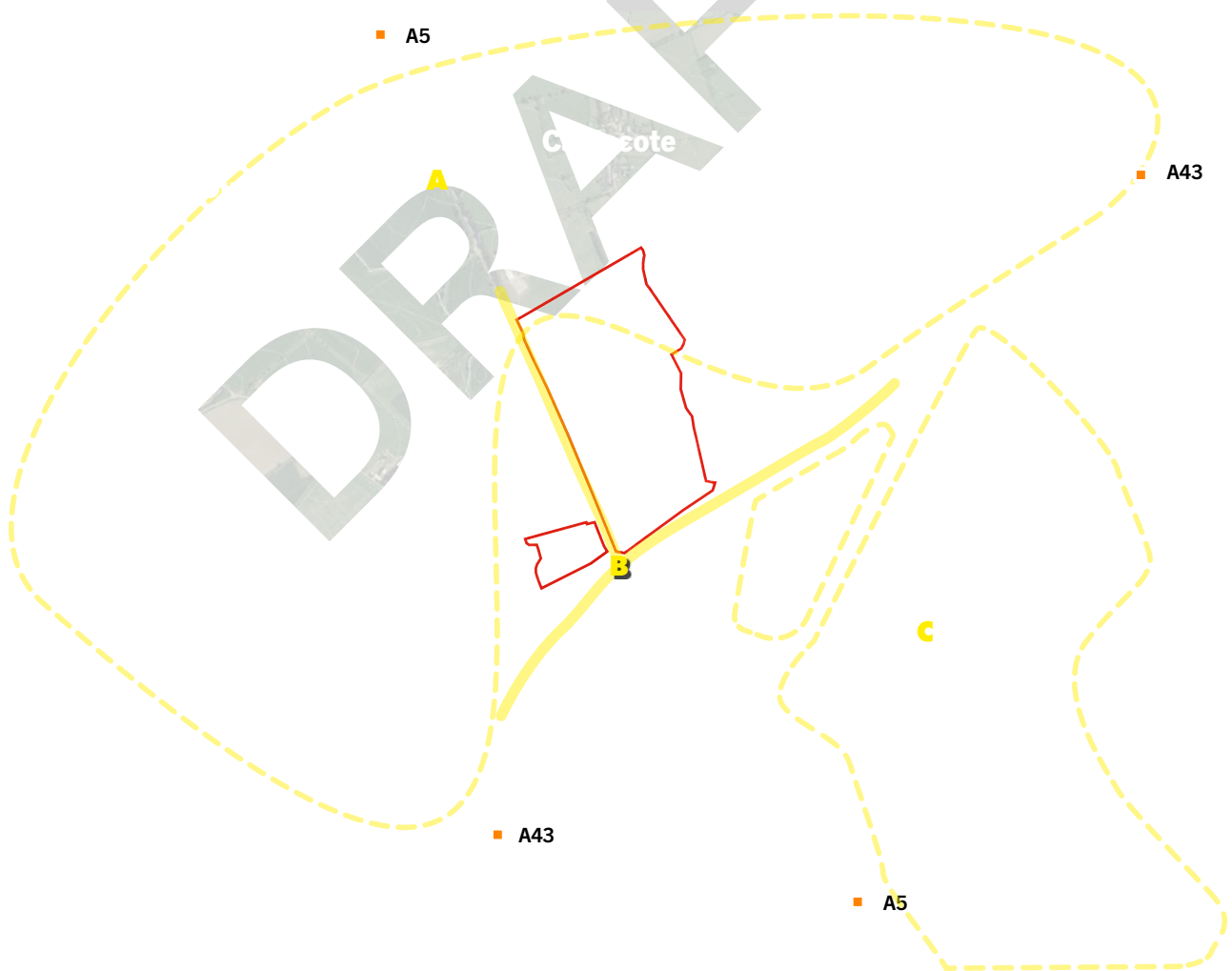












Figure 31 Plan showing potential sensitive receptors for AL1 & AL2, numbers are referenced in text on pages 42-43 and shown in photos over pages 46-49





-  Conservation Area
-  Parks and Gardens
-  Viewing Corridor between Easton Neston House & Greens Norton Church
-  Scheduled Ancient Monument
-  Public Rights of Way (PRoW)
-  AL1 Potential Sensitive Receptor
-  AL2 Potential Sensitive Receptor
-  AL1 and AL2 Potential Sensitive Receptor
-  Watercourse
-  Local Ridge lines

**Visual sensitivity AL1 & AL2**

**AL1** - There is a need for greater sensitivity in developing areas along the northern and north eastern edges of the Sites due to the rising topography and rural character of the land making this part of the site sensitive to receptors from the north, east and west, across the countryside from several PRoWs, country roads and villages.

**AL2** - There is a need for greater sensitivity in accommodating new development within the north eastern & the southern area of the site due to views offered when approaching south along the A5 & west along the A43 and the site's location on a viewing corridor between Easton Neston House & Greens Norton Church.

**Figure 32** Viewpoint 1 looking southwest from PRoW SA4 towards AL1, with power lines characterising the fore to mid ground view



**Figure 33** Viewpoint 2 looking southwest from PRoW SA4 across the landscape towards AL1, with open views beyond towards countryside that sits south of Towcester. Williams Barns and woodland planting provide partial screening.



**Figure 34** Viewpoint 3 looking southeast from PRoW RN11 towards AL1 and AL2, with layers of mature tree planting along field boundaries creating a continuous wooded horizon line.



**Figure 35** Viewpoint 4 looking east from PRoW RN32 towards AL1 and AL2, screened by belts and blocks of woodland situated between Towcester Road and the A5



**Figure 36** Viewpoint 5 looking northeast from the joining of PRoW SB8 and SB48 towards AL1 and AL2



**Figure 37** Viewpoint 6 looking south from PRoW SB1 towards AL1 with a belt of woodland screening the north western area of the site and intermittent tree planting lining a field boundary along the site's northern edge



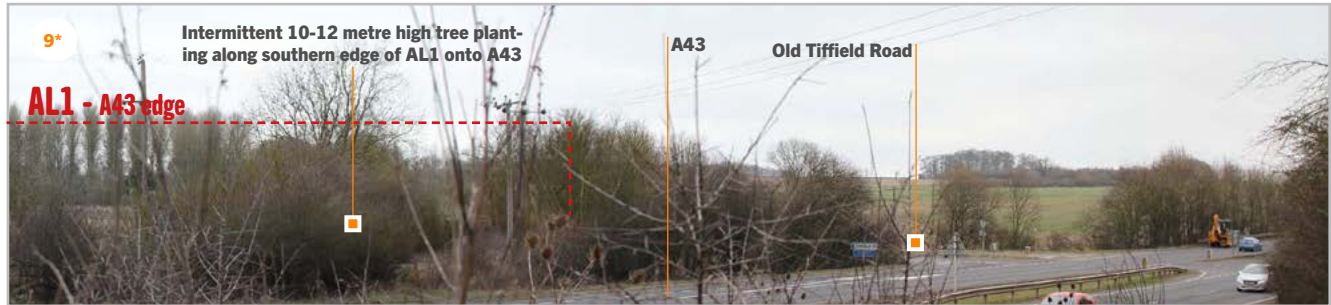
**Figure 38** Viewpoint 7 looking east from the A5 across the northern field of AL1, along a section of the road where there is minimal roadside planting



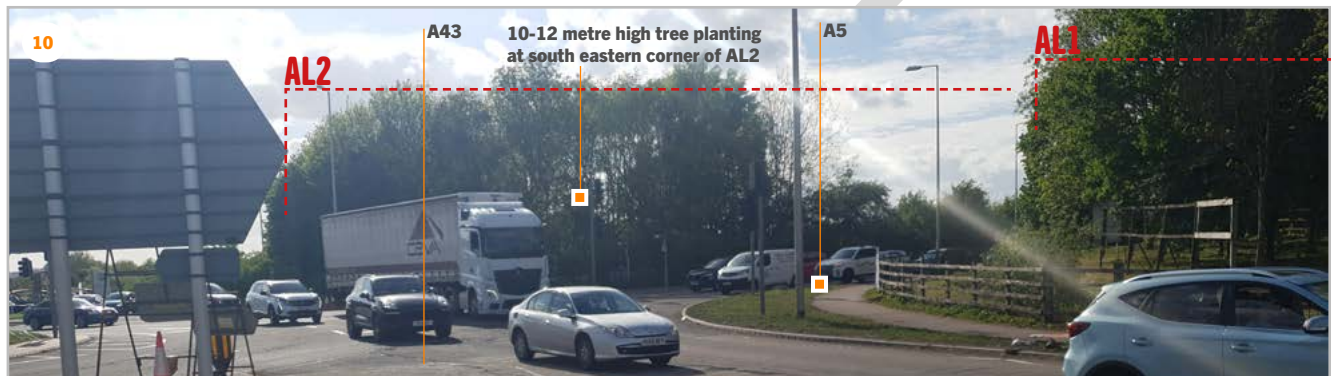
**Figure 39** Viewpoint 8 looking southwest from the A5 towards AL2, showing minimal roadside and field boundary planting screening the site yet viewed within the context of an approach to the roundabout and the existing access to Bell Plantation



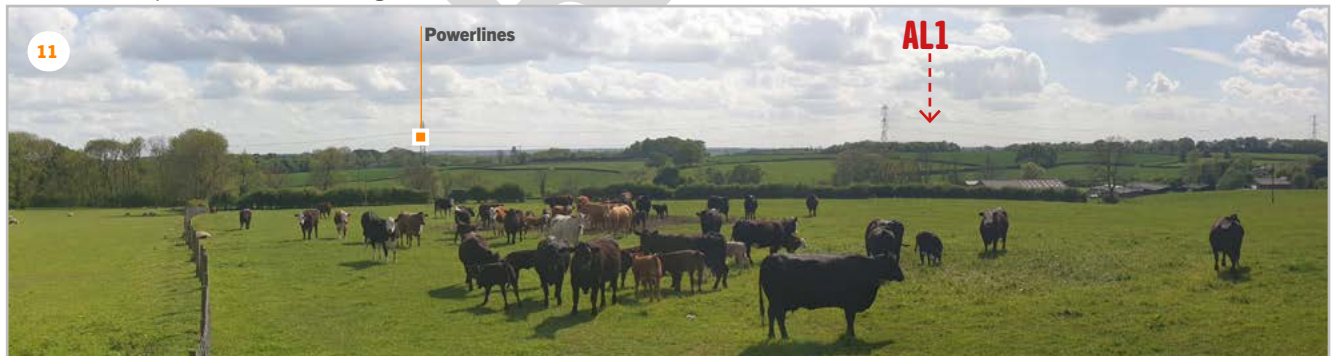
**Figure 40** Viewpoint 9 looking northeast from the A43/ Old Tiffield Road junction towards AL1, showing a gap in tree planting on the junction corner



**Figure 41** Viewpoint 10 looking west from the pedestrian island crossing at Tove Roundabout towards the eastern corner of AL2



**Figure 42** Viewpoint 11 looking southwest from PRow SA2 across a shallow valley towards AL1, with an undulating patchwork of fields, blocks of woodland and a power line characterising the view towards the site



**Figure 43** Viewpoint 12 looking northeast from the central island at the pedestrian crossing at Tove Roundabout towards AL1's edge with the A43, showing the mix of hedgerow, grass verge and tree planting landscape treatment

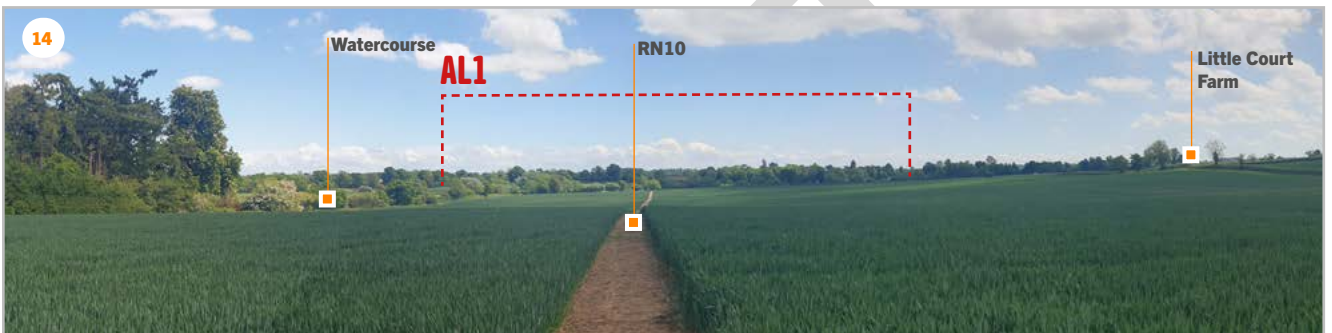




**Figure 44** Viewpoint 13 looking west from PRow SB1 (within the north-western part of AL3) towards AL1, with views of the northern half of AL1 beyond field boundaries of shrub and tree planting as land form rises up to a local ridge line. An area of woodland planting around Brickyard Farm largely screens the southern half



**Figure 45** Viewpoint 14 looking southeast from PRow RN10 towards AL1, with glimpses through to the northern half of the site through planting along field boundaries, the A5 and a watercourse that leads down to the River Tove



**Figure 46** Viewpoint 15 looking north from the southern edge of Towcester Racecourse towards AL1 with existing woodland planting and rising land form defining the skyline beyond the sites



**Figure 47** Viewpoint 16 looking north west from the front of Easton Neston House showing how the front lawn and avenue of trees are aligned with views towards Greens Norton Church



## AL4 - Visual Summary

4.11 The landform around AL4 gently slopes westwards towards the A43 and beyond, down to the Silverstone Brook. The area is made up of medium to large fields, many of which are irregularly shaped in part due to the severance caused by the A43 and associated engineering works. There are limited key receptor points locally around the site with few footpaths in the immediate surrounds.

### Views from along A413

4.12 The A413 provides the key local corridor from where AL4 is visible. There are glimpses through to the site on its eastern edge at a roadside stopping point (vp1). The bridge over the A43 to the north west of the site offers a raised elevation of the site's western interface with the A43 corridor, a tree planted edge of approximately 12-15 metres currently screen the site from this location (vp7). Further south west along the A413 views are offered looking across the A43 towards the western edge of the site, above the planted roadside embankment (vp2).

### Views from the South, East and West

4.13 Further afield, due to AL4's siting on land rising in a north/north easterly direction from the Silverstone Brook there are a series of potential receptor locations from the south, east and west sensitive to future development. The following locations have been included to illustrate this potential sensitivity:

- from the south - several points along Whittlebury Road / Church Way, a road linking Silverstone to Whittlebury (vp3 & 4), and; along a bridleway (RX5) situated to the north of Silverstone Circuit (vp 9 & 12).
- from the east - beyond the A413 and along PRoW SB17 and SB31, which both run past the eastern edge of Burcote Wood (vp5 & 6).
- from the west - along PRoW RA13 and SB14, a footpath that runs between Silverstone and Park Farm (vp8); adjacent to where PRoW RA32 joins a country road that leads west along Church Street out of Silverstone (vp11), and; a point along PRoW RA15 to the west of a solar farm (vp10).

### Visual sensitivity AL4

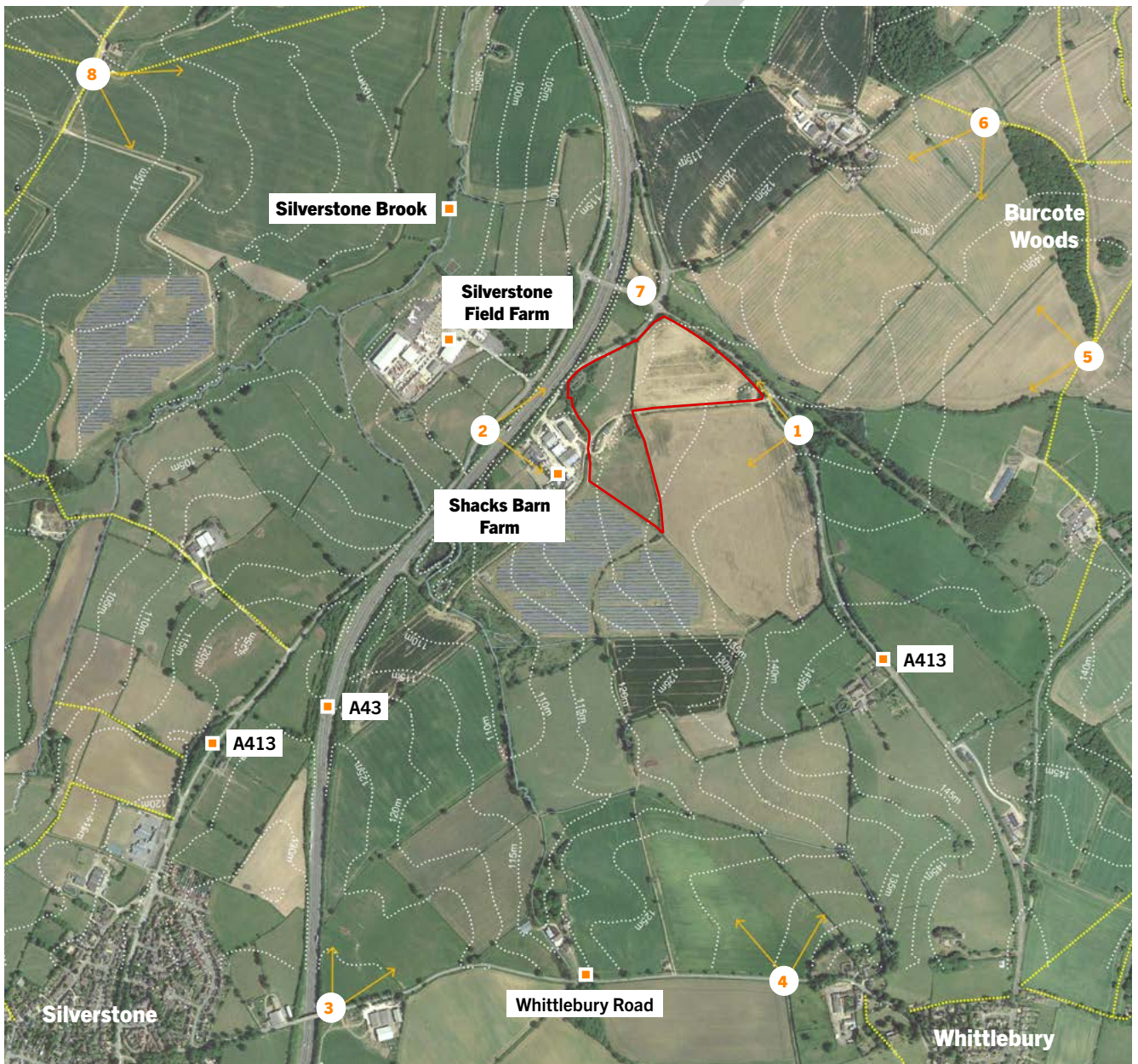
There is a need for greater sensitivity in developing areas at the southern and eastern corners of the site due to the site's position on rising land making this part of the site particularly sensitive to receptors from the south and west

**Figure 49** Plan showing potential sensitive receptors for AL4 from the south and west, numbers are referenced in text on previous page and shown in photos over pages 52-55

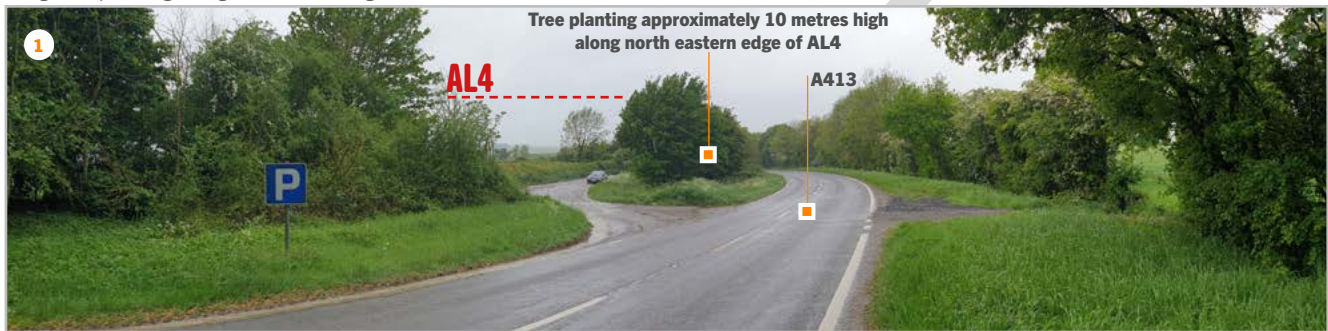


-  Public Rights of Way (PRoW)
-  Potential Sensitive Receptor
-  Watercourse

**Figure 48** Plan showing potential sensitive receptors for AL4, numbers are referenced in text on previous page and shown in photos over pages 52-55



**Figure 50** Viewpoint 1 looking west from the A413 towards AL4, showing the break in roadside tree planting offering views through to low level hedgerow planting along the eastern edge of the site



**Figure 51** Viewpoint 2 looking east from A413 towards the western edge of the site over the A43, with units associated with Shacks Barn Farm rising above the level of landscape treatment along the A43



**Figure 52** Viewpoint 3 looking northeast from Whittlebury Road towards AL4, showing the site sitting just beyond a solar farm with Burcote Woods provided a tree lined skyline



**Figure 55** Viewpoint 4 looking north from Whittlebury Road towards AL4, with the site sitting beyond intermittent tree and hedgerow lined field boundaries and a solar farm



**Figure 53** Viewpoint 5 looking west from PRoW SB17 over an area of rising land form towards AL4



**Figure 54** Viewpoint 6 looking southwest from PRoW SB32 towards AL4, with the site sitting beyond intermittent tree lined field boundaries and a utility line



**Figure 56** Viewpoint 7 looking east from A413 as it cuts across the A43 towards the AL4, with the A43's tree planted embankment screening the site



**Figure 58** Viewpoint 8 approximately 1.5 km from AL4 looking east from a junction of three PRoW (SB14, SB26 and SB33), with the site visible on land rising up above Silverstone Field Farm and Shacks Barn Farm



**Figure 57** Viewpoint 9 approximately 2.5 km from AL4 looking north from PRoW RX5, with the site just visible above the solar farm on land rising up from Silverstone Brook



**Figure 59** Viewpoint 10 looking east from PRoW RA15 towards AL4, with the site visible on land that continues to rise up from Silverstone Brook to Burcote Wood



**Figure 60** Viewpoint 11 approximately 2.2 km from AL4 looking north from PRoW RA15, with the site and adjacent solar farm visible on land that continues to rise up from Silverstone Brook to Burcote Wood



**Figure 61** Viewpoint 12 approximately 2.5 km from AL4 looking north from a junction of four PRoW (RX2, RX5, RX6 and RX30), with a view of the site sitting just above the solar farm and east of units in Shacks Barn Farm



## AL5 - Visual Summary

4.14 The site slopes gently eastwards and southwards towards the River Great Ouse. Within the site there is a more localised drop with land sloping gently southwards and northwards to the Dogsmouth Brook, as it cuts east west through the site on course to feed into the River further east. Fields in the area range in size and are shaped by the many man-made and natural features that have cut through the area, including roads, watercourses and canals. There is an extensive network of PRoW as the area transitions from a sparsely populated agricultural & rural area in the west to an area of higher population and landscape managed more for ecology and recreation in the southeast, including Ouse Valley Parkland.

### A5 Approach

4.15 Views of the western edge of the site along the A5 start opening up approximately 100 metres to the north west of the A508 roundabout (vp1), becoming most prominent on the roundabout (vp2).

4.16 The site is well screened by roadside landscape and a raised embankment as the A5 continues east past Old Stratford. When the road passes over River Great Ouse foreground views of field in south eastern corner of site are offered, these being particularly significant for westbound traffic (vp3).

### Northampton / Stratford Road

4.17 The narrow carriageway and blocks of mature roadside planting mean there is limited inter visibility between the site and the Northampton Road. On entry into Cosgrove, adjacent to the village sign distant glimpses of the site do open up, these views are foregrounded by existing development (vp4). As the road rises and heads in a north easterly direction the roadside planting thins out offering intermittent views of the site's northern field. There is approximately a 50 metre stretch, adjacent to agricultural access to this field where the site, which sits directly next to the roadside is fully visible (vp5).

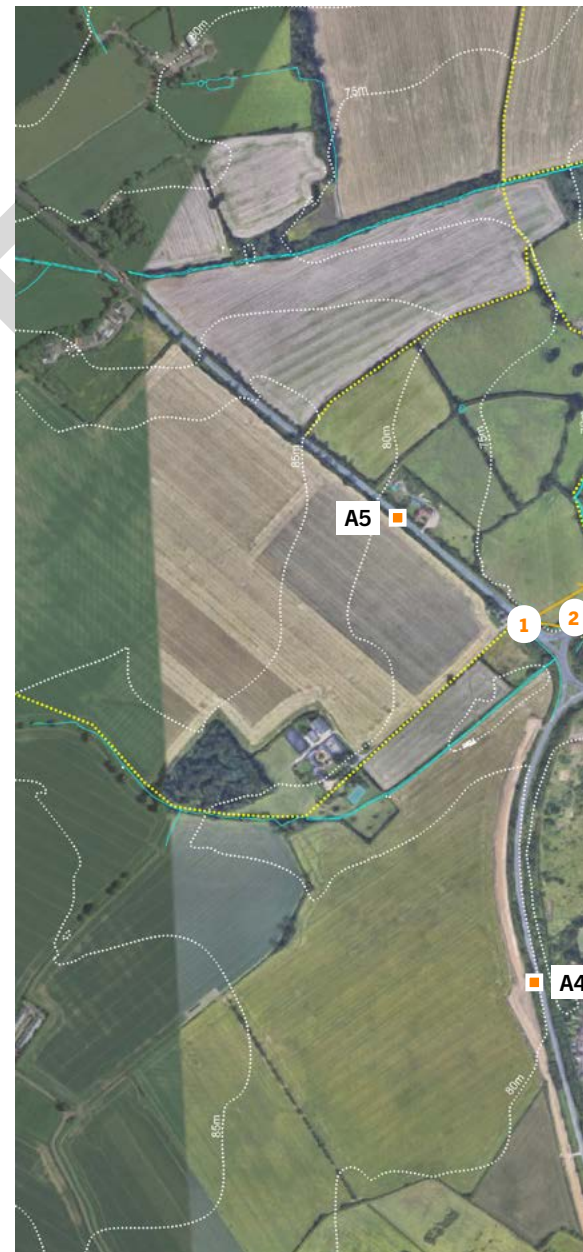
4.18 Traveling south west along Stratford Road from Cosgrove roadside planting is limited, however medium to long distance views of the site are filtered by field boundary planting along the north eastern edge of the site (vp6).

### A508/A422

4.19 Heading south along the A508 roadside planting provides a substantial screening to the site up until the roundabout where screening thins out and views of the site are on offer immediately to the east.

4.20 Views of the site heading north on the A422 are obscured by the roundabout's central mound and / or viewed within the context of a Travelodge, which fronting onto the roundabout.

Figure 62 Plan showing potential sensitive receptors for AL5, numbers are referenced in text on this page and shown in photos over pages 58-59



- Conservation Area
- Public Rights of Way (PRoW)
- Potential Sensitive Receptor
- Watercourse





**Visual sensitivity AL5**

There are clear restrictions to developing in the eastern part of the site due to this area's sensitivity to receptors along the A5 and proximity to the Ouse Valley Park. Greater sensitivity needs to also be taken in developing areas along the northern and central parts of the site due to rising topography making these parts of the site particularly sensitive to views from the A5 and from the north and north east, along Stratford Road.

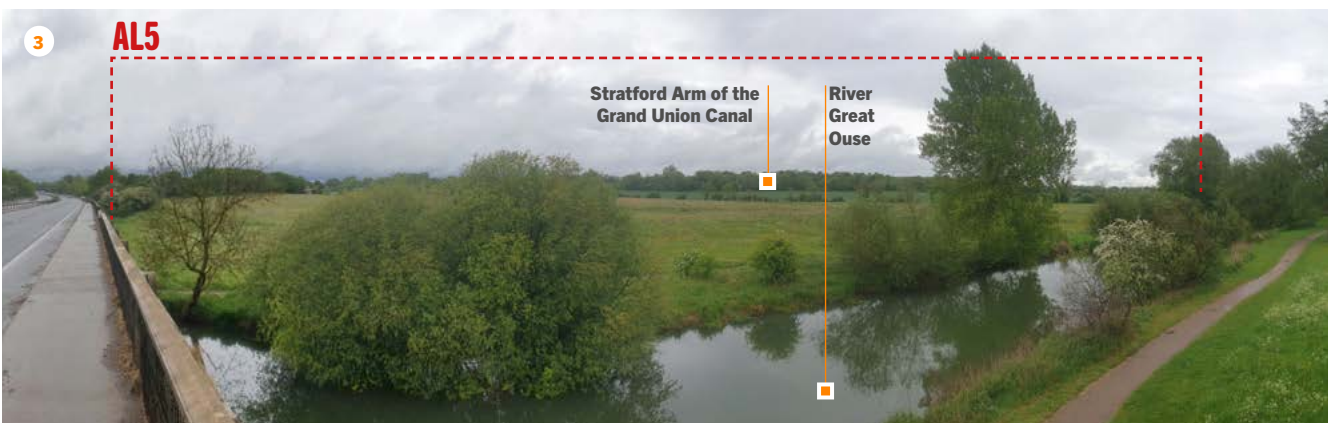
**Figure 63** Viewpoint 1 looking east travelling south along the A5 just before Old Stratford Roundabout with a view of the western end of AL5 looking over foreground paraphernalia associated with the roundabout



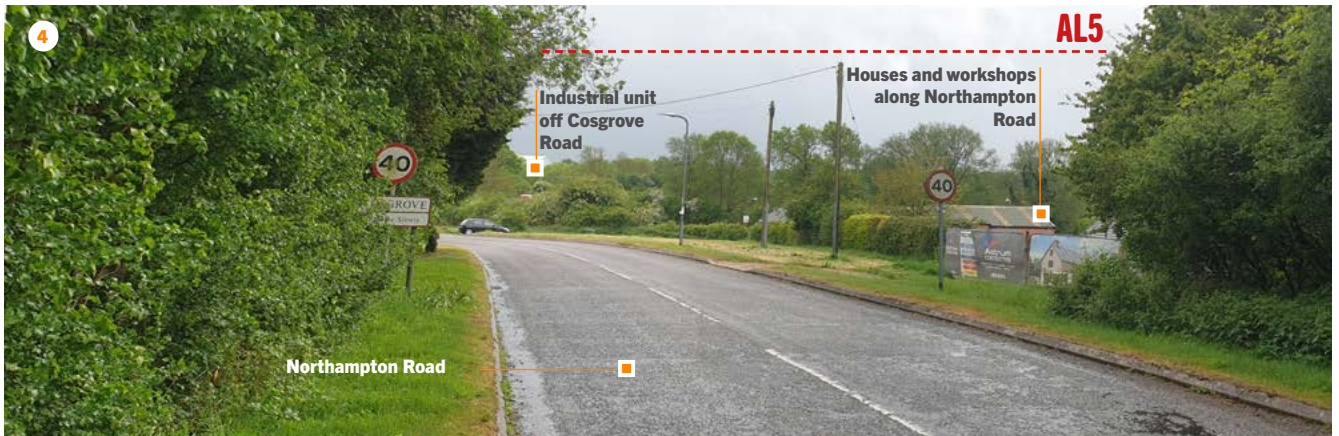
**Figure 64** Viewpoint 2 looking east from Old Stratford Road towards AL5 with a break in tree plant on the corner of the roundabout offering views into the site



**Figure 65** Viewpoint 3 looking north across the eastern end of the AL5 from an elevated perspective with the River Great Ouse and Valley Parkland in the foreground



**Figure 66** Viewpoint 4 looking south from Northampton Road towards the site screened/contextualised by foreground buildings and landscape along the local Brook & field boundaries



**Figure 67** Viewpoint 5 looking southwest from Stratford Road across AL5 with views across a relatively flat field towards an existing industrial unit and tree planting along the Stratford Arm creating a certain level of screening from the south east/Ouse Valley Parkland



**Figure 68** Viewpoint 6 looking southwest from Stratford Road towards AL5 with the relative flat land form and tree lined boundaries of the road, Stratford Arm fields breaking up views







# Design Principles

5

## 5. Overarching Design Principles

This section outlines a series of non-spatial overarching design principles that clearly express the need for a design-led approach to each of the four employment sites without dictating the form of that development.

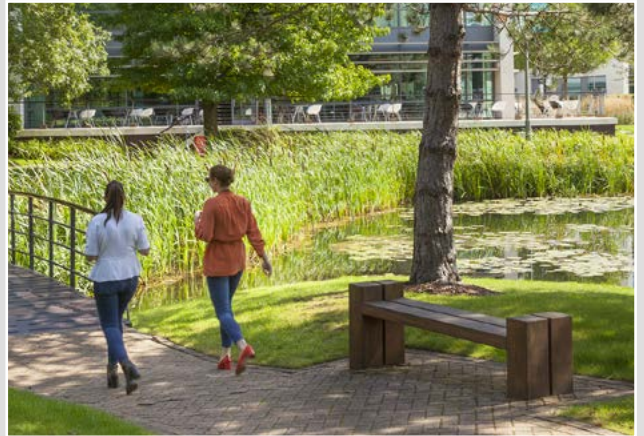
5.1 The form and layout of employment development is dependent on various factors, such as the needs of the user and market conditions. It is therefore not possible to be overly prescriptive about design, allowing for a level of flexibility.

5.2 These principles should be reflected in any development proposed for the four employment sites.

5.3 New development for each of the four employment sites should:

- Support Local Plan policy to deliver high quality development that is respectful of its setting.
- Ensure that development platforms are created to reduce the impact of the scale and massing of buildings on local character and the setting of the site, either in response to the height and/or the long and uniform ridge lines they may introduce.
- Seek to minimise any visual impact through measures such as landscape screening and elevational treatment.
- Ensure high quality building design (including the use of material, colour palette, and/or architectural articulations) and landscape design across the site, particularly where there is a need to reduce the impact of a building's height.
- Recognise and enhance existing landscape features and planting, where possible using traditional field patterns and woodlands as structural elements.
- Ensure any new public realm is designed to a comfortable and welcoming human-scale, with a material palette used to create an attractive local character.
- Where possible contribute to the area's wider green network, including recognising and retaining important wildlife habitats/habitat corridors, enhancing these to contribute to overall biodiversity net gain.
- Use footpath, cycle, and road networks to support and encourage sustainable travel to and around the site.

- Provide a sensitive response to any Heritage assets and their settings, where possible using them as design inspiration.
- Ensure the council and public transport operators are consulted to help explore opportunities for funding public transport improvements, including frequency and access to services for future employees.
- Seek opportunities to address the existing road network in a positive manner, be that through new active building frontage and decorative planting or the retention and enhancement of existing native planted boundaries/edges.
- Seek to visually break up new areas of parking with planting, permeable material and SUDs features such as dry or wet swales, allowing the absorption and channelling of surface water.
- Ensure the layout of each development incorporates the principles of Secured by Design, thereby minimising the opportunities for crime and creating a sustainable development.
- Look to integrate movement networks with blue & green infrastructure by locating new or retained tree planting/hedgerow and SUDs provision along new roads.
- Limit the impacts on the tranquillity of each site's rural setting, ensure that robust proposals are set out during the planning application process to minimise/mitigate any light, noise & air pollution or visual clutter (i.e.. advertising) resulting from the future operation of new buildings, where relevant.









# Assessment & Evaluation

6

## 6. Assessment and Evaluation

This section includes a series of development frameworks that illustrate spatial parameters for each of the sites. These seek to avoid a prescriptive, one-size-fits-all approach and are based on individual site assessments, included in this section and the **contextual considerations (section 3)** and **landscape & visual Assessment (section 4)**. These site assessments and frameworks are not intended to be exhaustive, as such further assessment and design work will need to be undertaken at planning application stage to best shape a proposal for each of the sites.

### Site AL1 Assessment

High-level site assessment work has been undertaken using a combination of desk-based and site visit work. A range of key considerations have been identified from a contextual to site specific scale.

#### Surrounding Land Use & Scale

6.1 A cluster of uses, referred to as Bell Plantation are situated within the south western corner of the site, uses include garden centre, nursery, vet and play centre. Buildings are relatively small in scale, ranging from 4-10 metres in height.

6.2 Brickyard Farm, including farmhouse and ancillary buildings is situated on the eastern edge of the site. A complex of buildings, referred to as Bairstows Lodges are situated along the A5 to the west of the site.

6.3 There are a number of office, retail, light industrial and distribution uses situated around Tove Roundabout, refer to section 3 for further details.

#### Landscape

6.4 The northern half of the site comprises a single field while the southern half comprising two fields and Bell Plantation.

6.5 There are several blocks/belts of woodland within/adjacent to the site with an east west belt of woodland leading from its western edge to its centre, a block of woodland is located to the north of Brickyard Farm, and surrounding Bairstows Lodge.

6.6 Intermittent tree planting runs along the north eastern, north western, south western and southern boundaries

of the site. The scale of tree belts vary but more substantial mature tree belts are approximately 20 metres in height.

#### Topography

6.7 A central ridge line runs north south about halfway through the centre of the site.

6.8 The northern half of the site primarily slopes westwards from this ridge line, gently dropping approximately 5 metres to its western/A5 edge.

6.9 The southern half of the site slopes from the ridge line in a south western, southern and south-eastern direction, dropping between 5-10 metres.

#### Views & Visual Sensitivity

**6.10 There is a need for greater sensitivity in developing the site due to the rising topography to the north and rural character, considering sensitive receptors from the north, east and west from several PRoWs and country roads.**

#### Access & Movement

6.11 There is a continuous, at grade frontage of approximately 650 metres onto the A5 along the western edge of the site, this excludes the Bell Plantation frontage (approximately 300 metres).

6.12 PRoW SB1 runs along the north eastern edge of the site for approximately 400 metres, while a potential link into

the south-eastern corner of the site is provided from PRoW SB52, situated along Old Tiffield Road.

6.13 A continuous footpath runs along the A5 into the centre of Towcester joined onto by PRoW SB7, that connects west to Duncote.

#### Ecology

6.14 No ecological surveys have been undertaken. Any planning application should be supported by relevant ecological survey work.

#### Heritage

6.15 AL1 is situated approximately 550 metres from the north western boundary of the Easton Neston House Conservation Area and Historic Park and Garden, with the A43, housing and employment development situated between it and the protected estate.

6.16 Towcester Conservation Area, including a clustering of listed buildings is approximately 700 metres south of the site.

6.17 There are two grade II listed buildings at the southern end of Caldecote approximately 300 metres north of the site.











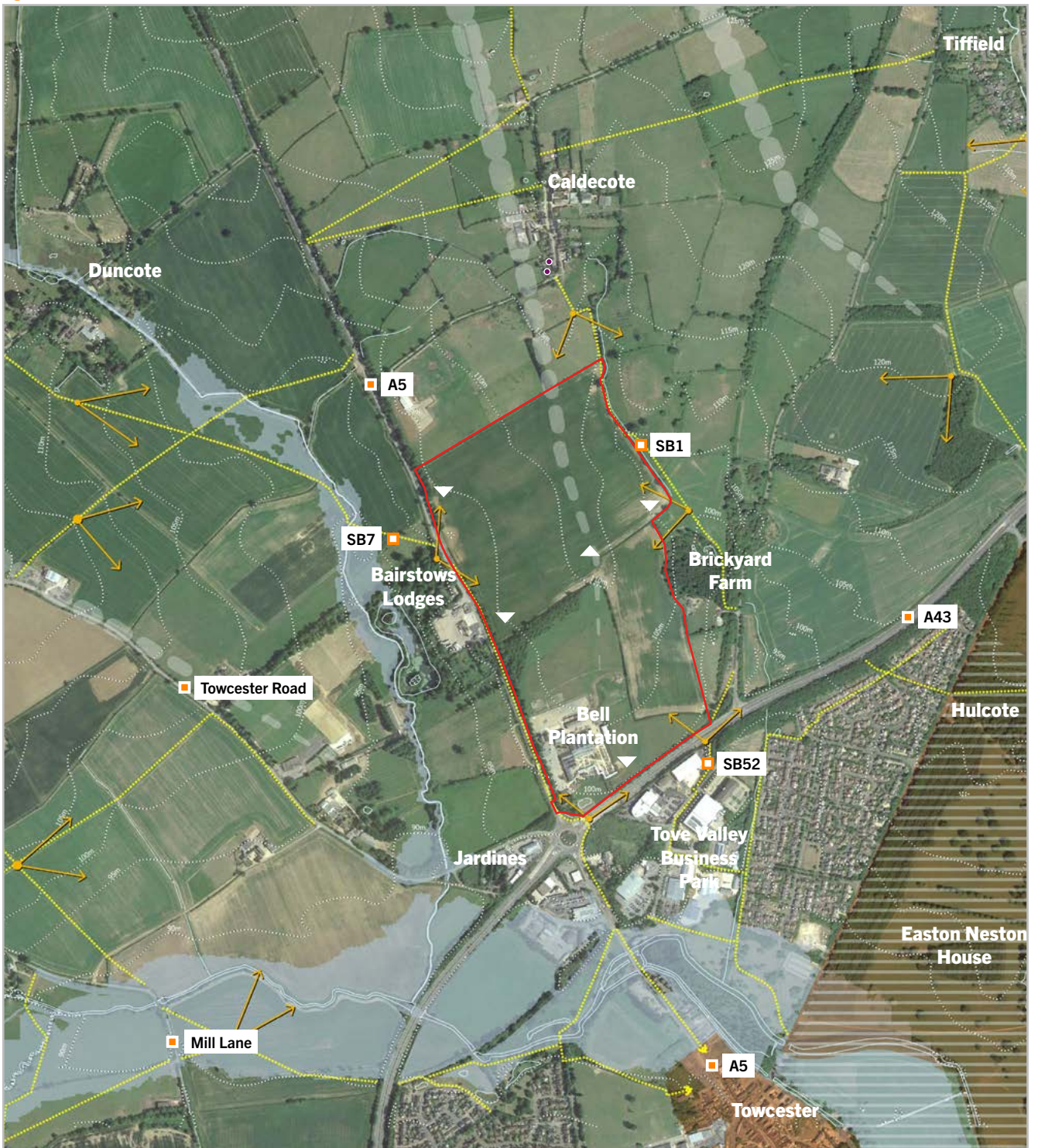
- |  |  |
|--|--|
|  Flood Plain Area   |  High Point                   |
|  Easton Neston House (Parks and Gardens Register/Conservation Area) |  Low Point                    |
|  Towcester Conservation Area  |  PRow                         |
|  Listed Building  |  Potential Sensitive Receptor |
|  |  Watercourse                  |
|  |  Ridge line                   |

Figure 69 AL1 site assessment



## Site AL1 Development Framework

The development framework for AL1 establishes key parameters and principles.

### Access & Movement

6.18 The development framework AL1 provides a number of key access points into the site off the A5. These include an access located to the immediate north of the Bell Plantation and an access half way along the northern field boundary. New link roads to lead off these access points to utilise all parts of the development areas, including an access to any sports pitches.

6.19 The development framework AL1 includes new east west active travel routes that link the A5 footpath with PRoW SB1. Any new and enhanced footpaths should add to a legible and safe active travel network for the area, as such the provision of a lighting plan and consistent use of wayfinding/signage should be considered.

### Drainage

6.20 The development framework AL1 sets out an integrated and attractive sustainable drainage network with swales located along woodland edges, the site's A43 frontage and a central green link, directing and filtering surface water to a series of basins located on the site's periphery. The network should explore any opportunity to add ecological and amenity value to the development, such as through the introduction of rain gardens & permeable surfacing within hard surface areas & along key vehicular and active travel routes. Ultimately the location of SUDs will need to be informed by a drainage strategy, and may vary depending on site phasing.

### Green Infrastructure

6.21 The development framework AL1 proposes green infrastructure that comprises a series of enhanced and new edges/belts of woodland/hedgerow planting and areas of green space. New substantial landscape edges/buffers, with tree planting are shown as a requirement along the northern, eastern and western perimeter to help mitigate visual impact of any new buildings.

6.22 A green link helps separate development in the northern and southern halves of the site, cutting east west across it. This link could comprise an active travel route and a SUDs basin situated within one of the areas of green space. An existing belt of juvenile woodland could be removed to ensure the link is overlooked by new buildings, enhancing its safety and accessibility.

6.23 The southern half of the site is broken up by a series of narrower belts of landscape, these run north south separating new development from land earmarked for Towcester Football Club (TFC). The siting of TFC's pitches is not currently defined in policy, as such these could be accommodated in an alternative location if justified.

6.24 The southern end of the site accommodates the key area of green space within the framework, potentially incorporating a SUDs basin.

### Building Height, Scale and Massing

6.25 Small and medium sized building will be acceptable where there is no significant visual impact, likely rising to approximately 16m in height (from existing ground levels), and being effectively screened from sensitive views by either existing or proposed tree planting. Large buildings, which have a greater impact i.e. are visible above tree cover / from longer distances or affect the character of the area in which they sit, will need to provide robust mitigation such as delivering the highest design quality and a thorough programme of landscape measures.

### Placemaking / Urban Form

6.26 The development framework AL1 suggests a series of key frontage opportunities across areas of new development, including along both the central green link / SUDs parkland, the A43, mirroring frontage on the southern side of the road, and the A5 adjacent to an access to the northern area of development. These frontages would require a considered approach to building orientation, materiality and massing to ensure an attractive and, where possible active building facade can be created.

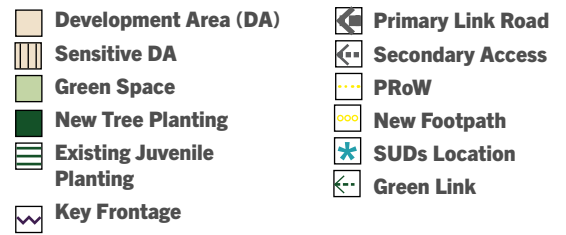


Figure 70 AL1 development framework



**Key Features**

- 1** Northern development area
- 2** Southern Development Area
- 3** Sensitive development area along northern and north eastern site edge
- 4** Towcester Football Club Sports pitches (6 hectares)
- 5** New A43 Corridor frontage
- 6** East West Green Link with key frontage treatment and active travel link
- 7** Access off A5 to both employment land and sports pitches
- 8** East-west footpath link between existing paths
- 9** Enhanced woodland edge treatment
- 10** Enhanced planted A5 frontage

## Site AL2 Assessment

High-level site assessment work has been undertaken using a combination of desk-based and site visit work. A range of key considerations have been identified from a contextual to site specific scale.

### Surrounding Land Use & Scale

6.27 A cluster of uses, referred to as Bell Plantation is situated to the east of AL2 and the A5. Land uses include garden centre, nursery, vet and play centre. Buildings are relatively small in scale, ranging from 4-10 metres in height.

6.28 Jardines, a car forecourt is located to the south of AL2 and Towcester Road. The building associated with this use is below road level, rising to approximately 8 metres in height.

6.29 Linden Barn Food Shop, Towcestrians Sports Club and a series of agricultural buildings sit to the west of AL2, along or just off Towcester Road. The food shop sits approximately 200 metres west of the site and comprises a series of 5-7 metre high buildings. The sports club sits approximately 250 metres to the north west of the site and comprises a single 1,000m<sup>2</sup> building, approximately 6 metres high surrounded by sports facilities, including tennis courts and sports pitches.

6.30 There are a number of office, retail, light industrial and distribution uses situated around Tove Roundabout, refer to section 3 for further details.

### Landscape

6.31 AL2 is bound by a substantial belt of woodland along its western edge, this boundary follows a watercourse that feeds south into the River Tove. Hedge and low-level tree planting provides a thin planted roadside edge to the eastern

and southern boundaries of the site, while the northern countryside edge includes a fence line with intermittent hedgerow planting.

6.32 The south eastern corner of the site is planted with semi-mature trees, which are approximately 10-12 metres in height. This structured planting is likely to have been introduced as part of works associated with Tove Roundabout and provides an element of visual screening.

### Topography

6.33 AL2 gently slopes by approximately 8 metres from its eastern A5 edge to its western edge, which is defined by a watercourse.

### Flooding

6.34 Along the western edge of the site flood zones 2 and 3 follows the watercourse. Zone 3 is contained within the watercourse itself with zone 2 spreading no further than 10 metres into the south western corner of the site.

### Views & Visual Sensitivity

6.35 There is a need for greater sensitivity in accommodating new development within the north eastern and the southern area of the site due to views offered when approaching south along the A5 & west along the A43 and the site's location on a viewing corridor between Easton Neston House & Greens Norton Church.

### Access & Movement

6.36 There is a continuous, at grade frontage of approximately 120 metres onto the A5, along the eastern edge of the site. There is a continuous, at grade frontage of approximately 180 metres onto Towcester Road, along the southern edge of the site.

6.37 A footpath runs along the eastern edge of the A5, providing a continuous footpath that links into the centre of Towcester. There are no footpaths currently along Towcester Road.

### Ecology

6.38 No ecological surveys have been undertaken. Any planning application should be supported by relevant ecological survey work.

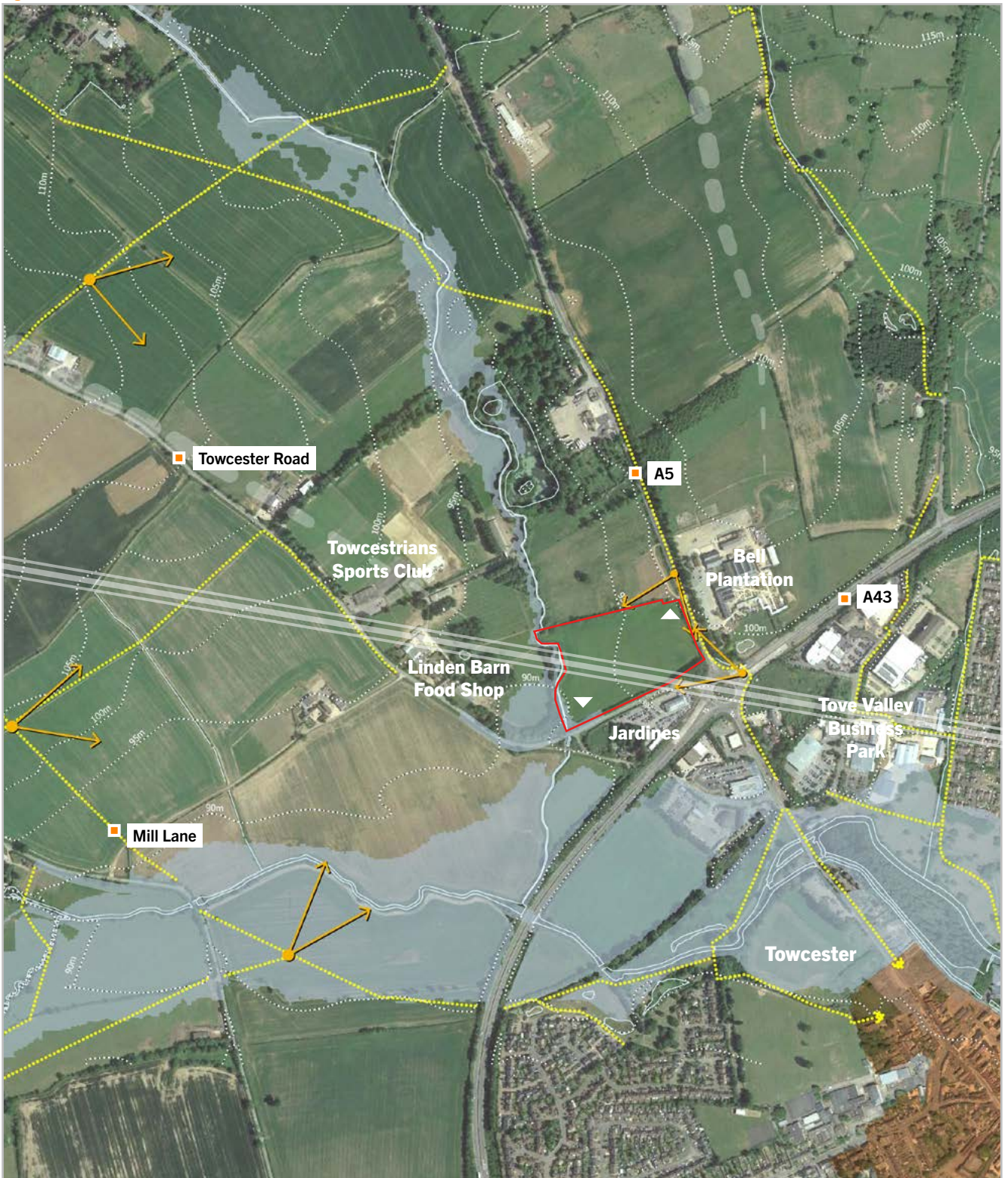
### Heritage

6.39 AL2 is roughly 1km west of the boundary of the Registered Park and Garden/Conservation Area of Easton Neston House, with the A43, housing and employment development situated between it and the protected estate. AL2 sits on the alignment of a tree-lined avenue in front of the House, this once provided a visual link from the House to the church in Greens Norton. Although any relationship is largely severed by intervening development future proposals for AL2 should consider views along this alignment when preparing the arrangement, height and massing of any built form.

6.40 Towcester Conservation Area, including a clustering of listed buildings is approximately 700 metres south of the site.

- Flood Plain Area
- Towcester Conservation Area
- Viewing Corridor between Easton Neston House & Greens Norton Church
- High Point
- Low Point
- Footpath (incl. PRoW)
- Potential Sensitive Receptor
- Watercourse
- Ridge line

Figure 71 AL2 site assessment



## Site AL2 Development Framework

The development framework for AL2 establishes key parameters and principles.

### Access & Movement

6.41 The development framework AL2 provides a key access point into the site off Towcester Road / Greens Norton Road, from the south. The access is to be sited at least 100 metres from Tove Roundabout.

6.42 Active travel provision to the site is currently provided along the existing footpath on the A5. In addition to ensuring safe, comfortable and direct connection to this path for pedestrians any development should also explore providing a new pedestrian connection to Tove Roundabout from along Towcester Road.

6.43 Any new and enhanced footpaths should add to a legible and safe active travel network for the area, as such the provision of a lighting plan and consistent use of wayfinding/signage should be considered.

### Drainage

6.44 The development framework AL2 sets out an integrated and attractive sustainable drainage network with swales located along green and woodland edges directing and filtering surface water to a basin located on the site's periphery. The network should explore any opportunity to add ecological and amenity value to the development, such as through the introduction of rain gardens & permeable surfacing within hard surface areas & along key vehicular and active travel

routes. Ultimately the location of SUDs will need to be informed by a drainage strategy, and may vary depending on site phasing.

### Green Infrastructure

6.45 The development framework AL2 proposes introducing new tree planting to reinforce the northern, eastern and southern edges of any new development. These will link up to the existing tree-lined watercourse along the western edge of the site and extensive belt of tree planting along Towcester Road.

6.46 In addition the development framework AL2 shows the inclusion of green space along the edges of any development with a larger green space at the south western corner, incorporating a SUDs basin. These will allow for any development to be setback from the enhanced planted boundary treatments.

### Height, Scale and Massing

6.47 Small and medium sized building will be acceptable where there is no significant visual impact, likely rising to approximately 10-12 metres in height (from existing ground levels), and being effectively screened from sensitive views by either existing or proposed tree planting. The site's size and proximity to development of a moderate scale adjacent to the Tove Roundabout is likely to prohibit Large buildings, which have a greater impact i.e. are visible above tree cover / from longer distances or

affect the character of the area in which they sit. These will only be considered in exceptional circumstances if acceptable mitigation is provided such as delivering the highest design quality and thorough programme of landscape measures.

### Placemaking / Urban Form

6.48 The development framework AL2 suggests a key frontage opportunity onto the Tove Roundabout and along Towcester Road. These frontages would require a considered approach to building orientation, materiality and massing to ensure an attractive and, where possible active building facade can be created.

6.49 New development should seek to address stretches of the site's A5 & Towcester Road frontage wherever possible. Potentially providing a bolder form and scale onto these roads with building orientation & treatment and landscape proposals helping to contribute a new gateway frontage into Towcester.



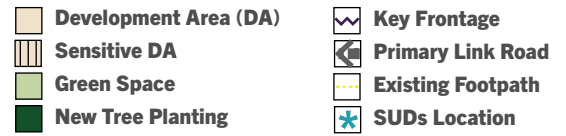


Figure 72 AL2 development framework



**Key Features**

- |   |   |
|---|---|
| <ul style="list-style-type: none"> <li>1 Development area</li> <li>2 New SUDs pocket park</li> <li>3 Key gateway frontage along the A5 and Towcester Road</li> <li>4 Access off Towcester Road</li> <li>5 Substantial northern woodland edge treatment</li> </ul> | <ul style="list-style-type: none"> <li>6 Enhanced planting along sections of Towcester Road and A5 edges</li> <li>7 Open space edge integrated with adjacent watercourse</li> <li>8 Sensitive viewing corridor with any development to avoid impacting view between Easton Neston House and Greens Norton Church</li> </ul> |
|---|---|

## Site AL4 Assessment

High-level site assessment work has been undertaken using a combination of desk-based and site visit work. A range of key considerations have been identified from a contextual to site specific scale.

### Surrounding Land Use & Scale

6.50 Shacks Barn Farm is situated on the western edge of AL4, it and Silverstone Field Farm are detailed further in section 3.

### Landscape

6.51 AL4 comprises three irregularly shaped fields, whose shape has, in part been caused by the development of adjoining infrastructure.

6.52 Its boundary with the A413 is a mix of hedgerow and semi-mature tree planting, which forms a roadside landscape edge of approximately 10 metres in height. Its western edge, along the access route to the Shacks Barn Farm and around the edge of the farm is defined by a broad hedgerow and block of woodland planting that surrounds a pond feature.

6.53 Hedgerow field boundaries define the remaining edges and cut across the centre of the site. A small block of tree planting is situated centrally within AL4.

### Topography

6.54 The site gently slopes in a westerly direction, dropping approximately 10 metres to a local pond feature just within AL4's western edge.

### Views & Visual Sensitivity

6.55 There is a need for greater sensitivity in developing areas at the southern and eastern corners of the site due to the site's position on rising land making this part of the site particularly sensitive to receptors from the south and west.

### Access & Movement

6.56 The A413 provides a continuous, at grade frontage of approximately 320 metres along the north eastern edge of the site. Existing tracks run along the north-western edge and through the centre of the site, providing access to Shacks Barn Farm.

6.57 There are currently no footpaths within the vicinity of AL4.

### Ecology

6.58 No ecological surveys have been undertaken. Any planning application should be supported by relevant ecological survey work.

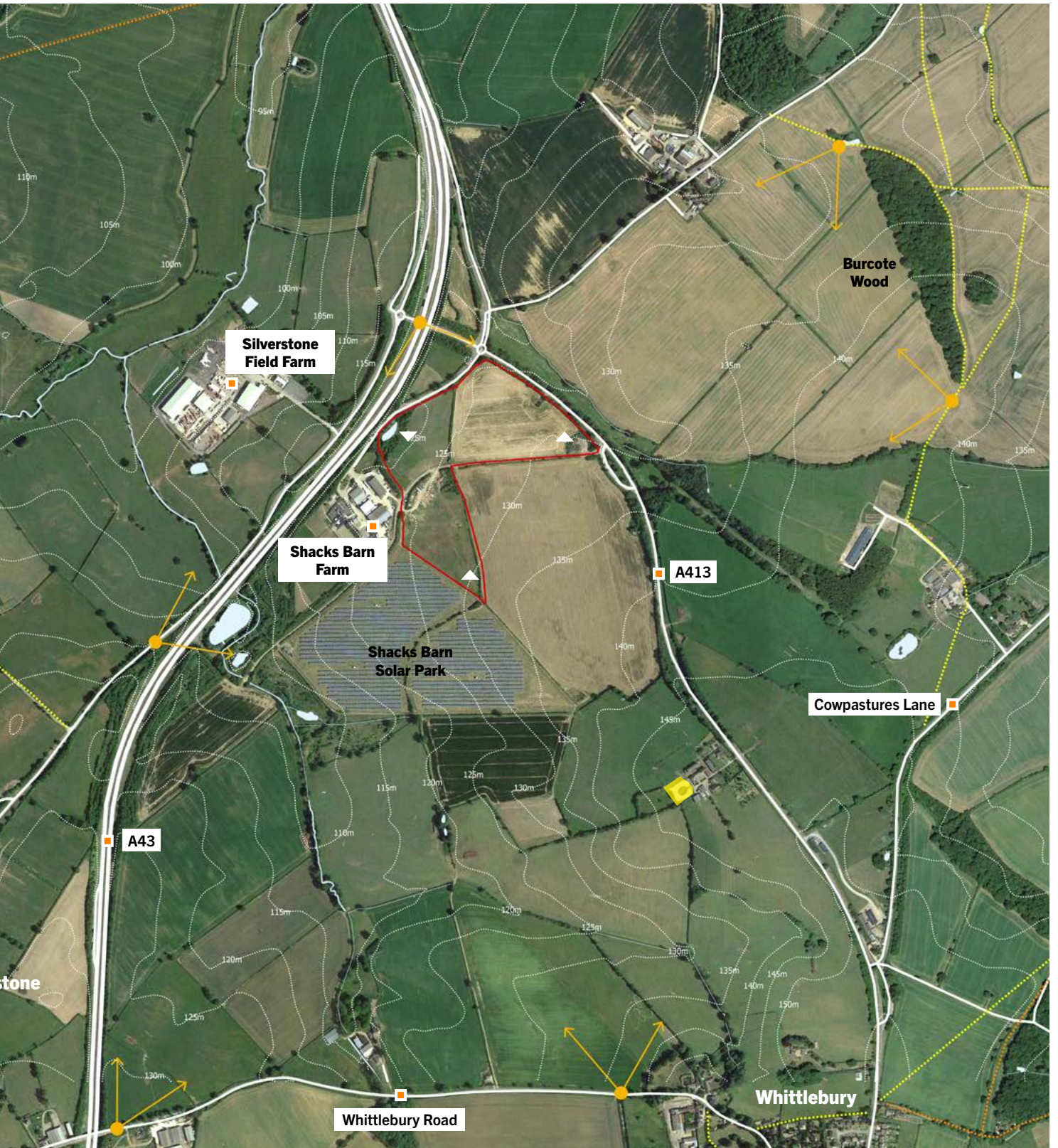
### Heritage

6.59 AL4 is situated approximately 800 metres from Lordsfield Farm Moat, a Scheduled Ancient Monument.



Figure 73 AL4 site assessment

- Scheduled Ancient Monument
- High Point
- Low Point
- Footpaths
- Potential Sensitive Receptor
- Watercourse



## Site AL4 Development Framework

The development framework for AL4 establishes key parameters and principles.

### Access & Movement

6.60 The development framework AL4 provides an access point into AL4 off the existing access road to Shacks Barn Farm. A new link road then links south and east into two development areas.

### Drainage

6.61 The development framework AL4 sets out an integrated and attractive sustainable drainage network with swales located along green and woodland edges directing and filtering surface water to a series of basins located on the site's periphery. The network should explore any opportunity to add ecological and amenity value to the development, such as through the introduction of rain gardens & permeable surfacing within hard surface areas & along key vehicular and active travel routes. Ultimately the location of SUDs will need to be informed by a drainage strategy, and may vary depending on site phasing.

### Green Infrastructure

6.62 The development framework AL4 introduces belts of woodland and hedgerow planting, primarily enhancing existing field boundaries in and along

the edge of the site. The most substantial planting shall be sited along the southern edge of the two development areas, helping to mitigate the visual impact of development from the south. Where this planting abuts the solar farm its height and location will need to avoid overshadowing any solar panels. A continuous green edge will be introduced along the A413 reinforcing the existing tree and hedgerow planting.

6.63 A potential central belt of green space and planting could cut north south through the site separating two areas of development.

6.64 The SUDs basin, block of woodland and pond feature will be setback from development by an area of green space.

### Height, Scale and Massing

6.65 The appropriate scale of buildings on AL4 is likely to be small to medium due to its topography, irregular shape and proximity to Silverstone Business Park, an area with small to medium units. This may see development rise to approximately 10-15 metres in height, from existing ground levels. The site's capacity to accommodate large units is

further limited by restricted access onto the A43, with no direct southbound slip road access onto the A43 - alternative southbound access is provided via Silverstone.

6.66 Large units, which have a greater impact i.e. are visible above tree cover / from longer distances or affect the character of the area in which they sit, will only be considered in exceptional circumstances if acceptable mitigation is provided such as delivering the highest design quality and thorough programme of landscape measures.

### Placemaking / Urban Form

6.67 The development framework AL4 suggests a key frontage onto the central belt of planting/green space and northern access road. This frontage would require a considered approach to building orientation, materiality and massing. Ensuring the introduction of an attractive, particularly when viewed from a distance heading northbound along the A413 and, where possible, active building facade.

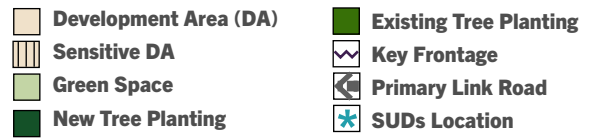
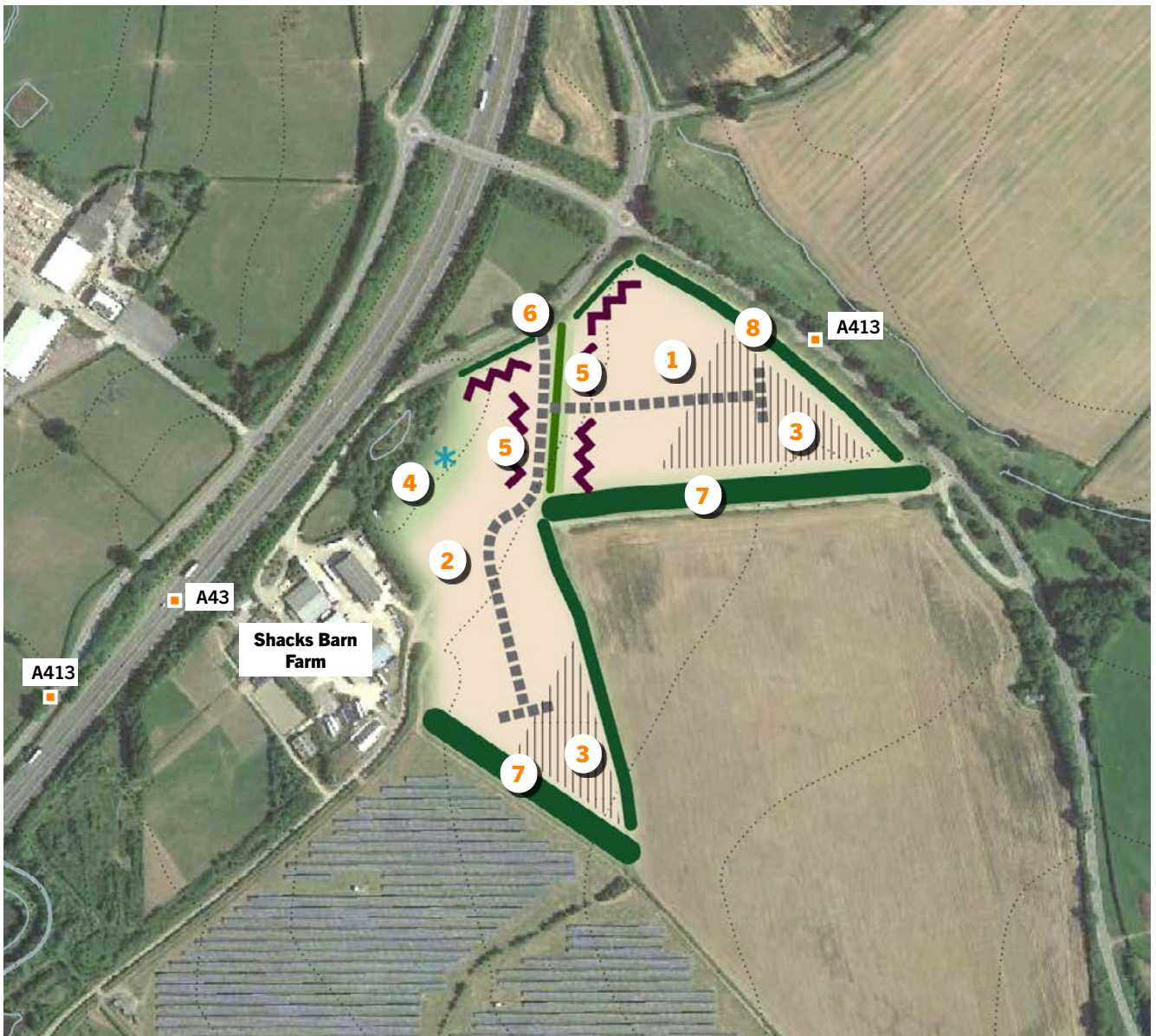


Figure 74 AL4 development framework



**Key Features**

- |   |   |
|---|---|
| 1 Eastern Development area  | 5 Key frontage onto central belt of planting  |
| 2 Western Development Area  | 6 Access off existing road to Shacks Barn Farm  |
| 3 Sensitive development area at eastern and southern ends of site | 7 Enhanced southern woodland edge treatment, height considered in relation to potential impact on adjacent solar farm |
| 4 New SUDs green space  | 8 Enhanced planting along A413 edge   |

## Site AL5 Assessment

High-level site assessment work has been undertaken using a combination of desk-based and site visit work. A range of key considerations have been identified from a contextual to site specific scale.

### Surrounding Land Use & Scale

6.68 Along the southern edge of the site is a storage/distribution unit, at about 10-12 metres high this sits next to the A5 at the end of Cosgrove Road.

6.69 There are a mix of uses fronting onto/adjacent to the Old Stratford Roundabout with Travelodge, a car forecourt, offices, gym, restaurant and area of new housing. These buildings range in height from 6 to 10 metres.

6.70 Detached residential properties and small workshop units are strung along the Northampton/Stratford Road to the north of the site.

### Landscape

6.71 Site is made up of irregularly shaped arable fields bound by a mix of riparian, shrub and semi-mature tree planting.

6.72 Substantial belts and clusters of tree planting run along the Stratford Arm of the Grand Union Canal, along the western edge of the site's eastern most field and to the north of the site & along Stratford Road. The latter has intermittent tree planting adjacent to the site at heights of approximately 10 metres above existing site levels.

6.73 More structural planting is situated along the key roadside boundaries, particularly the A5 where an embankment separates the road from the site with tree planting approximately 10-15 metres above existing site levels.

### Topography

6.74 The site gently slopes down to the Dogsmouth Brook at 65-70m AOD

as it passes through the site east west, firstly along its north western edge and then through its centre. This represents a 12 metre drop from a high of 80m AOD in the northern half of the site and a 7 metre drop from a high of 75m AOD in the south half of the site.

6.75 Artificial land form changes are evident at the A5, which has been cut through the landscape leaving an embankment along the site's southern edge.

### Flooding

6.76 Flood zone 2 and 3 closely follows the routing of Dogsmouth Brook through the site, with the former expanding out in the centre of the site. The flood risk extends eastwards to follow the Ouse Great River, which flows to the east and south of the site.

### Views & Visual Sensitivity

6.77 There are clear restrictions to developing in the eastern part of the site due to this area's sensitivity to receptors along the A5 and proximity to the Ouse Valley Park. Greater sensitivity needs to also be taken in developing areas along the northern and central parts of the site due to rising topography making these parts of the site particularly sensitive to views from the A5 and from the north and north east, along Stratford Road.

### Access & Movement

6.78 There is a continuous frontage onto the A508 of approximately 400 metres, the majority of which is continuous and at grade along AL5's western boundary.

6.79 There is an existing network of paths that link west, under the A508, south east, under A5 to Ouse Valley Park/Old Stratford (PRoW RS16 & 17) and east to Cosgrove along the Grand Union Canal (PRoW RG6 & 9).

### Ecology

6.80 No ecological surveys have been undertaken. Any planning application should be supported by relevant ecological survey work.

### Heritage

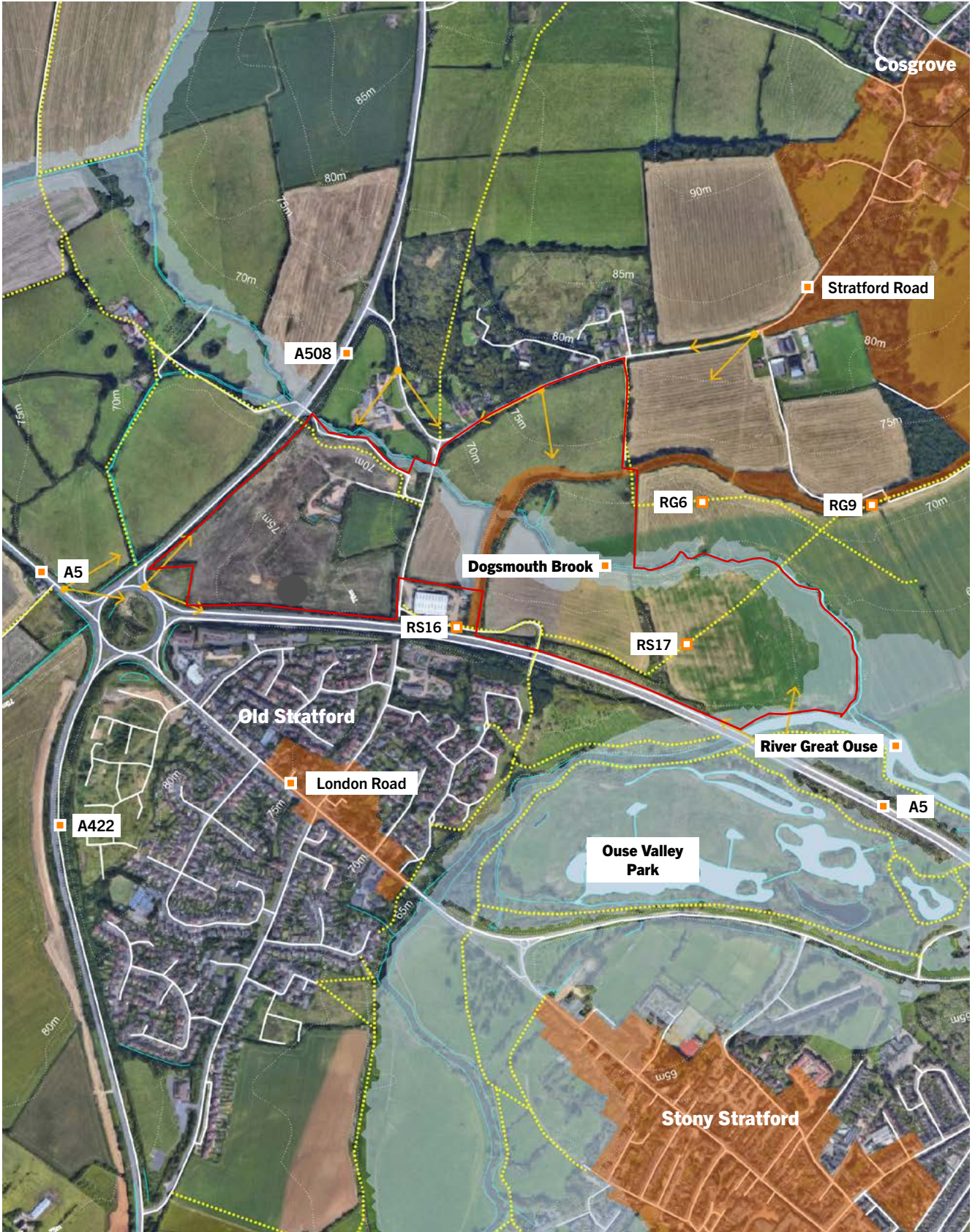
6.81 The Stratford arm of the Grand Union Canal is a Conservation Area and cuts through the centre of the site. Reference should be made to the Conservation Area appraisal to inform any treatment of this area. There is another conservation area that extends south from Cosgrove, sitting approximately 300 metres to the north east of the site along Stratford Road.

6.82 There is a line of listed buildings along London Road in Old Stratford, an area identified as a Conservation Area, approximately 300 metres south of the site.

6.83 There are several Scheduled Monuments in the area, the 'Motte and Bailey Castle' Deserted Village & Monastic Grange at Old Wolverton (NHLE 1013660), Wolverton iron trunk aqueduct (NHLE 1006934) and the Roman villa site at Cosgrove Hall (NHLE 1003874), all are approximately 800 metres east/north-east of the site.

- Flood Plain Area
- Conservation Area
- High Point
- Low Point
- Footpaths
- Potential Sensitive Receptor
- Watercourse

Figure 75 AL5 site assessment



## Site AL5 Development Framework

The development framework for AL5 establishes key parameters and principles.

### Access & Movement

6.84 The development framework AL5 provides an access into the site off the A508, with a new roundabout midpoint between Old Stratford Roundabout and the road's flyover of the Dogsmouth Brook. This access provides a link east west through the site, crossing the Cosgrove Road to access a small field to the north of the existing industrial unit before veering northwards to gain access to land north of Dogsmouth Brook/Stratford Arm of the Grand Union Canal.

6.85 New active travel routes need to connect up to the existing A5 pedestrian overpass link from Old Stratford to create a highly accessible employment area. New paths should enhance access and interaction with a new wetland corridor, along the Dogsmouth Brook, the Stratford Arm of the Grand Union Canal and potential extension to the Ouse Valley Parkland in the east of the site.

6.86 Any new and enhanced footpaths should add to a legible and safe active travel network for the area, as such the provision of a lighting plan and consistent use of wayfinding/signage should be considered.

### Drainage

6.87 The development framework AL5 sets out an integrated and attractive sustainable drainage network with swales located along green and woodland edges directing and filtering surface water to a series of basins located along a central wetland corridor. This network should seek to expand a flood plain area around Dogsmouth Brooke. It should also explore any opportunity to add ecological and amenity value to the development,

such as through the introduction of rain gardens & permeable surfacing within hard surface areas & along key vehicular and active travel routes. Ultimately the location of SUDs will need to be informed by a drainage strategy, and may vary depending on site phasing.

### Green Infrastructure

6.88 The development framework AL5 sets out an integrated blue and green network with a green accessible wetland corridor running east west through the centre of the site. The corridor follows Dogsmouth Brook and incorporates SUDs provision and footpaths with attractive development frontage overlooking it. New riparian, hedgerow, decorative shrub and tree planting situated along the new wetland corridor, the key site edges (including Northampton/Stratford Road, A508 and the eastern countryside edge) and the Stratford Arm of the Grand Union Canal help create green infrastructure for wildlife in the area and frame pockets of new development.

6.89 The development framework AL5 proposes the site's eastern & central field and wetland corridor be retained as managed open countryside with the future potential to form an expansion to Ouse Valley Park, comprising enhancements to footpath access and habitat creation. This approach will help safeguard impacting the setting of the existing river parkland and scheduled monument further east.

### Building Height, Scale and Massing

6.90 The western end of AL5 may be able to accommodate a mix of unit sizes given its direct access off the

A508 and general limited exposure to views. This may see development rise to approximately 10-15 metres in height (from existing ground levels), in line with the existing storage unit, with effective screening to be provided from sensitive views by either existing or proposed tree planting. Small to medium sized buildings are most likely to be acceptable on land that sits along, or to the north of the Brook & Stratford Arm. Any development located in these areas should be accompanied by a strong and integrated schedule of landscape screening.

6.91 Large buildings/units, which have a greater impact i.e. are visible above tree cover/from longer distances or affect the character of the area in which they sit, will need to provide robust mitigation such as delivering the highest design quality and a thorough programme of landscape measures.

### Placemaking / Urban Form

6.92 The development framework AL5 suggests a series of key frontage opportunities at the Old Stratford Roundabout/A508 and along the new green accessible wetland corridor. These frontages would require a considered approach to building orientation, materiality and massing to ensure an attractive and, where possible active building facade can be introduced, particularly on the roundabout. The site's proximity to both the Grand Union Canal and Ouse Valley Parkland presents opportunities to build a connection to both these local assets through interpretative signage/public art within the landscape framework for the site.





Figure 76 AL5 development framework



**Key Features**

- |   |   |
|---|---|
| <ul style="list-style-type: none"> <li><b>1</b> Western and Southern Development Areas</li> <li><b>2</b> Areas abutting sections of Dogsmouth Brook and Stratford Arm to be treated sensitively</li> <li><b>3</b> Eastern &amp; central field and section of the brook to be retained as open countryside / a potential future expansion to Ouse Valley Park</li> <li><b>4</b> Key vehicular access off A508</li> <li><b>5</b> New accessible green wetland corridor with SUDs provision</li> </ul> | <ul style="list-style-type: none"> <li><b>6</b> Network of new east west and north south footpaths.</li> <li><b>7</b> Key frontages onto Old Stratford Roundabout</li> <li><b>8</b> Key frontages along new wetland corridor</li> <li><b>9</b> Retain and enhance blocks and belts of woodland within the site</li> <li><b>10</b> New woodland to mitigate views of development from Northampton/Stratford Road and A5</li> </ul> |
|---|---|





# Exemplar Development & Flexibility

7

## 7. Exemplar Development

West Northamptonshire Council wish to see the allocated employment sites brought forward following a design-led approach, that sees the delivery of contextually appropriate high-quality buildings situated within an attractive landscape setting.

We understand that the market is in constant motion and therefore the factors affecting the form and type of development proposed across these employment sites will change over time. The need to be flexible is vital.

This SPD sees that underpinning this flexibility to market conditions will be a design-led approach that helps facilitate the delivery of exemplar development such as the following.

### Exemplar in Sustainability and Zero-Carbon Development

7.1 The Applicant should consider the delivery measures that enhance the development's sustainability, pushing it towards a zero carbon development and addressing the challenges of climate change. This should take account all aspects of construction from the supply chain to the building design and its lifecycle, as well as the environment which it sits in.

7.2 Use of technology that ensures efficient use of natural resources could support the environmental benefits of future proposals and help attract investment into the area. Therefore, water efficient technology, fixtures and fittings should be considered as part of new developments, aiming to meet BREEAM 'excellent' standards for water consumption, or the equivalent in any alternative set of standards,

### Exemplar in Architecture and Design

7.3 The highest quality of design will help deliver a landmark building for the wider community as well as a high-quality working environment for employees. The design of buildings should consider approaches to fenestration and ridgeline that ensure building facades have an appropriate sense of proportion and rhythm when viewed close up and from afar.

7.4 Over the course of a building's lifetime change is inevitable therefore any design should factor in the capacity for new buildings to be adaptable, accommodating substantial change in the future. This should be considered in relation to the building's structure, cladding and services.

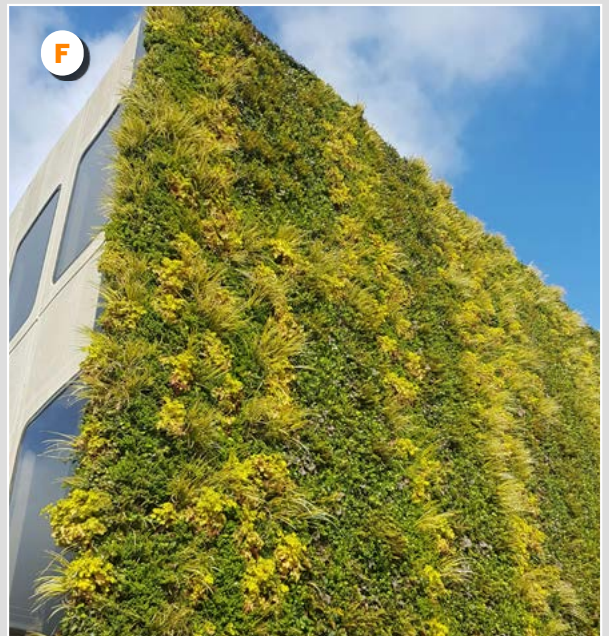
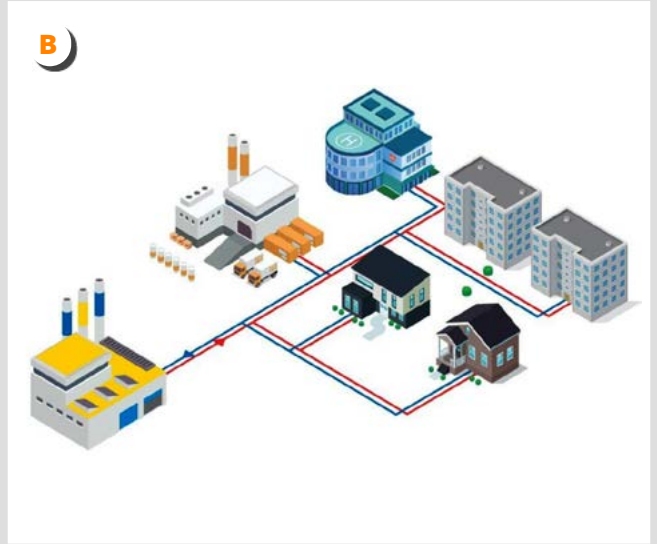
### Exemplar in Landscape Design and Placemaking

7.5 The quality of landscape design will be crucial to create a beautiful place and one that will provide a setting for high-quality buildings to stand the test of time.

### Exemplar in Job Creation and Economic and Social Benefit

7.6 The opportunity for development proposals to demonstrate the ability to deliver exceptional employment opportunities that have a wider economic and social benefit to the local community as well as across the council area.

- A** High quality working environment
- B** District heating system
- C** High quality architectural detailing and material
- D** High quality landscape design with integrated SUDs
- E** Apprenticeship programmes
- F** Green / Living Wall







# Summary & Conclusion

8

## 8. Summary

8.1 This SPD will help guide the future design and development across each of the four employment allocations AL1, AL2, AL4 and AL5 as set out within the Part 2 Local Plan. It is a material consideration in the determination of any planning application(s) across the sites.

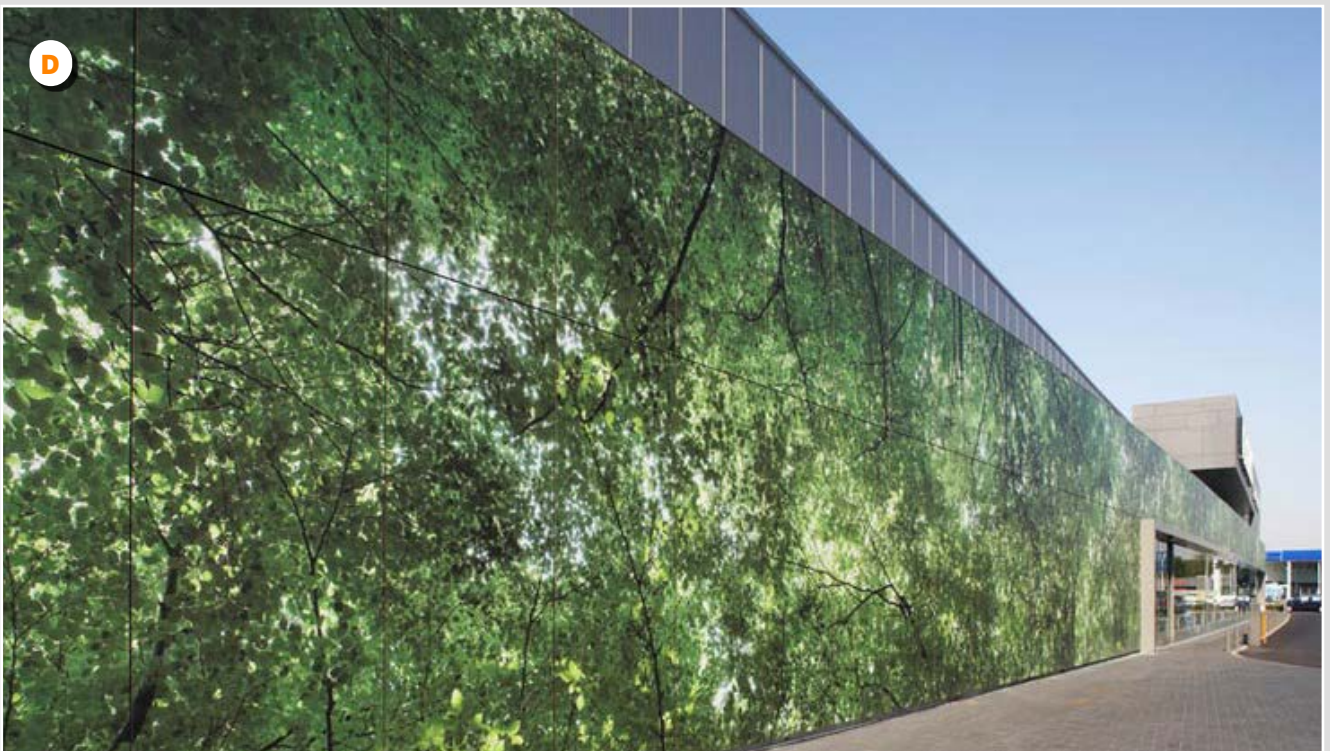
8.2 In its preparation this SPD considered the wider policy context as well as the wider physical context of each site. It sets out guiding principles and development parameters that need to be taken into account across each of the sites, informed by a thorough understanding of the physical constraints and opportunities that exist.

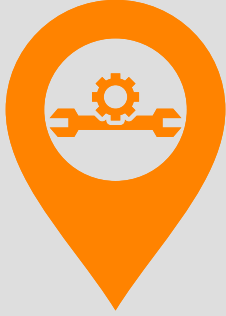
8.3 The purpose of the SPD is to improve the planning and development process by reducing uncertainty and clearly setting out guidance on what is expected from development proposals. The SPD brings together the policy framework with clear guiding principles for the future development of the sites.

8.4 This SPD has been subject to a fair and robust public consultation exercise. Subject to this SPD being adopted by the Council, this SPD will be a material consideration in the determination process of planning applications.

- A** Facade treatment with projected building elements accentuating corner of and entry to building.
- B** Strong landscape framework helping to integrate buildings into a landscape setting.
- C** Cloaking buildings in a green wall membrane so that plants soften the appearance and bring seasonal variety & colour to built form
- D** Adding cladding to define and articulate large building facades.









# **Appendix**

## **Glossary**

# **A**

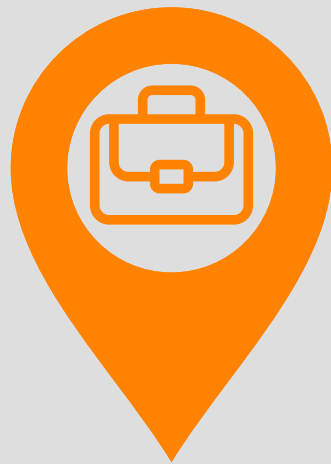
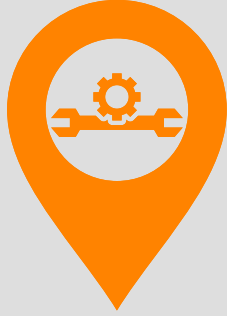
## A. Glossary

The following glossary looks to improve the accessibility of the SPD by providing clear definitions to some of the unfamiliar, industry-specific words used within the document.

<b>TERM</b>	<b>DEFINITION</b>
<b>Amenity</b>	A broad concept that refers to the pleasant or satisfactory aspects of a place which add positively to its overall character and to the enjoyment of residents or visitors. For example, it encompasses human health, quality design, provision and protection of local services, local economy and the protection of the countryside, historic environment, environmental character and visual, air and noise quality.
<b>Architecture</b>	The practice of designing and constructing buildings.
<b>AOD</b>	The term Above Ordnance Datum (AOD) is a spot height used as a basis for deriving altitude on maps. Usually means sea level.
<b>Climate change mitigation</b>	Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions.
<b>Conservation Area</b>	Areas of special architectural or historic interest, the character, appearance or setting of which it is desirable to preserve or enhance
<b>Development</b>	Development means the carrying out of building, engineering, mining or other operations in, on, over or under land, or the making of any material change in the use of any buildings or other land.
<b>Development Framework</b>	A Development Framework sets a vision and a framework for the future development of an area.
<b>Employment land</b>	Land identified for business, general industrial, and storage and distribution development.
<b>Environmental impact assessment</b>	A procedure to be followed for certain types of project to ensure that decisions are made in full knowledge of any likely significant effects on the environment.
<b>Evidence base</b>	The information and data gathered by local authorities to justify the “soundness” of the policy approach set out in Local Plans, including physical, economic, and social characteristics of an area.
<b>Green infrastructure</b>	A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities. Green Infrastructure also encompasses water-based environments such as rivers and smaller watercourse systems, coastal environments, reservoirs, wetlands, ponds and urban Sustainable Drainage systems. These are sometimes known as blue infrastructure or blue spaces.
<b>Hectare</b>	A metric unit to measure land. One hectare equals 2.47 acres or 10,000 square metres
<b>Historic England</b>	Government body with responsibility for all aspects of protecting and promoting the historic environment.
<b>Infrastructure</b>	Identifies physical, social and green infrastructure, such as new roads, schools and open spaces.
<b>Listed building</b>	A building of special architectural or historic interest. Graded I (highest quality), II* or II. Listing includes the interior as well as the exterior of the building, and includes any buildings or permanent structures within its curtilage which have formed part of the land since before 1 July 1948. Historic England is responsible for designating buildings for listing in England.
<b>Material consideration</b>	A material consideration is a matter which the decision maker must take into account when assessing a planning application.

TERM	DEFINITION
<b>Open Space</b>	All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.
<b>Supplementary Planning Documents</b>	Documents which add further detail to the policies in the development plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.
<b>Transport assessment and Statements</b>	A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies measures required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport and measures that will be needed deal to with the anticipated transport impacts of the development.
<b>Travel plan</b>	A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed.

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# **Appendix**

## **LDP Design Briefs**

# **B**

## B. LDP Design Briefs

This appendix includes the Design Briefs for each of the four policy sites, extracted from the [Part 2 Local Plan](#).

### AL1: Land at Bell Plantation, Towcester

- 1** Development description: located to the north of Towcester on land associated with and including the Bell Plantation and adjoining the A43 and A5, this development site provides for 35ha of mixed employment generating development together with 6ha of land for the creation of a Towcester Town Football Club home ground. A variety of employment types will be sought to reflect the need for diversity and resilience in the local economy as expressed in the council's economic growth strategy.
- 2** An integrated, coordinated and comprehensive planning approach will be taken for the site and a masterplan must be prepared, in consultation with the local planning authority and the local highway authority, Towcester Town Council and other statutory undertakers prior to the submission of a planning application covering the development of the whole site.
- 3** Land Uses: Employment
  - a.** An independently assessed, market-evidenced proportion of B1 (business), B2 (general industrial) and B8 (storage and distribution) with supporting uses that are demonstrably subservient and complementary in both scale and nature to an existing or proposed B class use.
- 4** Land uses: Towcester Town Football Club
  - a.** 6ha to be provided within the allocated site with the precise location dependent on suitable topography; and
  - b.** The design and layout of the employment element of the mixed use site should be compatible with, and not prejudice the delivery of, the football facilities.
  - c.** Funding for the football club may be funded in part by contributions from the Council's Community Infrastructure Levy.
- 5** Access and transport
  - a.** Access to the employment site to be from the A5; and
  - b.** access to the football club site to be provided by the developer of the employment part of the site, from either within the employment site or from a new separate access from the A5 and provision of an unfettered road access point to the edge of the football club site; and
  - c.** good accessibility to public transport services should be provided for, including contributions to the cost of diverting existing routes through the site or to support existing local services and promote sustainable travel; and
  - d.** a transport assessment and travel plan will be required to assess the transportation implications of the proposed development and to identify appropriate mitigation measures; and
  - e.** provision of new footpaths and cycleways that link to existing networks and safe crossing points on the A43.
- 6** Key site specific design and place shaping principles (whole development), in addition to those required under policy SS2 include:
  - a.** a detailed heritage impact assessment will be required for the whole site, to be agreed with the Local Planning Authority in consultation with Historic England, prior to the design of the scheme in order to inform the height of any proposed buildings, layout and extent of the development. This will explicitly include an assessment of the height of any new buildings and impact on the Easton Neston Grade II\* Registered Park and Garden as well as detailed consideration of any impacts on designated and non-designated heritage assets and subject to the assessment being agreed a programme of informed mitigation to be included with any application; and
  - b.** a detailed strategic landscape assessment of the whole site to deliver a high quality landscaped setting within and around the boundary of the proposal; and
  - c.** prior to submission of an application, detailed assessment for the whole site to characterise archaeological remains and identify direct impact of development proposals to inform design and a programme of archaeological mitigation; and
  - d.** provision of utilities up to the edge of the site for the football club; and e. appropriate financial contributions to mitigate the impact of the development.



## AL2: Land at Woolgrowers Field, Towcester

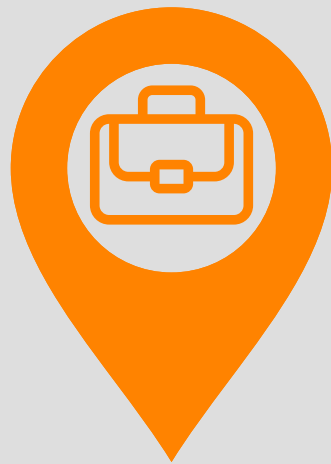
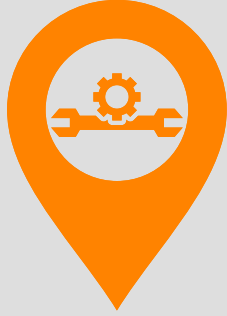
- 1** Development description: located to the north of Towcester bounded by the A5 to the east and Towcester road and the A43 to the south, this development site provides for 4.5 hectares of mixed employment generating development. A variety of employment types will be sought to reflect the need for diversity and resilience in the local economy as expressed in the council's economic growth strategy.
- 2** An integrated, coordinated and comprehensive planning approach will be taken for the employment site and a masterplan must be prepared, in consultation with the local planning authority, the local highway authority and other statutory undertakers prior to the submission of a planning application covering the development of the whole site.
- 3** Land Uses: Employment
  - a.** An independently assessed, market-evidenced proportion of B1 (business), B2 (general industrial) and B8 (storage and distribution) with supporting uses that are demonstrably subservient and complementary in both scale and nature to an existing or proposed B class use.
- 4** Access and transport
  - a.** Access to the employment site to be from the A5 and/or the Greens Norton Road; and
  - b.** good accessibility to public transport services should be provided for, including contributions to the cost of diverting existing routes through the site or to support existing local services and promote sustainable travel; and
  - c.** a transport assessment and travel plan will be required to assess the transportation implications of the proposed development and to identify appropriate mitigation measures; and
  - d.** provision of new footpaths and cycleways that link to existing networks and safe crossing points on the A43.
- 5** Key site specific design and place shaping principles (whole development), in addition to those required under Policy SS2 include:
  - a.** a detailed heritage impact assessment will be required for the whole site to be agreed with the Local Planning Authority in consultation with Historic England, prior to the design of the scheme in order to inform the height of any proposed buildings, layout and extent of the development. This will explicitly include an assessment of the height of any new buildings and impact on the Easton Neston Grade II\* Registered Park and Garden as well as detailed consideration of any impacts on designated and non-designated heritage assets and subject to the assessment being agreed a programme of informed mitigation to be included with any application; and
  - b.** prior to submission of an application, detailed assessment for the whole site to characterise archaeological remains and identify direct impact of development proposals to inform design and a programme of archaeological mitigation; and
  - c.** a detailed strategic landscape assessment of the whole site to deliver a high quality landscaped setting within and around the boundary of the proposal.

## AL4: Land at Shacks Barn, Whittlebury

- 1** Development description: located an important position adjoining the A43, southwest of Towcester, close to the Whittlebury junction, this development site provides for 10ha of mixed employment generating development. An integrated, coordinated and comprehensive planning approach will be taken and a masterplan must be prepared, in consultation with the Local Planning Authority and statutory undertakers prior to the submission of a planning application covering the development of the whole site.
- 2** Land uses employment a. An independently assessed, market-evidenced proportion of B1 (office), B2 (general industrial) and B8 (storage and distribution) with supporting uses that are demonstrably subservient and complementary in both scale and nature to an existing or proposed B class use.
- 3** Access and transport
  - a.** Access to the site to be based on the existing access only; and
  - b.** Provision of new footpaths and cycleways that link to existing networks; and
  - c.** Good accessibility to public transport services should be provided for, including contributions to the cost of diverting existing routes through the site or to support existing local services to help promote sustainable travel as well as the enhancement of pedestrian cycling and walking links between the site and Towcester town; and
  - d.** A transport assessment and travel plan will be required to assess the transportation implications of the proposed development and to identify appropriate mitigation measures; and
- 4** Key site specific design and place shaping principles (whole development) in addition to those required under Policy SS2 include:
  - a.** A detailed heritage impact assessment will be required for the whole site, to be agreed with the Local Planning Authority in consultation with Historic England, prior to the design of the scheme in order to inform the height of any proposed buildings, layout and extent of the development. This will explicitly include an assessment of the height of any new buildings and impact on the Easton Neston Grade II\* Registered Park and Garden as well as detailed consideration of any impacts on the designated and non designated heritage assets and subject to the assessment being agreed a programme of informed mitigation to be included with any application; and
  - b.** Prior to submission of an application, detailed assessment for the whole site to characterise archaeological remains and identify direct impact of development proposals to inform design and a programme of archaeological mitigation; and
  - c.** A detailed strategic landscape assessment of the whole site to deliver a high quality landscaped setting within and around the boundary of the proposal; and
  - d.** Appropriate financial contributions to mitigate the impact of the development on services and facilities as required by the council's policies.

## AL5: Land at Former Furtho Pit, Old Stratford / Cosgrove

- 1** Development description: located at an important position adjoining the A5 and A508, this development site provides for 16 ha. of mixed employment generating development. A variety of employment types will be sought to reflect the need for diversity and resilience in the local economy as expressed in the council's economic growth strategy.
- 2** An integrated, coordinated and comprehensive planning approach will be taken for the employment site and a masterplan must be prepared, in consultation with the local planning authority, the relevant highway authorities and other statutory undertakers prior to the submission of a planning application covering the development of the whole site.
- 3** Land uses employment
  - a.** An independently assessed, market-evidenced proportion of B1 (business)(office), B2 (general industrial) and B8 (storage and distribution) with ancillary with supporting uses that are demonstrably subservient and complementary in both scale and nature to an existing or proposed B class use.
- 4** Access and transport
  - a.** Access from a new roundabout junction from the A508; and
  - b.** Provision of new footpaths and cycleways that link to existing networks including to a proposed new adjoining country park and utilising the existing pedestrian crossing over the A5 linking to Old Stratford having appropriate regard to the retention and enhancement of the existing public rights of way through the site; and
  - c.** Good accessibility to public transport services should be provided for including contributions to the cost of establishing bus services including stops to the site, to promote sustainable transport; and d. A transport assessment and travel plan will be required to assess the transportation implications of the proposed development (including noise from the A5 and A508) and to identify appropriate mitigation measures
- 5** Key site specific design and place shaping principles (whole development); in addition to those required under Policy SS2 include: a detailed heritage impact assessment will be required to be agreed with the local Planning Authority in consultation with Historic England, prior to the design of the scheme in order to inform the height of any proposed buildings, their layout and the extent of the development. This will include
  - a.** detailed assessment of the effects of the development of the site on the significance of the scheduled monument 1013660 'Motte and Bailey Castle' Deserted Village and Monastic Grange at Old Wolverton; as well as detailed consideration of the development's effects on the significance of other designated and non-designated heritage assets, if any. The agreed assessment will inform any mitigation works required to ensure that the development of the site would avoid harm to the significance of heritage assets; and
  - b.** detailed consideration of the safeguarding of the existing canal route through the site and how the layout of the country park has regard to the potential future need for new sections of canal to cross it to facilitate restoration; and
  - c.** prior to submission of an application, detailed assessment to characterise archaeological remains and identify direct impact of development proposals to inform design and a programme of archaeological mitigation which could involve preservation in situ by design or record or a combination of the two. This to be agreed with Historic England; and
  - d.** protection of the existing Anglian water drainage and water infrastructure that crosses the site; and
  - e.** detailed strategic landscape and visual impact assessments of the whole site to deliver a high quality landscaped setting within and around the boundary of the proposal; and
  - f.** appropriate financial contributions to mitigate the impact of the development on services and facilities as required by the council's policies; and g. detailed impact assessments will be required explaining how the proposals will safeguard the local wildlife site within its boundary and contribute towards biodiversity net gains.





# **Appendix**

## **Additional**

### **Relevant Policy**

**C**

## C. Additional Relevant Policy

This appendix includes Policy S1, S8, S10 & T1 extracted from the [Joint Core Strategy](#) and Policy SS2 the [Part 2 Local Plan](#).

### Policy S1: The Distribution of Development

Development and economic activity will be distributed on the following basis:

- a. Development will be concentrated primarily in and adjoining the principal urban area of Northampton;
- b. Appropriate development of a lesser scale will be located in and adjoining the sub-regional centre of Daventry town centre;
- c. The development needs of rural service centres of Towcester and Brackley and the rural areas will also be provided for;
- d. New development in the rural areas will be limited with the emphasis being on:
  1. Enhancing and maintaining the distinctive character and vitality of rural communities;
  2. Shortening journeys and facilitating access to jobs and services;
  3. Strengthening rural enterprise and linkages between settlements and their hinterlands; and
  4. Respecting the quality of tranquillity in assessing the suitability of sites for development.

### Policy T1: Spatial Strategy for Towcester

The role of Towcester as a Rural Service Centre will be supported and enhanced by the following developments and other proposals:

- a. Housing development within the existing urban area and as part of the Towcester South Sustainable Urban Extension (see policy T3);
- b. Employment development as part of the regeneration of the town centre and as part of the Towcester South Sustainable Urban Extension;
- c. The regeneration of Towcester town centre, principally through the mixed use development of the Moat Lane Area (Policy T2);
- d. Additional services and facilities provided through the regeneration of the town centre and the Towcester South sustainable urban extension;
- e. Delivery of an A5 relief road and complementary sustainable transport measures to improve air quality and reduce congestion in the town centre;
- f. The provision of additional comparison (non food) shopping floorspace within the town centre and local shopping facilities within the Towcester South Sustainable Urban Extension; and
- g. Supporting the protection and improvement of the facilities provided at Towcester racecourse (Policy T5).

### Policy S10 – Sustainable Development Principles

Development will:

- a. achieve the highest standards of sustainable design incorporating safety and security consideration and a strong sense of place;
- b. designed to improve environmental performance, energy efficiency and adapt to changes of use and a changing climate over its lifetime;
- c. make use of sustainably sourced materials;
- d. minimise resource demand and the generation of waste and maximise opportunities for reuse and recycling;
- e. be located where services and facilities can be easily accessed by walking, cycling or public transport;
- f. maximise use of solar gain, passive heating and cooling, natural light and ventilation using site layout and building design;
- g. maximise the generation of its energy needs from de-centralised and renewable or low carbon sources;
- h. maximise water efficiency and promote sustainable drainage;
- i. protect, conserve and enhance the natural and built environment and heritage assets and their settings;
- j. promote the creation of green infrastructure networks, enhance biodiversity and reduce the fragmentation of habitats; and
- k. minimise pollution from noise, air and run off.

### Policy S8: Spatial Distribution of Jobs

Employment provision within South Northamptonshire District comprising:

- a. Renewal and regeneration of existing employment sites as set out in Policy E1;
- b. High performance technology motorsport cluster at Silverstone Circuit as set out in Policy E5;
- c. Local employment provision within sustainable urban extension policies; and
- d. Tourism and Visitor Development in the Rural Areas as set out in Policies E7 and R2.

## Policy SS2: General Development and Design Principles

- 1** Planning Permission will be granted where the proposed development:
  - a.** maintains the individual identity of towns and villages and their distinct parts, does not result in physical coalescence that would harm this identity and does not result in the unacceptable loss of undeveloped land, open spaces and locally important views of particular significance to the form and character of the settlement; and
  - b.** uses a design-led approach to demonstrate compatibility and integrations with its surroundings and the distinctive local character of the area in terms of type, scale, massing, siting, form, design, materials and details; and
  - c.** is designed to provide an accessible, safe and inclusive environment which maximises opportunities to increase personal safety and security through preventative or mitigation measures; and
  - d.** incorporates suitable landscape treatment as an integral part of the planning of the development; and
  - e.** incorporates sensitive lighting schemes that respects the surrounding area and reduce harmful impacts on wildlife and neighbours; and
  - f.** will result in a good standard of amenity for its future occupiers in terms of privacy, sunlight, daylight, outlook, natural ventilation, noise, odour and vibration, overshadowing or result in loss of privacy, sunlight daylight or outlook, unless adequate mitigation measures are proposed and secured; and
  - g.** has appropriate regard to its effect on air quality and the effects of air quality on its future occupiers; and
  - h.** does not result in the loss of the best and most versatile agricultural land or valued soils; and
  - i.** contributes towards the creation of a healthy community and, in the case of major development, demonstrates the health and wellbeing implications of the proposed development through a suitable health impact assessment (HIA). All major developments (10 or more dwellings or 1,000 or more square metres) will be expected to complete and submit a rapid HIA in order to determine if more substantial HIS is necessary or not, while larger developments above 100 homes will be expected to complete a more substantial HIA to support their application; and
  - j.** would include a safe and suitable means of access for all people (including pedestrians, cyclists and those using vehicles) and
  - k.** takes into account existing or planned social and transport infrastructure to ensure development is adequately served by public transport or is in reasonable proximity to a range of local facilities which can be reached without the need for private car journeys; and
  - l.** is adequately serviced with utility infrastructure appropriate to the development including power, water supply, sewerage, waste management and telecommunications and provides for satisfactory foul and surface water drainage and incorporates mitigation identified through an assessment of flood risk and the management requirements to address current and future risks incorporating the required climate change allowance; and meets the optional higher water efficiency standard of 110 litres per person per day; and
  - m.** will not adversely affect built heritage and sites of nature conservation value or sites of geological, geomorphological or archaeological importance; and
  - n.** is not on or in proximity to land containing mineral resources, or if known resources exist without first considering the need to safeguard these resources; and
  - o.** would not pose additional risk to users, occupiers and neighbours located in the vicinity of sites that are used for storage, or processing or transporting of hazardous substances; and
  - p.** shows a detailed consideration of ecological impacts, wildlife mitigation and the creation, restoration and enhancement of wildlife corridors to preserve and enhance biodiversity; and
  - q.** ensures an appropriate degree of facility provision and waste and recycling storage. Provision should be made for discrete bin storage, ideally within private rear gardens and service yards where it will not result in visual clutter which can substantially detract from the character and perceived quality of the streetscene’.
- 2** Proposals that contravene any of the above criteria (of relevance to that proposal) will be refused unless outweighed by other material considerations.
- 3** Major development proposals will also be required to:
  - a.** retain, enhance or create a high quality public or semi public realm; and
  - b.** enhance legibility through the spatial pattern of development and street hierarchy.
  - c.** The use of design codes, masterplans or planning briefs will be considered for multi-phased developments to ensure consistency of design approach.



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