

Northampton	Lead	Public Invest	Key outputs		Activity descriptions			HCA Enable / Investment
			Total Homes	Total Employ space (sq.m.)	Short 2010/11	Medium 2011-15	Long 2016-2026	
Northampton Town Centre								
N1 Grosvenor / Greyfriars	NBC	£20 public £350 private investment		37,000	<ul style="list-style-type: none"> • Site assembly • Planning 	<ul style="list-style-type: none"> • Relocation of bus – lay-over: Replacement bus interchange 	<ul style="list-style-type: none"> • Construction, opening 	✓
N2. Castle Station	WNDC	£20 public £117 private	up to 200	26,000	<ul style="list-style-type: none"> • Masterplanning and development agreement 	<ul style="list-style-type: none"> • Completion of station building and multi storey by 2016-21 	<ul style="list-style-type: none"> • Completion of commercial land 	
N3 Project Angel / N6 St Johns	NCC / NBC	£7.75 public	62	27,000 + 10,000 for mixed housing leisure & retail	<ul style="list-style-type: none"> • Outline business case • Soft market testing 	<ul style="list-style-type: none"> • Planning and highways infrastructure – procurement • Construction 2013 - 2015 	<ul style="list-style-type: none"> • Opened in part by 2016 • Southern area Plough Hotel office dwellings complete 	
N4 Waterside Brampton Branch St Peters Way	WNDC/NBC	£126m private 18 public	276	Up to 44,000	<ul style="list-style-type: none"> • 	<ul style="list-style-type: none"> • start complete 		✓
N5 Avon / Nunn Mills / Ransome Rd	HCA/ WNDC	£158m private £10m public	2,000	16,000	<ul style="list-style-type: none"> • Infrastructure & remediation 	<ul style="list-style-type: none"> • Infrastructure / remediation & construction 	<ul style="list-style-type: none"> • Construction • Completion 2020+ 	✓

Northampton Housing Renewal & Regeneration								
N7 Northampton East								
Northampton East, PFI	NBC	£100m+	Remodel or reprovide 647homes		<ul style="list-style-type: none"> Outline Business Case submitted 	<ul style="list-style-type: none"> Works commence in 2014 	<ul style="list-style-type: none"> Works completed 	✓
Booth Rise	HCA	£2.5m	111		<ul style="list-style-type: none"> HCA will tender the scheme early 2011 	<ul style="list-style-type: none"> Construction completed 2012 		✓
N8. Spring Boroughs Regeneration – awaiting masterplan	NBC							✓
N11 Kings Heath	NBC							✓
Urban Extensions								
N9 Northampton South West District								
a) Upton	HCA	£	1,380		<ul style="list-style-type: none"> Planning 500 homes (site D1 /F&G) Construction 	<ul style="list-style-type: none"> Construction 	<ul style="list-style-type: none"> Construction Complete 2018 	✓
b) Upton Lodge	HCA	£8m	1,400	10,000	<ul style="list-style-type: none"> Planning 	<ul style="list-style-type: none"> Infrastructure / construction 	<ul style="list-style-type: none"> Construction Complete 2020+ 	✓
c) Upton Park	HCA	£0.3m	1,000		<ul style="list-style-type: none"> Submit planning application 	<ul style="list-style-type: none"> Infrastructure / construction 	<ul style="list-style-type: none"> Construction Complete 2020+ 	✓
d) St Crispins Hospital		£	1,200			<ul style="list-style-type: none"> Construction Complete 2015 	<ul style="list-style-type: none"> Construction Complete 2020+ 	
e) Princess Marina Hospital		£	500		<ul style="list-style-type: none"> Procure development partner 	<ul style="list-style-type: none"> Planning Construction 		
f) Banbury Lane	HCA	£0.1m	200		<ul style="list-style-type: none"> Submit planning 	<ul style="list-style-type: none"> Construction 		✓

					application	• Complete 2015		
N. 10 Dallington Grange	NBC		3,500					✓
N12 Urban Infill								
Old School Sites	NCC	Not known at present	1,400 approx		• Developer sign up to sites			✓
Robinson House	NBC	£0.8m approx	20 approx		• Housing association identified • Start on site	• Completion 2012		✓
NBC garage sites	NBC	Not known at present	Not known at present		• Options appraisals	• Completions		✓
NBC SPA blocks	NBC	Not known at present	60 approx		• Options appraisals	• Completions		✓
N13 Decent homes	NBC	£52.1m	4,175 homes to decent homes standard		• 803 homes	• 3,372 homes		✓
N14 Private sector housing	NBC	£6m	250 empty homes back into use			• Target met by 2013		✓
Northampton Orbital Road	NCC	Not Known at present	Supports Northampton growth			• Completion of SLRR and SLLR as part of development	Northern W to East linkage/upgrades to A43	
Northampton Intra and Inter Urban Public Transport upgrades (NAT)	NCC	Not Known at present			Options appraisal and Business case development	• Initial improvements implemented		

8. Daventry

Location, history and character

Daventry district is geographically the largest local government district in West Northants and covers over 250 square miles. Named after the town of Daventry which is the administrative headquarters and the only town, the district is predominantly rural consisting of 74 parishes containing 78 villages. Other significant settlements include Brixworth, Long Buckby and Weedon Bec.

The town of Daventry has experienced significant expansion in the 1960s and 1970s as a result of its designation as an overspill town for Birmingham and London and continued locally-managed growth during the 1980s and 90s. As such, the vast majority of the town is less than 50 years old. The town currently has a population of around 25,000 (32% of the District) and is now set to experience a second phase of major expansion. The town is accessed via junction 16 of the M1 and the A45, and also by the A425 and A361. Despite its size it does not have a railway station. The town has a comprehensive ring road, although as growth has continued significant areas of the town are outside of it, leading to some issues with severance.

The population of the district overall is approximately 79,000. Daventry District has continued to consistently grow. The District's population is now 36% higher than the 1981 base, with much of that growth being in Daventry town, which has, accordingly, experienced much higher percentage growth.

Projections⁴ are that the population of Daventry District is expected to increase to over 90,000 by 2026 (a rise of nearly 16% from 2008, on par with the overall East Midlands projected rise of 15% and above the National increase of 13%). Most of this growth will be at the town of Daventry. The broad age group expected to see the largest increase during this period is older people which is set to increase by over two thirds (67%) during this period, significantly higher than both the National increase for this broad age group (39%) and the East Midlands increase (46%).

Economy

The economy of the District is mixed, with large areas devoted to agriculture, including notable energy crop growth. There is a centre of excellence in high performance engineering, led by Mercedes, at Brixworth, and Daventry International Railfreight Terminal (DIRFT) in the northwest of the District is a major terminal for freight interchange between road and rail and has excellent communications with the rest of the country and mainland Europe.

⁴ ONS Population Projections (2008 based) http://www.statistics.gov.uk/downloads/theme_population/snpp-2008/InteractivePDF_2008-basedSNPP.pdf

Within the town of Daventry there are a number of large employers including Cummins, who have their largest UK plant at the town, where they manufacture diesel engines and distribution facilities for Ford and Wetherspoons. There are also a large number of smaller engineering and manufacturing businesses, many of whom are allied to the central England motorsport/high performance engineering cluster. A good example is Hi-Force Engineering which over 20 years has developed from a small UK distributor of overseas parts to a significant manufacturer with worldwide sales.

Thus the economic role of the District – particularly Daventry town but also Brixworth, and in a different way DIRFT, is useful to the overall UK economy and exports. This is an opportunity local partners are together grasping, and which has further potential.

Daventry town centre

Daventry town centre has for many years been constrained by a layout conceived in the 1960s, when the town was under a town development agreement with the City of Birmingham. It is now seriously undersized and fails to fulfil the proper role of a town centre, with its only real strengths being in convenience retailing. According to the 2009 GOAD data, Daventry only retains 10% of its catchment's expenditure – that is, it suffers 90% leakage. Whilst a town of Daventry's size would not expect to have a retention rate close to 100%, neither is a leakage rate of 90% sustainable or acceptable.

The Council worked with the Civic Trust in engagement with local people and businesses to develop a 'Daventry Town Centre Vision'. This was adopted in 2004 and provided for a series of initiatives, such as the successful creation of a Town Centre Partnership (which is now also the operator of a Business Improvement District) and, critically, to identification of major development sites in and around the existing town centre to enable the provision of new retail, leisure, commercial and residential space. Work on these has been ongoing with some already delivered and further work on a masterplan for the entire town incorporating the Town Centre Vision. The section on the priorities for Daventry gives more information about the sites covered by the Town Centre Vision.

Transport

Like much of West Northamptonshire, Daventry District depends largely on the private car for personal transport, and the lorry for goods transport. According to the 2001 Census, 83% of working residents travelled to work in a car or van. This is a feature of the nature of the area but also of relatively undeveloped public transport services. Specifically within Daventry town the position is similar, although the proportion of trips made by foot and cycle is somewhat higher.

The Northamptonshire Arc includes proposed for an inter-urban rapid transport system (NAT) which includes a connection from Daventry to Northampton, thus enabling trips on this key corridor to be made by public transport. The Arc proposals also include an urban transit system for Daventry town, which would both meet local needs and enable connection to inter-urban services. Work has been ongoing to define and then implement new solutions for Daventry's public transport as modelling has shown that

conventional bus services are unlikely to be able to achieve significant change or could only do so at a net negative environmental position. Options include Personal and Group Rapid Transport (PRT and GRT). As part of this process, Daventry is engaged in European Union programmes on advanced transport. This increases the likelihood of securing European funding and also has consequential benefits to the profile of the area and the attraction of inward investment.

Housing affordability

The challenges around house prices and affordability are set out in the *Daventry District Housing Strategy* which covers the period 2010 – 15.

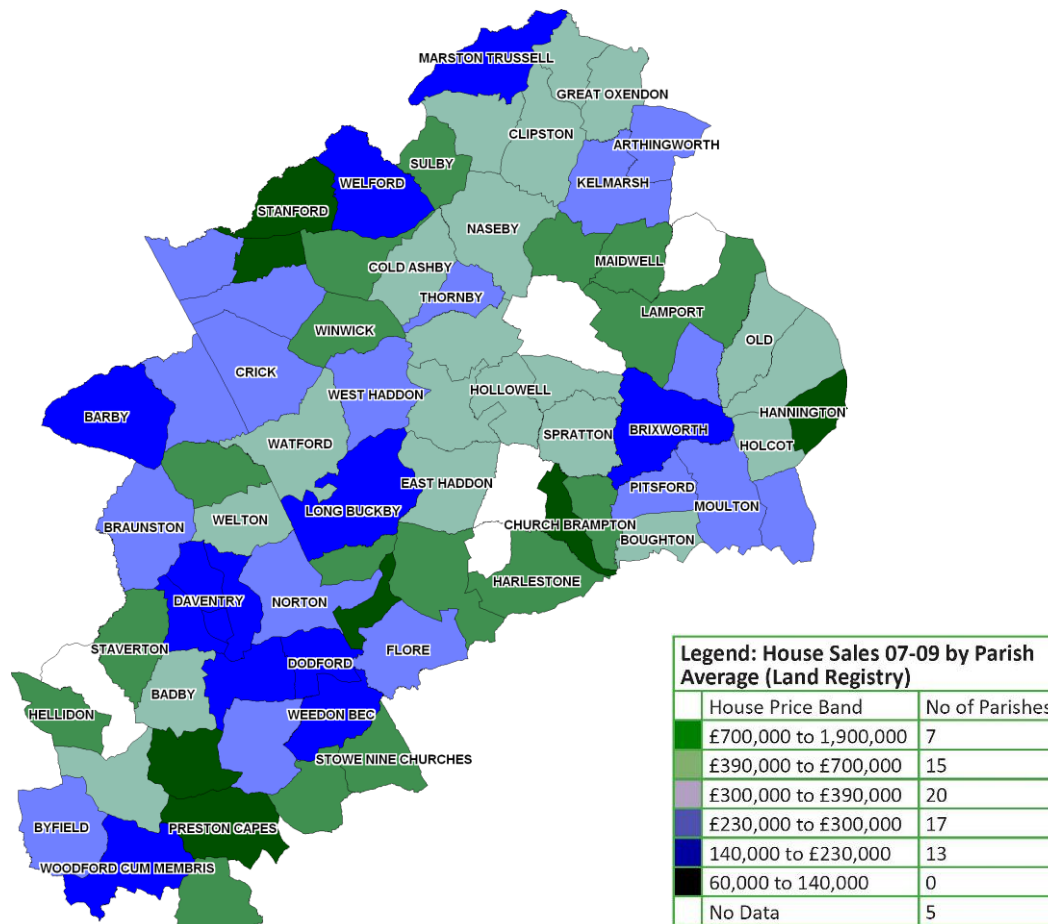
Although the majority of the district consists of owner occupiers, 5% of households live in privately rented accommodation and 11% live in social rented accommodation.⁵

The table below shows a comparison of house prices in Daventry District against Regional and National averages in the period 2007-9. It can be seen that Daventry has experienced higher average prices for all house types apart from flats.

House type	Average Price (Daventry District)	Average Price (East Midlands)	Average Price (England & Wales)
Detached	£342,949	£238,750	£264,458
Semi detached	£182,095	£130,821	£164,079
Terrace	£152,054	£104,068	£136,493
Flat	£128,574	£99,529	£164,232

This is partly the result of high prices in rural parts of Daventry. As can be seen prices vary significantly across the district. The map below, showing average house prices by Parish illustrates this. In particular, this illustrates the difficulties experienced by first time buyers who live in rural areas and wish to enter the property market.

⁵ Experian 2009



Daventry District Council Housing Strategy 2010-15 sets out the requirements for housing over the next 5 years. This is addressed through 5 main priorities:

- Housing which is affordable and accessible
- Homes that are sustainable and of a high design
- Sustainable and cohesive communities
- Housing for vulnerable people
- Provision for an ageing population

There is also a corporate priority to ensure more affordable housing is available. This sets to achieve an actual and percentage increase in the number of affordable homes in urban and rural areas. As a measure a target average of 64 new affordable housing units per annum has been set based on existing delivery.

To help achieve this the Council will continue to work with developers, land agents, registered providers, etc to ensure that the housing built within the District is need led, especially within the rural areas. The Council will also promote a variety of tenures and mix of types of properties in urban and rural locations for both market and affordable housing that meet identified need.

An Affordable Housing Panel has been created to enable a proactive approach to delivery. The panel is member led and consists of registered providers with an interest

in affordable housing delivery and management within the District. A programme of rural housing needs survey is also being devised to ensure that need is identified within villages and help assist in the delivery of new homes. To ensure sustainability of new homes, the “lifetime” homes standard is being promoted within new developments.

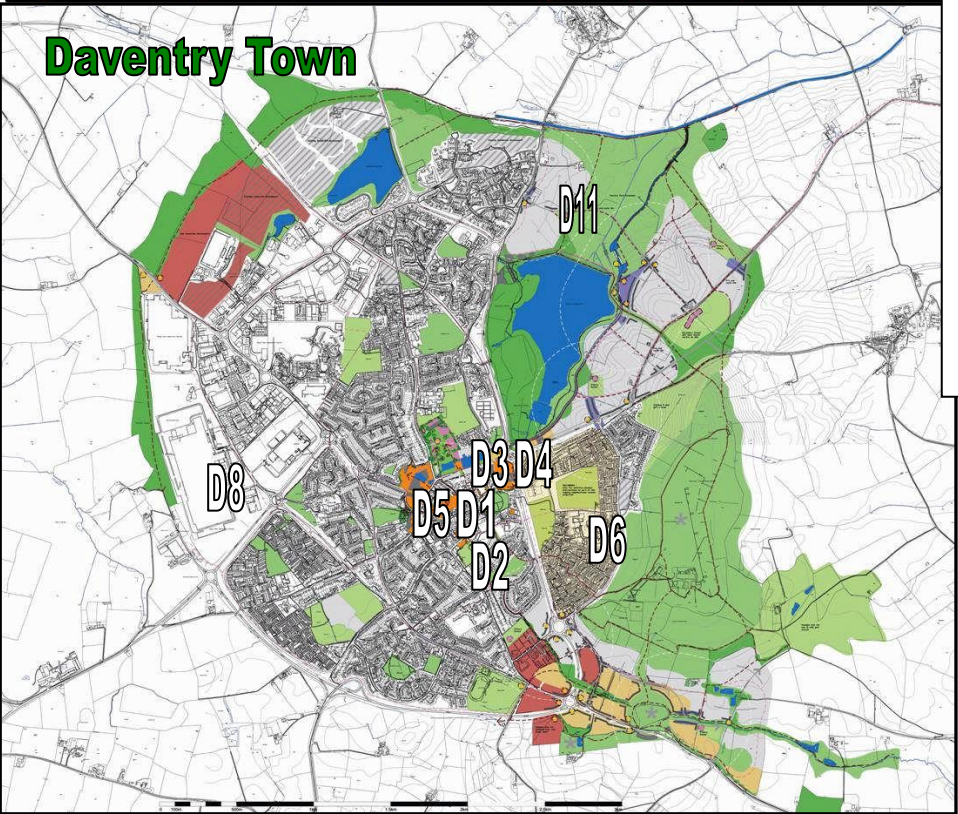
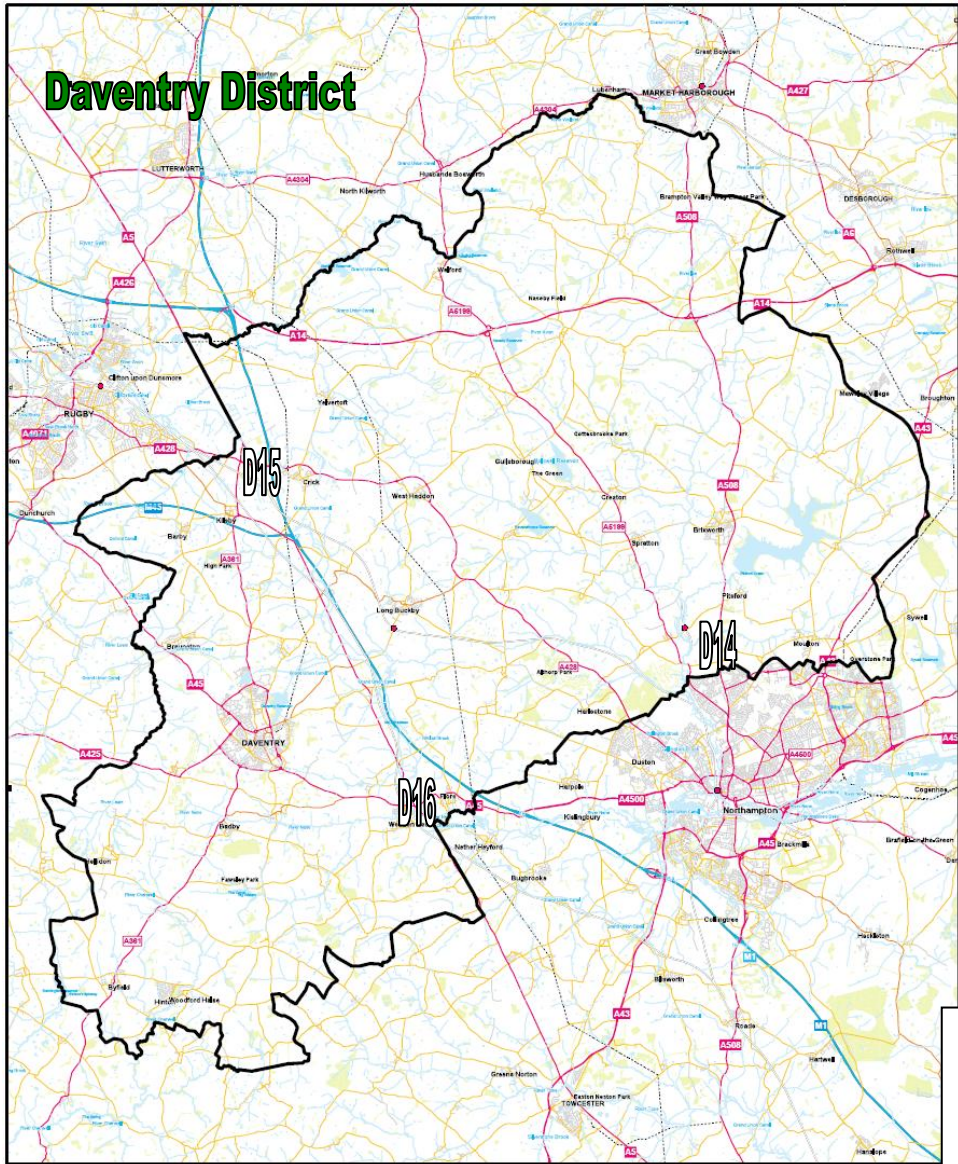
To improve accessibility to all new and existing social homes, Daventry District Council has recently implemented a choice base lettings scheme of its own and is part of a sub-regional scheme. It continues to work with owners of empty homes to bring them back into use. Private landlords will soon be able to advertise their properties on the system.

New housing

A number of the place-based projects identified below will provide considerable levels of new housing provision. It is expected that a percentage of these will be affordable housing, though details of precise mix, size and tenure are yet to be finalised. While it is expected that many of these can be funded through developer contributions from planning gain, they will still in certain cases require grant. The recent Viability Appraisal indicated that Daventry town was among the areas in West Northamptonshire that would be less viable and that affordable housing delivery without grant would be extremely challenging here. The Viability Study has also highlighted that although only 25% affordable housing can be achieved without grant this figure can be increased to 35% if grant could be secured on sites within Daventry Town. For rural sites a target of 40-50% could be achieved with grant.

Recent housing delivery figures (HIPSSA) support this need for grant. Of the 69 affordable housing units delivered during 2009/10, 24 were funded from planning obligations. The rest were funded part or fully from grant

Urban extensions to both Daventry and Northampton within the District raise important infrastructure issues, including in relation to educational provision, water supply and sewerage, and transport. In the case of Daventry town, there is a particular problem with the capacity of the A45 to the south-east of the town. If this cannot be resolved then housing development on the scale desired will not be able to proceed due to impacts on the A45 and consequential impacts on the A5 at their mutual junction.



- DAVENTRY PROJECTS**
- D1. North of High Street
 - D2. Bowen Square
 - D3. WaterSpace
 - D4. iCon building
 - D5. Retail development
 - D6. Southbrook
 - D7. The Marches / Central Knowledge Park
 - D8. Royal Oak Industrial estate
 - D9. Transport Technologies Park
 - D10. Resources Recovery Park
 - D11. Monksmoor
 - D12. Church Fields
 - D13. A45 corridor measures
 - D14. Buckton Fields
 - D15. DIRFT
 - D16. Weedon Depot

D1 TCV Site 1: Transforming comparison retail office and new library

The new development will provide around 10,000 sq. m. of new comparison retail shopping, focused on clothing, thus making a major contribution to Daventry functioning as a true 'town centre'. The scheme will include strong pedestrian links to the High Street whilst vehicle access to a new shopper's car park will be from Millennium Way. A new pedestrian street will provide convenient access and also encourage shoppers to visit other parts of the town centre.

The scheme involves the replacement of Daventry library with a new, larger facility more suited to the needs of the town in this era, as well as meeting the needs of the projected larger population.

D2 TCV Site 2: Bowen Square and the police station

The Town Centre Vision includes proposals for major redevelopment of this tired 1970s development, increasing both floorspace and attractiveness, and its links to High Street. Implementation of these is likely to involve a mixture of public and private sector activity, as the commercial viability of the various elements varies. In addition to the retail element the scheme is likely to provide some residential and, potentially, some office accommodation.

The proposals from HM Courts Service to close Daventry Magistrates' Court make it more urgent that positive new uses are secured along New Street where the court now sits.

D3 TCV Sites 3 & 6: WaterSpace – mixed use development adjacent to the proposed canal basins off Eastern Way

The WaterSpace would offer a mix of housing, office and leisure facilities to create an exciting destination for the local population and visitors to the town including potential boaters via the proposed canal link to the Grand Union Canal. The proposed new layout could offer more than 2,000 sq. m. of new restaurant and bar space, a hotel, cinema, health club, and 7,000 sq. m. of offices, potentially creating more than 550 new jobs and 350 new homes.

The site includes provision for a new 14 or 16+ educational establishment to help overcome Daventry's historic weakness in educational aspiration and attainment. The partners are not fixed to one mechanism for delivering this aim, but the town is currently being promoted for a University Technical College (UTC) which would be ideal.

Also provided for in the draft masterplan is enhanced provision for young people in the form of a new and enlarged Phoenix Youth Club, which is Daventry's main provision of this type.

D4 TCV Site 4G: The iCon Building; Sustainable Construction iHub

The 4,000 sq. m. iCon building will offer 56 business incubator units, a conference room and theatre for 200-300 people, exhibition space and meeting rooms. It will also be a leading example of energy efficiency and sustainable building in its own right.

Funding for the iCon, which is costing a total of £9 million is being provided by East Midlands Development Agency (emda), the European Regional Development Fund and West Northamptonshire Development Corporation (WNDC). The iCon building is being built on land donated by Daventry District Council and Northamptonshire County Council, off Eastern Way at the gateway to the town centre.

ICON East Midlands, the partnership that is driving the multi-million-pound project, is made up of representatives from West Northamptonshire Development Corporation, East Midlands Centre for Constructing the Built Environment, the University of Northampton, Building Research Establishment, Daventry District Council and other universities. iCon will be a key piece of infrastructure driving economic growth in Daventry and the wider area.

The iCon will open in March 2011.

D5 TCV Site 5: Major retail development to meet local needs

Town Centre Vision Site 5 is a major proposed town centre development addressing part of the significant leakage of expenditure from the Daventry catchment. This scheme will be carried out in conjunction with TCV Site 1.

D6 Regeneration/neighbourhood renewal of Southbrook (residential estate), Daventry

The Southbrook residential estate was largely constructed during the 1960s and 70s to a 'Radburn' layout. Whilst relatively close to the town centre it is psychologically and, to a degree, physically isolated from the rest of the town by the ring road. It also represents the highest degree of deprivation in the District and has been identified as an area in need of renewal. This project is more focused on works to improve the area to ensure that it does not decline further and remains a positive place to live, particularly as new developments are constructed.

D7 Regeneration of the Marches/Central Knowledge Park, Daventry

This is an important area of Daventry, being the first area of the town reached when arriving from the south along the A45. Currently the buildings are poor quality, with use for employment purposes unattractive when compared to newer facilities in the town, and problems of under-occupation becoming apparent. The site presents a very poor gateway to Daventry and also adversely affects the Borough Hill and Burnt Walls Scheduled Ancient Monuments.

There are opportunities for the central knowledge park to be a spur of the High Speed Fibre Optic route (on the M1 corridor) to attract further high quality employment. Daventry District Council has ownership of some property within this area and looks to increase site assembly to provide attractive redevelopment opportunities. Given the complex land ownership and occupation issues on the site it is likely further public sector intervention will be required.

D8 Royal Oak Industrial Estate

The Royal Oak Industrial Estate is more mixed than the Marches, with some areas of good quality and desirable property. However, the estate has numerous tired buildings which are unattractive to potential occupiers. Opportunities are available to upgrade the estate to provide plots for redevelopment and new employment.

The Council has recently completed redevelopment of an area of the estate adjacent to Prospect Way, providing a new manufacturing and office complex for a tenant. Selective redevelopment and refurbishment of the estate will partly be commercially led but may also require some public intervention to resolve particular issues.

D9 Advanced Transport System and Transport Technologies Park

The need for a new transport solution to meet Daventry's needs in a sustainable way also offers valuable economic opportunities. An advanced transport system in public operation would position local businesses to grow and then sell expertise in the design, construction, operation and maintenance of such systems.

Work is ongoing to define the best form of advanced transport system for Daventry and to secure funding for it. The recently-announced Local Sustainable Transport Fund would appear to be a good fit.

To maximise the economic benefits of such a system, it is proposed to create a Transport Technologies Park, ideally alongside the system depot. This would offer a centre of excellence, potentially allied to the transport iNET. A site has already been identified and would support further development within Daventry in the high-tech industries. There is considerable room for cross-over with the existing motorsport / high performance engineering cluster.

D10 Resources Recovery Park

Northamptonshire Enterprise have identified the potential for a Resource Recovery Park or Parks within Northamptonshire. These are locations for clusters of businesses which make use of recycled materials allied to one or more supplies of such materials – often but not exclusively public sector sources such as waste disposal authorities.

There is potential for a Resources Recovery Park to be located at Daventry, where it would align well with the area's growing 'green' credentials. There is also potential for one at DIRFT where the combination of road and rail access is particularly persuasive to

be transmitted by rail to Liverpool for final processing into metal for reuse. This could take place directly from DIRFT.

D11 Monksmoor

Monksmoor is a site for 1,000 dwellings and associated development in the north of Daventry. The site obtained outline planning permission, following an appeal against non-determination, in March 2010 and the first reserved matters application must be made within three years. The development includes a community hall, sports and play facilities, a primary school and community interest company, which will ultimately be controlled by the residents, to maintain most local facilities. Affordable housing is to be provided at 35% (i.e. 350 dwellings) but subject to various viability tests which may require the provision of grant support if the full 35% is to be achieved.

D12 Church Fields

The draft Joint Core Strategy makes provision for 4,000 dwellings at a site to the north-east of Daventry, the completion of which is envisaged in the draft to extend beyond the end of the plan period in 2026. This site was previously the subject of a failed appeal against non-determination, the appeal principally failing due to unresolved strategic highways issues. A strategy to overcome these issues has now been devised (see D13 below) and is being tested.

The Church Fields development would contain the usual range of supporting infrastructure, including three primary schools, two local centres and one district centre, playing fields, sport and play facilities and some employment.

Affordable housing will be needed as part of the scheme, the level of which will be determined in accordance with policy at the time. Grant funding may be required to deliver this.

D13 A45 Corridor Measures

As mentioned above, the traffic impacts of residential development on the A45 corridor southeast of Daventry are the principle infrastructure constraint on the development of Daventry. This is due to the fact that the A45 cannot be widened through the villages of Flore and Weedon, and the limits to flow that can be accommodated at its junction with the A5 trunk road without unacceptable impacts on the A5.

However, a provisional strategy has been identified which appears to enable the growth of Daventry to proceed. This involves:

- Selection of development sites at Daventry to minimise impacts on the A45. The draft Joint Core Strategy takes this approach, which principally avoids sites on the A45 directly connecting to it (the Church Fields site should see most traffic going towards Northampton and the M1 pass south along the A5 before meeting the A45, thereby bypassing Weedon).

- Construction of a northern bypass of Flore, linking the A5 north of the village with the existing A45 to the east of the village – capturing the A5 flows described above.
- A range of supporting measures including road quality enhancements in Weedon and Flore, potentially traffic calming in Flore and, as a fall-back, queue relocation approaches to prevent traffic queuing within Weedon.

Work on testing and costing this strategy is ongoing, but costs are likely to fall within the £10-15 million range. Whilst a considerable part of this should arise from planning obligations, it is likely that some public investment will also be needed.

D14 Buckton Fields

Buckton Fields is an allocation from the 1997 Daventry District Local Plan, providing for development associated with the growth of Northampton. The site adjoins the Kingsthorpe area of Northampton, and is close to the University and Moulton Park Business Park. Around 1,250 dwellings are expected.

Planning applications for the development have been lodged with Daventry District council and work with the applicants is ongoing. A range of infrastructure is needed to enable the development and ensure sustainability, including further enhancements to Kingsthorpe corridor public transport with linkages into the town and also to Moulton Park. Affordable housing will be needed as part of the scheme, the level of which will be determined in accordance with policy at the time. Grant funding may be required to deliver this.

D15 DIRFT

The Daventry International Rail Freight Terminal (DIRFT) is nationally significant infrastructure enabling long distance use of rail for goods transport. It also provides around 3,000 jobs, although the majority of these are taken by residents of Rugby and other places geographically nearer to the complex. A second major phase of development, DIRFT2, is currently under construction and is expected to provide around 1,300 additional jobs.

A third major phase of development, DIRFT3, is currently being prepared on a commercial basis and will be submitted for development consent to the Infrastructure Planning Commission in due course. Should this application be approved there will be a range of impacts which require management and mitigation, including:

- Local highway impacts, especially given the numbers of LGV movements which would be generated.
- How the necessary employees would access the site in a sustainable manner. This would include the need for high quality public transport back to Daventry town and other West Northamptonshire residential locations.
- Landscape impacts.

D16 Weedon Depot

The Weedon Depot is a very large Grade 2* listed building complex, constructed as a strategic armoury during the Napoleonic period and subsequently used for various military purposes until the mid-20th century. It has been subsequently used for a range of non-military purposes and is now only partially used. Those uses which remain are of low value and parts of the complex are now in poor condition. The site is currently in two private ownerships.

The complex provides a magnificent setting around the former military canal and offers exciting opportunities for development. However, the historical significance of the building places significant constraints on development. It is likely to be brought forward as a mixed use scheme including business, retail and residential uses. A long standing proposal for part of the site is a national Fire Museum (“Fireworld”).

Given the historical value and protected status of the site, which extends to the inner parts of many of the buildings, the likely cost of remedial works and the poor transport access, it is highly likely that public sector intervention will be required to secure its long term survival and productive use.

D17 Private Sector Renewal – District wide

Daventry District Council is committed to bringing homes up to decent homes standards, as demonstrated in its Corporate Plan objectives:

- Reduction in CO² emissions in Daventry District;
- Increase in the number of elderly or disabled residents living independently as a result of adaptations work undertaken by the council;
- Number and value of home energy measures installed in vulnerable households.

Over recent years private sector renewal funding has been used to fund schemes to benefit the individual in the form of reduced energy bills and also benefit the community as a whole by reducing carbon emissions. In 2009/10 DDC was awarded around £186,000 of PSR money to run its own renewables scheme for vulnerable households living in areas off the gas mains. For 2010-11 DDC was awarded a further £180,000 PSR money.

Funding has been used in schemes to reduce fuel poverty by using renewable energy technologies and external wall insulation and improving heating systems in private sector homes, targeting vulnerable residents especially in rural areas with no access to mains gas.

DDC offers a flexible mix of grants and loans where needed. In a joint project with South Northants DC around Care and Repair, a total of 1330 elderly and disabled people have been helped to live independently during 2009-10. DDC has also been working with the District’s largest residential social landlord, Daventry & District Housing, providing grants or loans as appropriate to ensure both houses can be brought up to decency standards. Additional funding has been successfully attained through the Low Carbon Buildings grants programme to provide Solar hot water & photovoltaic systems, air source heat pumps and ground source heat pumps.

Funding during 2010 is being used to target grants and loans in 'hotspot' areas where there are most non-decent properties, prioritising both vulnerable clients and areas that are not connected to gas. The council is currently in the process of developing a place-based approach in response to need. A combination of stock condition, means testing and areas off gas are likely to be the eventual criteria, mapped using MOSAIC. This will be used as the basis for targeting private sector renewal funding plus other external funding available.

A 'Green Doctor' scheme to assess the retrofit opportunities available to vulnerable households living in non decent homes private sector homes is planned, based on the result of annual fuel poverty survey (jointly commissioned with SNC).

D18 Rural affordable housing provision – District wide

House prices in villages are higher than the national average leading to decreased affordability especially for first time buyers who may wish to remain near families. Problems faced by the rural community other than high prices and a shortage of affordable housing include limited access to transport and other services.

Currently, local rural housing needs are provided through a saved 'exception sites' policy in the Local Plan, which permits residential development to occur on sites that are not allocated within the plan and would not otherwise be acceptable for such purposes. Housing developed on these sites must be 100% affordable.

Over the same time period as the LIP, the Council expects that each year a number of rural affordable housing will be produced in addition to the affordable housing coming from the priority projects outlined in this section. Those produced from exception sites are entirely reliant on grant funding. During 2009/10 these accounted for 44 properties out of the overall total new affordable housing for the district of 69. Based on an average over the past 3 years a further 30 units per annum is expected during the period 2010/11 to 2011/12.

D19 Specialist Housing Provision – District wide

The over 65 population within Daventry District is expected to grow faster than the national average over the next 5-10 years. This in turn will lead to more people requiring specialist accommodation and housing related support. Currently within Daventry District there is no 'extra care' provision and, apart from bungalows, only the traditional sheltered units are available to house the older population. In order for extra care facilities to be provided grant may be required. This is also the case for lifetime home provision.

The Gypsy and Traveller Accommodation Assessment has highlighted the need for nine residential pitches and it is expected that grant would be required to build the site should one be identified.

Davertry	Lead	Public Invest	Key outputs		Activity descriptions			HCA Enable / Investm ent
			Total Homes	Total Employ space (sq.m.)	Short 2010/11	Medium 2011-15	Long 2016-26	
D1 TCV site 1: Transforming comparison retail office and new library	DDC	0	0	11,426	<ul style="list-style-type: none"> Detailed planning permission 	<ul style="list-style-type: none"> Construction (starting with new library) Completion 		
D2 TCV site 2: Bowen Square and the Police Station	DDC				<ul style="list-style-type: none"> Owner commences implementation of scheme near High Street 	<ul style="list-style-type: none"> Site assembly, design, planning approval and construction 	<ul style="list-style-type: none"> Completion 	✓
D3 TCV sites 3 & 6: Waterspace	DDC	£26m	365	35,844	<ul style="list-style-type: none"> Outline planning permission for Sites 3 & 6 Detailed planning permission for canal arm Detailed Design 		<ul style="list-style-type: none"> Completion UTC permanent building (probably opposite iCon) 	✓
D4 TCV site 4G: The iCon Building, Sustainable Construction Hub	UN		0	4,027	<ul style="list-style-type: none"> Completion 	<ul style="list-style-type: none"> Letting of space and development of conference use 	<ul style="list-style-type: none"> Continuation of use 	
D5 TCV Site 5: Major retail development to meet local needs	DDC		0	11,900	<ul style="list-style-type: none"> Planning approval 	<ul style="list-style-type: none"> Pre-letting Construction Completion 	<ul style="list-style-type: none"> Continued operation 	
D6 Regeneration/ neighbourhood renewal		TBA	TBA	TBA	<ul style="list-style-type: none"> Inclusion of relevant policies 	<ul style="list-style-type: none"> Definition of scope of specific works 	<ul style="list-style-type: none"> Implementation Completion 	✓

of Southbrook (residential estate), Daventry					in Joint Core Strategy	<ul style="list-style-type: none"> Implementation 		
D7 Regeneration of the Marches/Central Knowledge Park, Daventry		TBA	c200	TBA	<ul style="list-style-type: none"> Inclusion of relevant policies in Joint Core Strategy 	<ul style="list-style-type: none"> Definition of scope of specific works required Implementation 	<ul style="list-style-type: none"> Implementation Completion 	✓
D8 Royal Oak Industrial Estate	DDC	TBA	0	TBA	<ul style="list-style-type: none"> Inclusion of relevant policies in Joint Core Strategy 	<ul style="list-style-type: none"> Definition of scope of specific works required Implementation 	<ul style="list-style-type: none"> Implementation Completion 	
D9 Advanced Transport System and Transport Technologies Park		TBA	0	TBA	<ul style="list-style-type: none"> Resolution of system(s) to pursue 	<ul style="list-style-type: none"> Design Secure funding Tendering Implementation of early stage(s) 	<ul style="list-style-type: none"> Continued implementation Continued operation 	
D10 Resources Recovery Park		TBA	TBA	TBA	<ul style="list-style-type: none"> Await outcomes of soft market testing by NEL 	<ul style="list-style-type: none"> Potentially identify site(s) and seek development partners Implement 	<ul style="list-style-type: none"> Continued operation 	
D11 Monksmoor	DDC	TBA	1,000	TBA	<ul style="list-style-type: none"> Sale of site by owners to developers 	<ul style="list-style-type: none"> Submission of required plans etc. and then reserved matters applications Construction 	<ul style="list-style-type: none"> Construction Completion 	✓
D12 Church Fields	DDC	TBA	4,000	TBA	<ul style="list-style-type: none"> Inclusion of relevant policies in Joint Core Strategy 	<ul style="list-style-type: none"> Planning approval, submission of required plans etc. and then reserved matters applications Construction 	<ul style="list-style-type: none"> Construction 	✓

D13 A45 Corridor Measures	DDC	£5m	(5,500)	TBA	<ul style="list-style-type: none"> • Confirmation of strategy 	<ul style="list-style-type: none"> • Design and implementation 	<ul style="list-style-type: none"> • Completion 	✓
D14 Buckton Fields		TBA	1,250	TBA	<ul style="list-style-type: none"> • Planning approval, submission of required plans etc. and then reserved matters applications • Construction 	<ul style="list-style-type: none"> • Construction 	<ul style="list-style-type: none"> • Construction • Completion 	✓
D15 DIRFT	DDC	0	0	TBA	<ul style="list-style-type: none"> • Inclusion of relevant policies in Joint Core Strategy 	<ul style="list-style-type: none"> • Planning approval, submission of required plans etc. and then reserved matters applications • Construction 	<ul style="list-style-type: none"> • Construction 	
D16 Weedon Depot		TBA	TBA	TBA	<ul style="list-style-type: none"> • Existing private sector owners continue to pursue private options 	<ul style="list-style-type: none"> • Agreement over way ahead, which may involved transfer to public or charitable body • Secure funding • Design • Implementation 	Implementation Completion	✓
D17 Private Sector Renewal – District wide	DDC	£1.6m	0	0	<ul style="list-style-type: none"> • Continuing programme of minor works to help disabled residents living independently and help vulnerable households 	<ul style="list-style-type: none"> • Continuing programme of minor works to help disabled residents living independently and help vulnerable households improve energy 	<ul style="list-style-type: none"> • Continuing programme of minor works to help disabled residents living independently and help vulnerable households improve energy 	✓

					improve energy efficiency and reduce CO2 emissions	efficiency and reduce CO2 emissions	efficiency and reduce CO2 emissions.	
D18 Rural affordable housing (exception sites)	DDC	TBA	63	0	<ul style="list-style-type: none"> • 6 units proposed for 2010/11 	<ul style="list-style-type: none"> • 7 units per annum 	<ul style="list-style-type: none"> • 7 units per annum 	✓
D19 Gypsy & Traveller Pitch Provision	DDC	TBA	9 (pitches)	0	<ul style="list-style-type: none"> • Identification of site 	<ul style="list-style-type: none"> • Planning permission • External funding • Develop provision 	<ul style="list-style-type: none"> • Further action if required, based on evidence at the time 	✓

9. South Northamptonshire

South Northamptonshire towns

Towcester is the oldest town in Northamptonshire with a population of about 10,000. In recent years it has experienced significant housing expansion but without corresponding growth in jobs and infrastructure. Towcester residents predominantly travel to either Northampton or Milton Keynes for jobs and shopping (other than food shopping). Towcester has an historic and attractive town centre but the A5 that runs through it adversely affects it by congestion and poor air quality.

Brackley is also an attractive historic market town it has a population of about 14,400 and has also experienced extensive housing expansion over the last 20-years without corresponding growth in jobs and infrastructure. Brackley residents are self-sufficient for grocery shopping. However, the town centre appears to be in decline and residents are increasingly travelling to the neighbouring larger towns of Banbury, Oxford and Milton Keynes for other types of shopping. Brackley has major motorsport employment, but like Towcester, Brackley also experiences out-commuting for jobs, primarily to Northampton.

For South Northamptonshire controlled local growth provides a means of reinvigorating and reinvesting in the area, addressing issues of urban renewal and building sustainable communities and a living environment fit for 21st century. The Council aims to accommodate local growth in the urban centres, both within existing areas where sites are available and in the form of sustainable urban extensions.

South Northamptonshire Councils Economic Development Strategy (2010) places a particular emphasis on securing the economic future of the towns and villages. There is a risk that the growth pressure faced by the District may lead to a loss of character and 'quality of place' if growth is not shaped and prevented in certain locations, undermining the economic potential of the District.

The Council aims for most growth in South Northants to be centred on the Market Towns. Implementing the Masterplans it has led for Towcester and Brackley will also support their diversification; strengthen their economies and their relationship with the villages, retaining economic resource in the District and reducing the outflow of talent, spending and investment.

The Councils approach emphasises the role that the Market towns play in their surrounding rural hinterland and for supporting rural businesses. Successful Market Towns are vital to maintaining a high quality of life and maintaining a strong 'sense of place'.

Economy

In addition to the general economic characteristics of West Northamptonshire there are some specific features and trends relevant to South Northamptonshire:

- Tourism is a major source of employment
- The main employment sector is banking, financial services and public sector employment all of which may experience decline so there is a challenge to develop alternative sources of employment.
- The internationally renowned Silverstone Circuit is located within the districts of South Northamptonshire and Aylesbury Vale. It is both a significant employer and year round

tourist attraction focusing on knowledge based research and high technology motor sport related industry, with a major Motorsport cluster located close by.

- The ratio of office and industrial (Planning use class B) space jobs is now more than high street, retail and service space jobs which is a change since 2003
- The Strategic Employment Land Assessment (SELA) reveals that there will be an overall reduction in the need for general industry employment space but a growth in demand for office and warehouses.
- The District can expect to see an increase in business start ups and a demand for small business accommodation. The District can also expect to see a continued increase in working from home which at 12% is already above average and highlights the need to increase IT infrastructure to sustain the growth
- There has been a significant loss of retail spend in Brackley and Towcester. There is the possibility of expanding retail space in Towcester but only limited opportunities in Brackley and only if steps are taken to improve the retail offer in both towns, otherwise the towns will see further retail losses

Housing

Although housing affordability is an issue across the whole of West Northamptonshire, over recent years house prices in South Northamptonshire have remained consistently the highest across the area and local people experience significant affordability issues as a result. A recent Viability Appraisal has suggested that Brackley has the weakest market value in the district and, therefore, it may be difficult to achieve the required amount of affordable housing without public investment.

As the majority of rural affordable housing delivery is currently being developed through rural exceptions sites, this trend is expected to continue throughout the LIP period.

South Northamptonshire Council offers assistance to the private sector through offering both information and advice and grant funding. Currently grant funding is offered through three schemes:

- Disabled Facilities Grants
- Assisted Maintenance Grants
- Decent Homes Grants

Transport

South Northamptonshire has always had excellent transport links, via the A5 and A43, the M1 and M40 to all parts of the UK. But despite excellent connections the district has pockets of isolated rural populations for whom transport is a major concern, and for some simply not available.

In addition, a number of these rural communities look to centres outside of the district (specifically Banbury, Milton Keynes & Northampton) to meet many of their daily needs including: work, shopping and schooling. Transport improvements can only be made in close partnership with neighbouring authorities and national partner agencies.

Traffic growth has seen a major impact on air quality in urban areas of the district, specifically Towcester town centre. In addition there is serious congestion around key transport nodes (the A5/A43 and A5/A508 interchanges), parking, access and an impact on the quality of life of those residents affected.

Transport is seen a key issue influencing the economic, social and environmental well being of the District and is critical to the delivery of a wide range of the South Northamptonshire Council's policies.

South Northamptonshire Council works in partnership with Northamptonshire County Council

- To improve the sustainable transport choices for residents, businesses and services by enabling them to use their car less often.
- To seek ways to reduce the need to travel by thinking creatively about ways to bring people, places and services closer together.

Effective transport connections are central to maintaining the high quality of life that is enjoyed in South Northamptonshire. In rural areas supporting local connectivity is the key a successful economy.

Living and travelling in rural areas is challenging for many. Levels of private car usage are significantly higher since for many alternatives are either not available, or not providing a level of service that is acceptable or convenient. In addition, costs of both public transport and taxi services are invariably higher than in urban areas principally due to the distances involved to reach essential services.

Our larger villages are key hubs for services with public transport links. But there is also a need for new routes and connections between our villages and towns, with improved links to railway stations too.

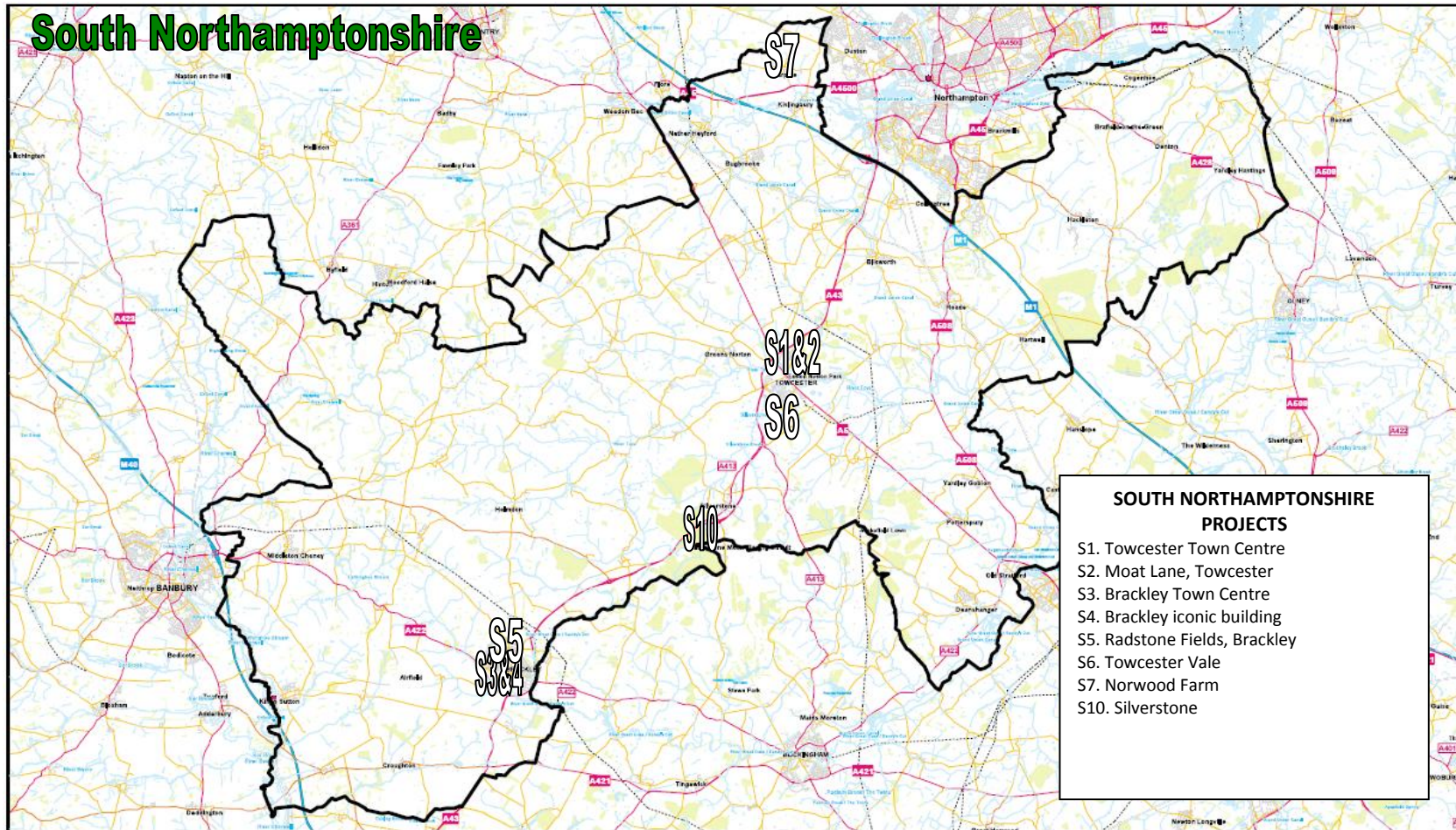
To improve the quality of life for those in rural South Northamptonshire, we wish to secure accessible higher quality public transport to provide choice for local people.

SNC does not believe that the needs of rural Districts are reflected in the current transport system, in terms of policy support, funding of routes, the cost of concessionary fares in rural areas or the support for demand-response transport. Speeding is a particular issue on rural roads which has major safety issues and an impact on the quality of life in our villages.

SNC believes that there is a need for a better public transport network across the District and between the villages, together with a better network between the District, Northampton, Daventry, Banbury and Milton Keynes to access further education, hospitals, leisure and social facilities which are lacking within the district.

The Council believes that growth can only be supported where transport matters are resolved to enable housing and employment growth in the Market Towns to be delivered and sustainable communities result.

South Northamptonshire



Towcester

The Towcester Masterplan

South Northamptonshire Council has produced a Masterplan for Towcester which aims to secure Towcester's position as a market town for the 21st century by achieving the following key objectives:

- **A Vibrant Town Centre** - A thriving, historic and expanded town centre, a hub for employment, shopping, professional and public services with the market place at its heart.
- **Excellent Connectivity** - Fast road connections to a range of other towns, cities, stations and airports, a bypass to take strategic traffic away from the town, a walkable town with up to the minute virtual connections.
- **Successful Local Businesses** - Ideal home-working environment, part of a high technology corridor, tourism and leisure based business opportunities and access to centres of research and learning.
- **A Family Environment** – Excellent quality, modern education facilities, top class sports teams and leisure facilities, safe streets and spaces and new residential neighbourhoods.
- **Respect for the Landscape** – Physical and visual connections to the landscape to retain the rural and urban character and a range of quality open spaces.
- **Determination to Succeed** – Proactive and coordinated local partners, an active Town Council and Towcester Partnership and engaged residents that take pride in their town.

S1 Regeneration of Towcester Town Centre

Towcester's population will grow over the next 15 years. Implementation of the Towcester Masterplan will allow the town to flourish and create a sustainable cohesive community. South Northamptonshire Council is working with local retailers to promote the town as a place to visit and shop.

The project involves the implementation of the Towcester Masterplan to enhance Towcester town centre alongside the Towcester Vale Sustainable Urban Extension proposal and Moat Lane regeneration scheme with the following scheme elements:

- Shop frontage project would compliment this work by improving the physical appearance of existing shops and empty units to help increase interest from potential landlords. Cycling routes, crossings, strategy and parking - Links - on- and off- new and existing carriageway cycling provision - improvement of existing cycle routes, parking, signing, planning
- Waste Water Network - Infrastructure to deal with wastewater beyond the initial 5 yr housing supply
- Water Supply infrastructure - Infrastructure upgrades required as insufficient capacity within the existing system to serve development to 2016.

S2 Affordable housing at Moat Lane

The Moat Lane Regeneration scheme is the key for Towcester town centre. The development brings employment and further retail into the heart of the town, helping to sustain it as a Market town. All procurement of buildings to enable development is complete. Over £10m has already

been invested by the public sector. The Moat Lane town centre project is in the advanced stages of planning and will include the following scheme elements:

- Police - Towcester 'One Stop Shop' - A shared public sector front desk providing the best standard of customer service in partnership to the community.
- Library - New library to be provided as part of Moat Lane development
- Affordable Housing – An appropriate affordable housing offer to meet needs.

S6 Towcester Vale Urban Extension

The project involves the implementation of the Towcester Masterplan to facilitate growth in Towcester South to accommodate 3300 quality homes to 2026 and 2670 jobs, planned as a Sustainable Urban Extension including the following scheme elements:

- Mixed use neighbourhood comprising homes and employment land to support B1, B2 and B8 uses and associated infrastructure
- Health centre - between 800sqm and 5000sqm
- Community facilities and public open space
- New Town Park
- Primary schools - 2 x 2 form of entry primary schools
- Bypass + grade separated junction (A5 to A43) - bypass to A43 junction Whittlebury junction - grade separated junction too close for above to be a full grade separated junction; a response to mitigate the heavy traffic and air quality problems in Towcester town centre
- Secondary school - Relocation of Sponne School onto a new 12 hectare site
- Affordable Housing – An appropriate affordable housing offer to meet needs.
- Junction Improvements A5 / A43 2 roundabouts - Linked to bypass project - one solution required. Tove and Abthorpe Roundabouts
- Primary sub station at Towcester vale - for development (Stony Stratford - Buckingham - Wicken - Towcester circuit reinforcement)
- Towcester 33/11kV substation - Towcester 33/11kV substation reinforcement
- local centre - to be provided within development
- Playing fields - As required by housing numbers
- Cemetery and cremation facilities - Extension / new site needed
- Police - Safer Community Team Facility - To provide a place for the Safer Community Team to use (either drop in or base) as part of a shared facility with other partners

Brackley

The Brackley Masterplan

South Northamptonshire Council has produced a Masterplan which sets out the following vision for Brackley:

'Brackley at the very heart of England, a distinctive town that serves the surrounding area and enhances the quality of life of residents; providing a vibrant town centre, quality housing, schooling and leisure opportunities, sustainable transport links and a dynamic economy. Brackley will be the destination of choice for people who know what they want in life.'

In order to achieve this vision the following objectives have been identified:

- Deliver a range of new high quality, sustainable housing opportunities and economic development that creates a balanced and sustainable community in Brackley.
- Revitalise the town centre through hands on management, public realm and linkage improvements, new retail occupiers, social, leisure and community facilities and initiatives to improve car parking provision to make the town centre attractive and functional for residents and the surrounding rural communities.
- Improve accessibility through pedestrian and cycle links from the residential and employment areas to the town centre and improved public transport links to rural areas, Silverstone and adjacent towns.
- Enhance and expand sports, indoor and outdoor leisure, swimming, recreation and open space facilities.
- Revitalise markets and promote festivals to make Brackley a recognised regional 'event' centre with a range of hotel and conference facilities.
- Ensure development expands housing and economic growth opportunities through well designed, high quality and sustainable development that is special and relates to the context of Brackley.
- A strengthened 'Brackley Business District' that combines the Town Centre and adjoining industrial estate.

The Masterplan also identifies the following priorities for improvements to services and facilities, which new development will be expected to contribute towards:

- Improvements in the 'Brackley Business District'.
- Affordable Housing to meet local needs.
- The redevelopment and expansion of Brackley Leisure Centre
- Improved health provision including a new primary healthcare centre and 60 bed unit for elderly care.
- Extension and improvement of sewage treatment works serving Brackley.
- Extension or creation of a waste disposal and recycling facility.
- Improved car and cycle parking provision in Brackley Town Centre.
- New open space and playing pitches to the north west.
- A new primary school within the Brackley North SUE and contributions towards secondary school provision.
- Improved pedestrian and cycle links between new development and the town centre.
- Provision of upgraded bus facilities within the town centre serving new development.
- New road infrastructure to provide effective links between new developments and ensure development does not create additional capacity problems on the A43

S3 Regeneration of Brackley Town Centre

Brackley Town Centre needs to provide new physical and community infrastructure to become more self contained and to provide a high quality offer to residents of the town and surrounding areas. The Masterplan identifies that this will take place through the regeneration of Brackley Town Centre and through the Brackley Urban Extension. South Northamptonshire Council is working with local retailers to promote their town centre and a shop frontage project would compliment this work by improving the physical appearance of existing shops and empty units to help increase interest from potential landlords.

Project involves the implementation of the Brackley Masterplan to secure investment in new employment, retail, leisure, community and enhance the key gateways to the town, including the following scheme elements:

- New Hospital - Level of services to be confirmed
- Affordable Housing – An appropriate affordable housing offer to meet needs.
- Cycling routes, crossings, strategy and parking - Links - on- and off- new and existing carriageway cycling provision - improvement of existing cycle routes, parking, signing, planning
- Waste Water Network - New sewer from east of Brackley to the WWTW to serve both growth areas - further detailed planning of necessary infrastructure will not be undertaken until either the sites are allocated in the Core Strategy or the developers approach AW to request connection to the drainage network
- Water Supply infrastructure - Additional infrastructure within the Core Strategy period
- Employment Training - To serve all Brackley SUEs

S4 Brackley East

Project involves the implementation of the Brackley Masterplan and the development of up to 380 homes and 1000-1200 jobs to 2026, planned as a single integrated community as Brackley East planned as a Sustainable Urban Extension, including the following scheme elements:

- Utilities - As required by housing numbers
- Primary schools - Consolidation of primary school
- Secondary school - Consolidation of secondary school
- Affordable Housing – An appropriate affordable housing offer to meet needs.
- Public transport - As required by housing numbers
- A43 Junction Infrastructure - Minor junction improvements

S5 Brackley North

Project involves the implementation of the Brackley Masterplan and the development of up to 1250 homes to 2026, planned as a single integrated community as Brackley North, a Sustainable Urban Extension to Brackley, including the following scheme elements:

- Utilities - As required by housing numbers
- Primary schools - 1 x 2 form of entry primary school
- Secondary school - Consolidation of secondary school
- Affordable Housing – An appropriate affordable housing offer to meet needs.
- Public transport - As required by housing numbers
- Community facilities and local centre - to be provided within development
- Halse Road - Northampton Road link - Provision of new through road to improve network and to prevent rat running

S7 Norwood Farm

Although seen as an urban extension to Northampton, Norwood Farm is actually situated within South Northamptonshire. South Northamptonshire Council resolved to grant outline planning consent for 900 homes in August 2010 subject to the signing of a S.106 agreement.

The project involves the development of up to 900 homes, planned as a single integrated community with Upton Lodge, including the following scheme elements:

- Harpole Country Park - New 37 hectare country park to serve residents of Upton Lodge and to form a buffer between the new community and Harpole

- Sandy Lane Relief Road - New single carriageway road alongside Norwood Farm development - southern section already built by HCA. A northern section will complete the strategic highways network
- Affordable Housing – An appropriate affordable housing offer to meet needs.
- Primary School - 1x 2 form of entry Primary School

S8 South Northamptonshire District Wide Housing Project – Rural Affordable Housing

The delivery of affordable homes in villages will help to secure more sustainable communities by meeting the housing needs of local people and by providing housing choice to a high design standard. As part of the current Housing Strategy 2005 – 2010, the Council introduced a five year rolling programme of housing need survey work as a means of gathering housing need data at a local level. Over the past 4 years (2006 – 2010) 49 housing need surveys have been completed. The total local housing need that has been identified through this process has been 562, comprising 439 rental units and 123 intermediate units. As in Daventry district the predominant way of meeting local rural housing needs is through ‘exceptions site’ development. As stated in the Daventry section it is necessary to have some form of public subsidy in order to deliver these type of sites.

S 9 South Northamptonshire District Wide Housing Project - Affordable Housing Rural Exemplar Project

This project aims to build a small development of exemplar affordable homes as a show development for how Building for Life and the Code for Sustainable Homes can be delivered in a rural area. Possible locations for the project are Blisworth and Middleton Cheney.

Silverstone

S10 Silverstone

Silverstone Circuit is the heart of a motorsport cluster. The Circuit lies midway between Brackley and Towcester and acts as the focus for a cluster of high value and high skill enterprises in motor sport and automotive development, which extends across West Northamptonshire and into Aylesbury Vale in Buckinghamshire and make an important contribution to the national and local economy. The proposed development is considered complimentary to that proposed for both towns in this Joint Core Strategy and will further strengthen the focus for development along the A43 corridor.

Businesses associated with the motorsport industry are noted for their relatively small land requirements, high added value and propensity to network only with their immediate suppliers and customers. Many of the businesses are small or medium sized businesses with highly skilled, mobile workers. Silverstone circuit is at the heart of ‘Motorsport Valley’, the UK motorsport cluster which has dominated world motorsport for many years. However increasing overseas competition and intense global economic pressures threaten this position. Only by investing in the economic future of the circuit and its facilities will Silverstone retain its leading role and retain the wider cluster located around it.

In February 2009 South Northamptonshire and Aylesbury District Councils published a joint development Brief for Silverstone Circuit. This Brief provided guidance on the future development of Silverstone Circuit and adjacent areas within the ownership of the circuit. It

covers land lying in both South Northamptonshire and Aylesbury Vale Districts. The Brief proposed a number of uses including employment and education and others which will add to the attraction of the circuit as a venue for recreation and leisure focussed on motorsport.

The Development Brief provides advisory policy guidance as to the type of development required to enable Silverstone to offer a first class motor racing venue capable of hosting international events including grand prix racing.

The objectives for Silverstone Circuit Development Brief has government support and include:

- The improvement of track related facilities to modern grand prix standards and the promotion of Silverstone as the home of British motorsport and racing, as well as the development of the land portfolio.
- Enhance and strengthen Silverstone Circuit as the centre of automotive and high technology excellence for the UK.
- Creation of opportunities for the development of employment and sustainable economic growth by attracting businesses, education and high quality active outdoor tourism.
- Providing an attractive venue for leisure and hotel activities to create sustainable development in both construction and operation.
- Creation of a development which integrates well into its local environment and provides an attractive countryside setting to locate and develop high value enterprises. This includes both cultural and physical landscape.
- Developing sustainable transport proposals.
- Proposing development which will be complementary to the growth plans for Towcester and the future growth of Brackley.

The project involves the implementation of the Silverstone Development Brief to secure improvements to racing circuit, including the potential to generate 3,000 new jobs at Silverstone itself and a further 2,000 in the wider region. Additional benefits will include stronger links between business and education at all levels, plus 6 million square feet of high tech employment, including the following scheme elements:

- Public transport - Improved public transport links needed to Towcester and Brackley and further a field,, both for events and new office development
- Highway improvements - Considerable highway works required but supporting transport information has been undertaken. Potential A43, A5, M1/M40 junction works

South Northamptonshire District Wide Transport Project:

There is a need for additional infrastructure investment in South Northamptonshire to enable development in the Towcester and Brackley growth areas, together with development in the village of Roade and other villages. Projects required include:

- A43 Corridor - Interim Measures - Independent of any major changes at Brackley, Towcester or the M1
- Walking and Cycling improvements – District wide walking and cycling improvements.

<u>South Northampton- shire</u>	Lead	Public Invest	Key outputs		Activity descriptions			HCA Enable / Investm ent
			Total Homes	Total Employ space (sq.m.)	Short 2010/11	Medium 2011-15	Long 2016-26	
Towcester								
S1 Town centre regeneration (Shop frontage improvement project)	SNC	TBA	0	TBA	Adoption of final Towcester Masterplan incl. Action Plan for town centre	Definition of scope of specific works required Implementation Completion		No
S2 Moat Lane	SNC	£17,045,000	40	1300m (retail)	Procurement phase underway	9 Retail Units –; Boutique Hotel; Microbrewery; commercial property; Civic Building + public open space (Watermeadows)	Continuation of medium term	✓
Brackley								
S3 Town centre regeneration	SNC	£200,000	0	TBA	Adoption of final Brackley Masterplan incl. Action Plan for town centre	Definition of scope of specific works required Implementation Completion	-	✓
S4 Brackley East	SNC	TBA	380	2 sites covering 24.54 hectares	Outline Planning Application	Mixed use – B1, B2 & residential;	Continuation of medium term	✓

S5 Brackley North	SNC	TBA	1250	3 sites covering 56.78 hectares	Active Planning Application	Residential and a cottage hospital, new road connections & utilities	Continuation of medium term	✓
Urban Extensions								
S6 Towcester Vale	SNC/WN DC	TBA	3300 in phases	TBA	Active Planning Application	Bypass/relief rd, mixed use employment, utilities, housing, new town park, community centres, primary & secondary schools	Continuation of medium term	✓
S7 Norwood Farm	SNC	TBA	900	TBA	Outline Planning Approval	Residential, connecting road, country park	Continuation of medium term	✓
S8 Rural Affordable Housing Programme		TBA	516	0	39 units	53 units p.a.	53 units p.a.	✓
S9 Rural Affordable Housing Exemplar Project	SNC	TBA	15	0	0 units	15 units	0 units	✓
Economic Development & Regeneration								
S10 Silverstone	SNC	£10m (loan) £0.3m per year for 5 year	0	550,000 – total 3,000 jobs on site	Projects being implemented that form part of the Development Brief for the site – Pit & Paddock, transport improvements	Project continuation	Project continuation	✓
Transport								
S11 A43 Improvements around Towcester to support growth	HA	TBA	TBA	TBA		Consequential on Towcester Expansion	Project continuation	✓

Thematic priorities								
S12 Connecting communities (Broadband)	SNC	£0.45m	TBA	TBA	Alignment of project proposal with development of the SEMLEP	Project implementation – connecting & servers	Project continuation	No