

DRAFT 25.10.17



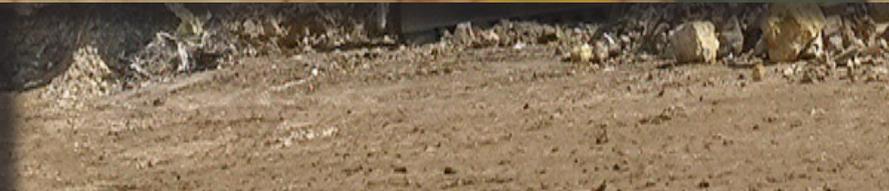
# DESBOROUGH NEIGHBOURHOOD PLAN

2017 to 2031

DESBOROUGH  
NEIGHBOURHOOD PLAN  
STEERING GROUP

DESBOROUGH  
TOWN COUNCIL

OCTOBER 2017



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## acknowledgements

The Desborough Neighbourhood Plan Steering Group and Kettering Borough Council would like to thank former members of the Steering Group for their invaluable contribution to this Plan:

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Thanks are extended to the residents of Desborough, local businesses, institutions and community groups for their assistance and cooperation in helping during the production of this Plan.

The Steering Group would also like to thank Lathams in particular Laura Alvarez and Jon Phipps without whose invaluable support this plan would not have come to fruition.

*The Desborough Neighbourhood Plan (DNP) describes a future for Desborough over a period in which unprecedented levels of physical change are anticipated in the town. Housing development which is currently taking place around Desborough is set to continue over the coming years and it is critical that new homes are well designed, carefully located and are integrated with and supportive of our town. The investment that will drive the growth of our town must be carefully guided in order to ensure that it results in economic benefits and environmental enhancement.*

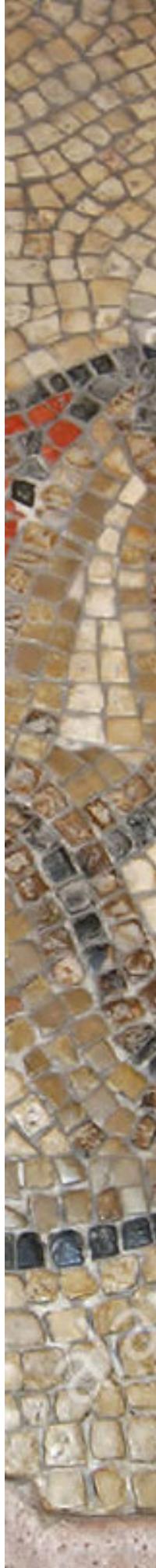
*Neighbourhood Plans were introduced under the Localism Act 2011. They are community led and provide a mechanism for local people to help shape the neighbourhoods in which they live. Neighbourhood Plans must work within the context of established national, regional and local planning policy.*

*This Neighbourhood Plan has been achieved in large part due to the commitment and enthusiasm of the members of the Steering Group, comprising Desborough Town Councillors and members of the public, along with the many volunteers who have generously given their time. We have listened to what the people of Desborough have told us and their aspirations for the future of the town have underpinned the Vision and Objectives for the Neighbourhood Plan. However it is the continuous involvement and support of the people of Desborough, throughout the Plan development process and beyond, that helps to make this document and its proposals truly representative of our community.*

*During the development of the Plan we have received excellent guidance and support from officers at Kettering Borough Council and from Planning Aid England. We would also like to acknowledge the contribution made by Lathams who assisted the Steering Group with shaping the views of our community into this Neighbourhood Plan.*

*Desborough residents and other stakeholders are now being consulted on the Plan. It will then be submitted to Kettering Borough Council before being assessed by an independent inspector. Finally, the community will be asked to vote on the Plan through a public referendum and support will allow it to be adopted as a legal planning document.*

Desborough Neighbourhood Plan  
Steering Group





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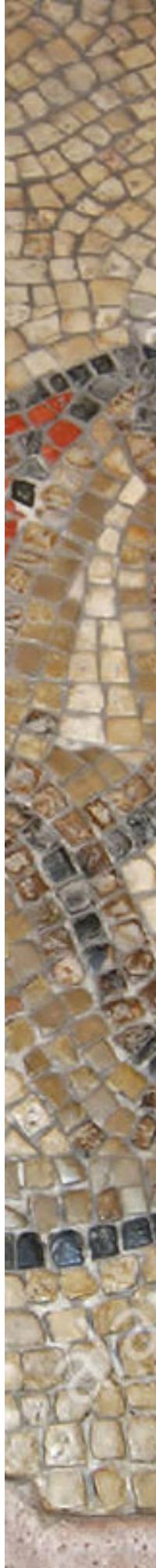
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*This is a Neighbourhood Plan for the Parish of Desborough as designated on 16th October 2013, for the period 2017 to 2031.*

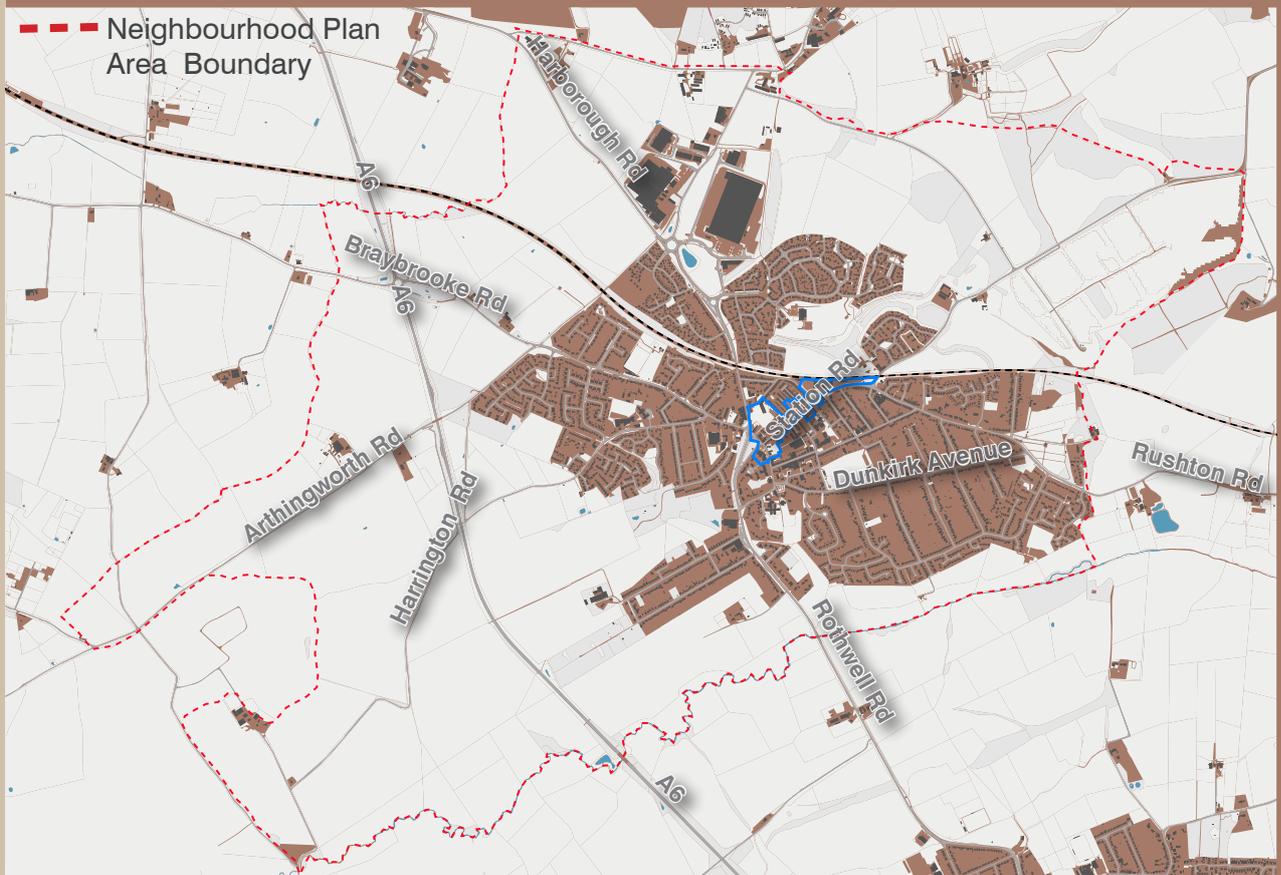


Fig 1 - Desborough Neighbourhood Plan boundary (not to scale).

# DRAFT 25.10.17 the need for a Neighbourhood Plan

Local Plans lay out a vision of future development for a whole area (for example the whole Borough of Kettering) but the needs of individual towns and villages can vary enormously. Neighbourhood Plans enable the creation of strategies for development within the locality. They help the whole community to influence the planning of the area in which they live and work.

Neighbourhood Plans must not conflict with European Union (EU) requirements or the Human Rights Act 1998. Crucially, they must also conform generally with the strategic policies in the Local Plan. Once adopted, Neighbourhood Plans hold considerable legal status and form part of the overall development plan for the borough. This Neighbourhood Plan will be used to assist in the determination of all planning applications in conjunction with other plans and strategies within the Local Plan unless material considerations indicate otherwise.

The National Planning Policy Framework includes a presumption in favour of sustainable development. All plans - including Neighbourhood Plans - must positively and sustainably seek to meet the development needs of their area. Critically, the presumption in favour of sustainable development means that Neighbourhood Plans must support the strategic development needs for housing infrastructure and economic development set out within local development documents. The Government is very clear that it will not be possible to use Neighbourhood Plans to stop development. On the 16th of October, 2013 Kettering Borough Council, the local planning authority, approved the designation of Desborough Parish as the Neighbourhood Plan boundary area for Desborough.

This Plan was prepared in accordance with the requirements of the Town and Country Planning (General) Neighbourhood Planning Regulations 2012, 2015 and 2017, the Localism Act 2011, the Planning and Compulsory Purchase Act 2004, and the NPPF documents. It was the result of robust research and a series of community engagement events that set a platform to shape a document endorsed by the local community and statutory stakeholders. This Plan will cover a 15 year period (2016-2031) and is expected to be reviewed approximately every five years.

Neighbourhood Plans cannot prevent development needs that have already been identified. They cannot promote less development than set out in the Local Plan or undermine strategic policies. However, they can influence where new development is located and they can ensure that growth is sympathetic to the surrounding area and meets the needs of the local community. They can also become a tool to pursue quality of design.

*“Neighbourhood planning gives communities direct power to develop a shared vision for their neighbourhood and deliver the sustainable development they need. Parishes and neighbourhoods can use neighbourhood planning to: set planning policies through neighbourhood plans to determine decision on planning applications; and Grant planning permission through Neighbourhood Development Orders and Community Right to Build Orders for specific development which complies with the order.”*  
(NPPF, 2011; 183)



# planning framework

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The National Planning Policy Framework (NPPF) sets out the government's planning policies and explains how they have to be applied.

Planning policy is prepared locally on the basis of national guidance, in order to ensure that planning decisions are sound. Kettering Borough Council is the local planning authority for Desborough, and it is its officers and planning committee that are charged with assessing the compliance of planning applications with adopted national, regional and local policy.

Kettering Borough Council is responsible for the local policy framework: the Local Plan. A cross-boundary organisation, the North Northamptonshire Joint Planning Unit (NNJPU), was established to produce shared strategic policies for the region. The Unit is a partnership, which includes Corby, Wellingborough, Kettering and East Northamptonshire and Northamptonshire County Council; who have been working together to create an overall plan for North Northamptonshire: the Joint Core Strategy, a document that has now been adopted and it provides strategic policy guidance on development. For further information on the Joint Core Strategy and the evidence base and supporting material that have informed the document (and this Neighbourhood Plan) please follow the link: <http://www.nnjpu.org.uk/>

The Localism Act 2011 enables communities to develop their own policies through the neighbourhood planning process, provided that they are based on robust evidence, community input and sound planning principles.

The Desborough Neighbourhood Plan sets out policies that are compatible with - and

sit under the umbrella of - the Local Plan and the NNJCS. The Plan's policies are supported by evidence-based information endorsed to this document.

One of the principal drivers for the production of the Desborough Neighbourhood Plan was the need to respond to housing growth and guide it within the town. This Plan acknowledges the value of extensive site assessment work undertaken by Kettering Borough Council, which is presented in the various iterations of the ongoing Site Specific Planning Local Development Document (SSPLDD) and the Housing Needs Assessment, Desborough Town Council (October, 2016). This assessment work has been carefully reviewed by the Desborough Neighbourhood Plan Steering Group and the policies set out in the following pages reconcile the need for housing growth with the need to protect and enhance the character of the town and the most valued places within the Neighbourhood Plan area. Policies have been prepared to inform and influence planning development decision-taking and to aim for optimum outcomes at a local level.

The policies this Neighbourhood Plan is compliant with:

- The National Planning Policy Framework (NPPF)
- All Supplementary Planning Documents and background papers for the borough
- The adopted documents that form the Development Plan for Kettering Borough
- The Local Development Framework for North Northamptonshire

Other documents that informed this Neighbourhood Plan are:

- Public Realm Vision and Strategy for Station Road, 2015
- Housing Needs Assessment, 2016
- Desborough Site Review, 2015/2017
- Desborough Character Appraisal, 2017
- Desborough Shopfront Design Guide- Urban Structure Study, 2013
- Kettering Public Realm Strategy
- Desborough Town Centre Health Check, 2010
- Desborough Conservation Area Appraisal, 2007
- Desborough Town Centre Urban Design Framework, 2004

The area covered by this Neighbourhood Plan lines up with the Local Plan area of Desborough.

The Plan Policies were established with a view to deliver the vision and objectives of the people of Desborough.

Kettering Borough Council will screen the Desborough Neighbourhood Plan in its draft format in order to establish the need for the Strategic Environmental Assessment (SEA, European Directive 2001/42) to appraise the Plan. If required, the SEA must assess how Desborough Neighbourhood Plan Policies would impact on possible development, an impact that has to be overall positive in terms of sustainability.

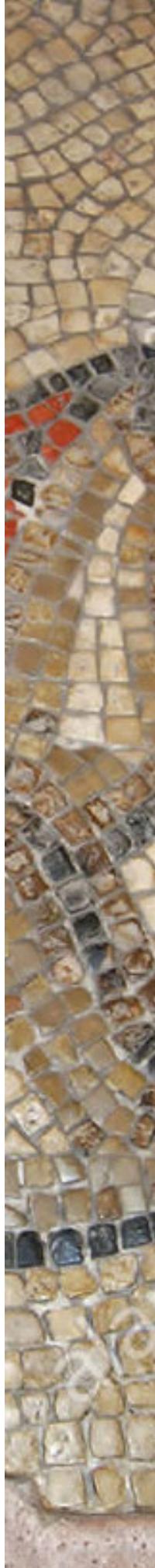
Although this Neighbourhood Plan aims to achieve sustainable, high quality development in Desborough, the community understands that a vast amount of planning issues are addressed through the planning process requirements set at a national, regional and local level; and that these have full consideration of subjects such as heritage, landscape and visual impact, ecology, highways and flood risk. This Neighbourhood Plan aims to contemplate the application of more specific design criteria that will help raise the current minimum development standard.

Pages 10 and 22 show a diagram of the process undertaken to arrive at this Neighbourhood Plan.

Table A in pages 12 and 13 illustrate how the policies of this Neighbourhood Plan line up with the National Planning Policy and the Regional Frameworks.



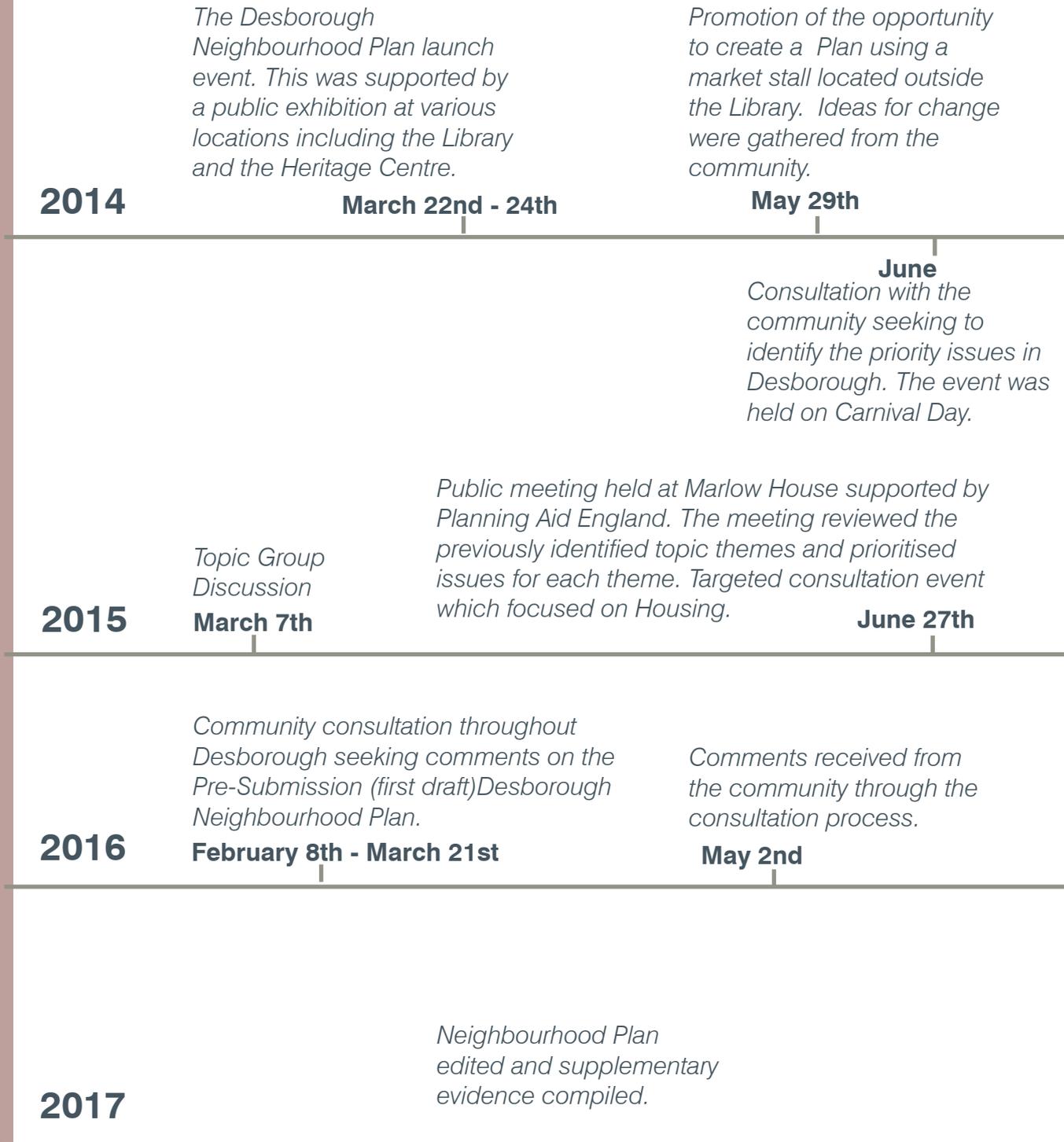
*Recreation Ground, Desborough.*



# arriving at the plan

This diagram summarises the process that led to this Neighbourhood Plan. Detailed information of the community events and the data obtained as a result of

the consultation process, the engagement are included in the Community Consultation Report, 2017, Supplementary Document A.





*Desborough Parish Area designation.*

**2013**

**October**

**2014**

*A workshop was held to analyse the strengths, weaknesses, opportunities and threats within Desborough.*

**August**

*Explanation of the Plan at the parents open day at Loatlands Primary School.*

**November 12th**

*Explanation of the Plan at the parents open days for both Havelock Schools.*

*Promotion of the Plan using a stall at the Desborough Gala Night.*

**November 28th**

*After this event leaflets/questionnaires calling for the community to comment on the emerging topic themes and issues were distributed around the town. Feedback from returned questionnaires helped to inform the focus of the 7th March event.*

**2015**

**2016**

*Stakeholders made relevant comments on the Plan and a series of amendments took place.*

**August**

*Further evidence gathering.*

**2017**

*Community consultation and engagement events followed by amendments.*

**July - September**

*Revised Plan published*

**October**

*6 weeks consultation & 2 weeks revisions.*

**November**

*Draft submission to Kettering Borough Council - initiation of statutory process.*

**December**

# DRAFT 25.10.17 fitting within the planning framework

NP Policy		TABLE 1: How the NP policies line up with the planning framework		
		NPPF	NNJCS (2011-2031)	Neighbourhood Plan additional level of detail
Core Develop- ment Criteria	1.1	p.126; p.128; p.131 to 136; p.141	Policy 2, p.39-41	Map of key assets and description of local character.
	1.2	p.66; p.150; p.157;	Point 1.8/10, p.7	Strengthening the need for community engagement/participation. Empowering local people.
	1.3	p.58-68	Point 1.8/4, p.6; Policy 9, p.66	Raising the design quality threshold.
Heart of Town and Com- mercial Streets	2.1	P.22; p.23	Policy 12, p.85	Policies tailored to mitigate particular place-related local economy issues and to balance and strengthen the vitality of the town centre.
	2.2	P.21; p.23; p.24		
	2.3	p.22	Policy 23, p.116-117	
	2.4	p.21	Policy 12, p.85	
	2.5	p.58 to 68	Point 1.8/4, p.6 Policy 8, p.61-64	
	2.6	p.22 to 24; p.69; p.70	Point 1.8/4, p.6 Policy 8, p.61-64	
Natural Environ.	3.1	p.58-68	Policies 2; 3; 4; and 5, p.41-54	Raising the design quality threshold.
	3.2	p.66	Policy 9, p.66	Strengthening the need for community engagement/participation. Empowering local people.
	3.3	p.53; p.63; p.109; p.100; 109; p.118;	Policy 7, p.57-60; Policy 20, p.109; Policy 30, p.142-144	Catering specifically for the most vulnerable in prime locations. Raising the design quality threshold.
Housing	4.1	p.47; p.48 p.58 to 68	Point 1.8/10, p.7 Policies 28; 29 and 30, p.132-144	Identification of available land to accommodate development and priority location for growth.
	4.2	p.47 to 50; p.58 to 68	Point 1.8/10, p.7; Policies 28; 29 and 30, p.132-144	Identification of key criteria to deliver connected, inclusive and healthy places to live.
	4.3	p.58 to 68	Point 1.8/4, p.7	Raising the design quality threshold to deliver healthier places to live.
	4.4	p.58 to 68; p.94; p.99; p.100 to 104; p.120	Policy 5, p.54	Ensuring communication between applicants and the community is robust, especially regarding issues concerning flooding and environmental pollution.
	4.5	p.58 to 68; p.110	Point 1.8/4, p.7; Poli- cies 2; 3; 4; and 5, p.41-54	Empowering local people.
Priority Infrastruc- ture Projects	5.1	p.58 to 68; p.72	Policy 10, p.69	Raising the design quality threshold.
	5.2	p.72	Point 1.8/4, p.6 ; Policies 28; 29 and 30, p.132-144	
	5.3	p.76; p.77; p.129; p.169;	Points 1.1 to 1.14	Establishing a long term community commitment to planning and asset management and raising engagement. Empowering local people.

# DRAFT 25.10.17 fitting within the planning framework

The table on page 12 positions the policies of this Neighbourhood Plan within the planning framework, summarising how this Plan lines up with the NPPF and the NNJCS. It also shows the additional level of detail it adds to current national and regional policies.

The table below shows what parts of the vision statement the Neighbourhood Plan policies respond to, where to find the broader and particular aims and justification and where the evidence to support these policies can be found

*“...planning should: not simply be about scrutiny, but instead be a creative exercise in finding ways to enhance and improve the places in which people live their lives”*

P17 NPPF

The core results of the relevant consultation processes that led to each policy is fully detailed and summarised in SD.A: Community Consultation Report. Each one of the Supplementary Documents show matrices that identify how the evidence links to each one of the policies.

NP Policy		TABLE 1: How the core NP policies line up with the planning framework			
		Responding to vision statements	Aims	Justification	Main evidence source
Core Development Criteria	1.1	1; 4	Broader p.31; Particular p.35	Broader p.31; Particular p.35	p.14; p.15; p.19; SD.A; SD.B
	1.2				SD.A
	1.3				SD.A; SD.B
Heart of Town and Commercial Streets	2.1	1; 2; 4; 5	Broader p.40; Particular p.39	Broader p.40; Particular p.39	p.36; p.37; SD.A; SD.B
	2.2				
	2.3				
	2.4				
	2.5				
	2.6				
Natural Environ.	3.1	1; 3; 4	Broader p.46; Particular p.47	Broader p.46; Particular p.47	p.20 to 29; p.44; SD.A; SD.B
	3.2				
	3.3				
Housing	4.1	1; 3; 4; 5	Broader p.49; Particular p.51	Broader p.49; Particular p.51	p.16; p.17; SD.A; SD.B
	4.2				
	4.3				
	4.4				
	4.5				
Priority In-structure Projects	5.1	1; 2; 3; 4; 5	Broader p.65; Particular p.67	Broader p.65; Particular p.67	p.64; p.14 to 29; SD.A; SD.B
	5.2				
	5.3				

# the place

## LOCATION

The town of Desborough is located in the Borough of Kettering, within the county of Northamptonshire. The parish borders with eight neighbouring parishes – Braybrooke, Brampton Ash, Stoke Albany, Wilbarston, Rushton, Rothwell, Harrington, and Artingworth. The town also falls within both the Rockingham Forest and the Northamptonshire Vales with the old A6 being the dividing line. To the south flows the river Ise, the largest tributary for the river Nene in Northamptonshire.

In 2002, the Ordnance Survey calculated the exact centre of England to be in a field at Lindley Farm, in Fenny Drayton, Leicestershire. Desborough is located 38.9 miles away, less than an hour from the centre of the country. It is this location, five miles from the Leicestershire border that makes the town so accessible. Two miles to the south of the town is the A14 – a major trunk road connecting the Port of Felixstowe to the Catthorpe Interchange, less than half an hour drive, with the A6 passing a hairs breadth away. The nearest airport is East Midlands 40.7 miles which can be reached in less than an hour. Four miles further is Birmingham airport, with Luton and Heathrow achievable in 1hr 8 minutes and 1hr 34 minutes respectively. Being sandwiched between Market Harborough and Kettering train stations also means London St Pancras international railway station can be reached in an hour.

## HISTORY

Desborough has a very long and varied history. In the early 1900's, Bronze Age burials were found during demolition work in Paddock Lane. Although objects associated with burials were first discovered almost a century earlier. Evidence of Iron Age and Roman settlements has also been found.

The most notable finds were a bronze brooch with a bilateral spiral spring and the Desborough Mirror<sup>2</sup>. The mirror is one of the finest examples of La Tene or Celtic Art from Britain. Decorated mirrors of this type are uniquely British. The original resides in the British Museum with a replica in the Heritage Centre.

Also discovered, in 1876 was an Anglo Saxon cemetery containing 60 internments in an old encampment of which, sadly, no trace survives. It was from one of these bodies that a gold necklace<sup>3</sup> with garnet set pendants was found, the finest of its kind though not atypical in its composition. Again the original resides in the British Museum, a replica within the Heritage Centre.

## ARCHITECTURE

Although over the decades the town may have lost many of its characterful buildings, there are fine examples still standing. Perhaps the most notable being the Grade 1 listed St Giles Church, built around the year 1225 with records of the incumbents dating from 1227. The cruciform shape probably owes itself to progressive extensions over two or more centuries. The pinnacle tower and spire is 42 metres high and dates from the 15th century. It is constructed from either Weldon grey stone which is local or from Barnack stone, from further north in the county. Much of the rest of the church is constructed from local iron and sand stone with some of the walls being 77cm thick.

Contained within the church is part of a medieval shrine showing slight damage. It is believed this damage may have been caused when Cromwellian soldiers<sup>4</sup> and their horses lodged in the church on their way back from the Battle of Naseby, in 1645.



1. Archaeological excavation in Desborough.

SERVICES & INDUSTRY

Today, Desborough still manufactures products although it is more diverse, shoes, lingerie, corrugated cardboard boxes, garden sheds, luxury carpets to name but a few. It also has three further churches, two primary schools, a retained fire service, and a town council made from twelve elected members of the public. At the time of writing, three of the current twelve are also Borough councillors and one is also the County councillor. Centrally located is the doctors surgery, the dentist surgery, and the library along with an assortment of retail outlets, hairdressers, restaurants and the George public house.



2. Desborough Mirror: of the finest examples of La Tene or Celtic Art from Britain



3. Anglo Saxon gold neckless AD65-700 found in Desborough.



4. Cromwellian soldiers and their horses lodged in Grade 1 listed St Giles Church on their way back from the Battle of Naseby, in 1645.



# the people

## TODAY IN DESBOROUGH

Desborough's population has undergone rapid expansion through the decades. From 1911 to 2011 the population of England grew by 37%. Desborough's grew by 61%, from just 4,092 in 1911 to 10,697 in 2011. As Table 1 shows, Desborough is close to both the Borough, Region, and National averages. The compositions of Desborough's households shows variances with the averages: 39% of family households are married, higher than the Borough and substantially higher than the National. The number of cohabiting families in Desborough is also higher than the national average. Against this however, Desborough has below average number of single parent households (Table 2).

Overall Desborough residents experience a high degree of good health with 83% of residents being in good or very good health. Whilst less than 4% suffer bad or very bad health (Table 3).

Households are classified by dimensions of deprivation. These are: Employment, Education, Health and disability, and Household overcrowding. A household is classified as being deprived in none or one to four of these dimensions in any combination. On this basis, Desborough is not considered to be a deprived town, with 49% of households not being deprived in any dimension against the national average of 42.5%, and just 0.2% of households being deprived in all four dimensions against the national average of 0.5% (Table 4). All of which shows why 72% of Desborough's households are economically active significantly above both the East Midlands and England's average of 67% and a little above Kettering Borough's average of 70%.

The vast majority (71%) are in full time employment compared to 64% national average, and just 9% being self-employed compared to 17% national average. Whilst at 23% Desborough has below average retired persons.

The sectors in which residents are employed show that by far manufacturing is the largest with 30% of the workforce, almost double the national average. Second is the Wholesale and Retail trade, including the repair of motor vehicles and motor cycles employing 19%, in line with Kettering Borough and just a little above the national average. The town's third largest sector is Human Health and Social work employing 12%, in line with the national average, followed by Education and Construction at 9% and 8.5% respectively. Agriculture Forestry and Fishing employ just 0.46% with the lowest sector being mining and quarrying at 0.01%

Due to changes in the phrasing of the census question for ethnicity, it is not possible to compare one against another. However 6% of Desborough's population identified other places in the world as their place of birth.



Images 5 to 10 top to bottom

AGE	DESBOROUGH	KETTERING BOROUGH	EAST MIDLANDS	ENGLAND
0 – 4 YEARS	764 7%	6256 7%	270,174 6%	3,318,449 6%
5 – 19 YEARS	1907 18%	16,742 18%	808,016 18%	9,393,826 18%
20 – 59 YEARS	5557 52%	49,269 53%	2,390,683 53%	28,467,375 54%
60 + YEARS	2469 23%	21,208 22%	1,064,349 23%	11,832,806 22%

Source: Office of National Statistics.

	DESBOROUGH	KETTERING BOROUGH	EAST MIDLANDS	ENGLAND
V. GOOD HEALTH	46%	46%	45%	47%
GOOD HEALTH	37%	36%	35%	34%
FAIR HEALTH	13%	13%	14%	13%
BAD HEALTH	3%	4%	4%	4%
V.BAD HEALTH	0.8%	1%	1%	1%

Source: Office of National Statistics.

HOUSEHOLD	DESBOROUGH	KETTERING BOROUGH	EAST MIDLANDS	ENGLAND
MARRIED	39%	36%	35%	33%
CO-HABITING	13.5%	11%	10.5%	10%
SINGLE PARENT	9%	10%	10%	11%

Source: Office of National Statistics.

DIMENSION	DESBOROUGH	KETTERING BOROUGH	EAST MIDLANDS	ENGLAND
NONE	2156 49%	17,978 45%	811,134 43%	9,385,648 42.5%
ONE	1428 32.5%	12,761 32%	614,226 32%	7,204,181 33%
TWO	671 15%	7249 18%	372,252 20%	4,223,982 19%
THREE	127 3%	1587 4%	90,406 5%	1,133,622 5%
FOUR	8 0.2%	126 0.3%	7586 0.4%	115,935 0.5%

Source: Office of National Statistics.

Tables 2 to 5 top to bottom (ONS, 2011)

# the economy

## PREVIOUSLY IN DESBOROUGH

For centuries farming was the mainstay of what was, certainly by today's standards, little more than a village. The Domesday book records Desborough as having 30 households, though it should be noted that the population was counted in heads of families rather than actual family members.

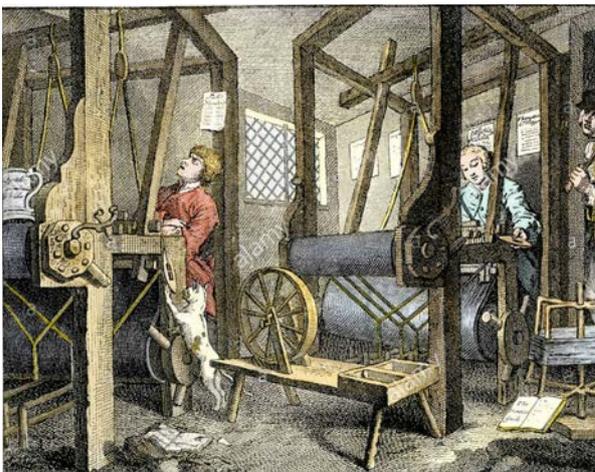
In the 17th century the town became a centre for spinning and weaving woollen and linen fabrics. However the industry suffered when Banbury became a major weaving centre and a great many jobs were lost by the mid-19th century. At around this time silk weaving<sup>12</sup> was introduced and also lace making. In 1832 the first factory was opened, three cottages knocked into one, on Paddock lane by Benjamin Riley II. Unfortunately, unable to compete with French silk weaving, English industry suffered tremendously. It died out completely in Desborough during the 1860's when it was replaced by boot and shoe manufacturing<sup>13</sup>. By 1890 there were seven factories, only one is still in existence today.

In 1859, two years after the arrival of the railway, ironstone quarrying began. This was an industry that was to last 107 years and then disappear leaving virtually no trace today. Desborough still manufactures products although it is more diverse – shoes, lingerie, corrugated cardboard boxes, garden sheds, luxury carpets to name but a few.

## DESBOROUGH NOW

*“Desborough has a variety of employment options, from shoes and their associated products to carpets and distribution, to various retail outlets and three care homes specialising in Alzheimer's care.*

*Among the many businesses located within Desborough are no fewer than three award winning companies – Cheaney Shoes<sup>14</sup> three times winner of a Queen's award, founded in 1886 and occupying the same site since 1896. Wacoal Europe<sup>15</sup>, the global leading lingerie group, who in 2012 bought Eveden which had been founded in 1920. Among their accolades is the Supplier of the Year award which they have won three years running. Rigid containers, a multi award winning company founded in 1907 and evolved through the decades to become one of the UK and Ireland's largest independent box and container manufacturers”* (Source: Company website).



12. Silk weaving industry in the 1700's.



13. Cheaney shoes factory circa 1900.

HERITAGE & HISTORIC ASSETS

The people of Desborough acknowledge that the industrial heritage and all associated historic assets of the town are of great value and must be preserved and cared for as much as possible. The town has a very valuable and active Civic Society <sup>1</sup>, a charity group that works relentlessly to preserve the historic heritage of the town.

The purpose of this Plan is not to override the work done by the Civic Society but to endorse it, opening doors to future

projects and looking at new avenues to consolidate work already accomplished and planned by the group.

For those reasons, and because detailing the management of heritage assets escapes the scope, and is outside the budget of this Plan, in-depth issues regarding heritage and historic assets are proposed to be dealt with through specific projects to be tackled in collaboration in the future.

<sup>1</sup> <http://www.desboroughheritagecentre.co.uk/desborough-civic-society.htm>

	DESBOROUGH	KETTERING BOROUGH	EAST MIDLANDS	ENGLAND
<i>ECONOMICALLY ACTIVE</i>	72%	70%	67%	67%
<i>FULL TIME</i>	71%	68%	66%	64%
<i>PART TIME</i>	11%	12%	13%	13%
<i>SELF-EMPLOYED</i>	9%	15%	15%	17%
<i>RETIRED</i>	23%	24%	26%	25%

Source: Office of National Statistics

<i>INDUSTRY</i>	DESBOROUGH	KETTERING BOROUGH	EAST MIDLANDS	ENGLAND
<i>MANUFACTURING</i>	30%	27%	26%	18%
<i>WHOLESALE AND RETAIL</i>	19%	19%	18%	16%
<i>HUMAN HEALTH AND SOCIAL WORK</i>	12%	14%	12.5%	12%
<i>EDUCATION</i>	9%	9%	10%	10%
<i>CONSTRUCTION</i>	8.5%	8%	8%	8%
<i>AGRICULTURE, FORESTRY &amp; FISHING</i>	0.46%	0.5%	1%	0.8%
<i>MINING AND QUARRYING</i>	0.01	0.03%	0.3%	0.2%

Source: Office of National Statistics.

Tables 6 to 7 top to bottom



# natural environment

As a whole, considering all elements that give the place its character, the large green spaces that surround the town centre are of immense importance, not only due to their quality but also because they compensate for some of the downfalls of the former industrial sites in the built areas.

The character of Desborough relies on two main qualities: its history and the countryside setting. Historic buildings, vernacular technologies, local materials the geography, and the richness of the flora and fauna, make Desborough a desirable place to live and enjoy. These assets are stronger in certain points within the town and weaker in others, as demonstrated by the Character Appraisal (supplementary document). Some of the downfalls of Desborough relate to traffic and movement, and to derelict sites and buildings strategically located, which are in need of investment.

The landscape of Desborough is dominated by large publicly accessible green areas of high value to the community. A few small pockets within the town centre offer an opportunity to enhance the charm along with the addition of planters and flowers present along the main streets. The map on page 29 shows the location of these key landscaped areas.



*View from Millenium Green*



*The Plens*



*View from Recreation Ground*



*Millenium Green*



*The Plens*



*St Giles Church grounds*



*The Plens*



*Pocket Park*



# natural environment

## THE PLENS (and leisure centre)

The name 'The Plens' dates from the 19th century and is indicative of the land at that time being flat. However in 1859, two years after the railway first came to Desborough, Ironstone quarrying began and continued in this area until 1966. Remains of a railway track and a large concrete lock which formed a loading bay are all that remain of an industry that spanned 107 years. But, what it has left behind is a varied topography and wildlife habitat. The site contains a variety of habitats from grassland and tall herbs to hawthorn scrub, hedges and woodland. Wild flowers include crimson grass vetchling which as its name suggests has grass like pointed leaves and small crimson flowers no more than 18mm in size. The hedge woundwort (a tall hairy plant with tall spires of crimson purple flowers much loved by bees) and elusive orchids have also been found here, as have moschatel - a pretty little flower that grows to only 15cm with pale green flowers. The head is made of five individual flowers, one four-petal facing upwards and four five-petal horizontally facing, which explains its other name - Townhall clock; whilst badgers voles and rabbits live in the undergrowth. Not to mention the bird life that also utilise the site such as warblers who nest in the scrub. The Plens has been looked after by the Wildlife Trust since 1986.



The Plens



The Plens



Recreation Ground

## RECREATION GROUND

This is a large park with sports grounds, and good quality children's play area. There are large grassed areas and mature trees. All of these offer a quality recreation space to the community. Families with young children can be seen regularly and in the morning and evenings local dog walkers enjoy the greenery.



The Plains

The Recreation Ground is a 2.96 hectare site located almost geographically in the centre of the town. The ground has a magnificent tree lined perimeter, popular with children during conker season. The children's play area caters for all ages whilst the main grassed area contains a full size adult football pitch along with a basketball area and outdoor gym. Also present on the site is the outdoor bowls club with associated green and the Sunshine Nursery. In 2012 the Recreation Ground was made a Queen Elizabeth II Field in Trust.

#### THE POCKET PARK

Most areas of the Pocket Park land were originally woodland, and if left alone for long enough would return to woodland. In its more recent history the Pocket Park was a paddock attached to one of four manor houses in the town. Today with careful, sensitive management, the park is a four and a half acre, gloriously peaceful, wildlife haven. The park contains an abundance of wild flowers and native trees, Willow, Hornbeam, Oak, Ash, and Sweet Chestnut to name but a few which host a resident buzzard family. There is also a stream and beautiful pond, perfect for pond dipping on a sunny summer's day where the resident moorhen family resides. Among the regular visitors to the park are, hedgehogs muntjac deer kingfishers and of course many two legged varieties. The park can be accessed on foot from Federation Avenue, Prince Rupert Avenue and also from Rothwell Road.



Pocket Park



Pocket Park



# natural environment

## TAILBY MEADOW

Tailby Meadow, a Local Nature Reserve, is a traditional hay meadow situated in the valley of the River Ise. The meadow has not been ploughed for approximately 250 years, indicated by an area of ridge and furrow found in the North West corner. The meadow is managed using the traditional method of grazing in spring and the subsequent hay crop being cut in early summer allowing the flowers to set seed. The dried hay is then removed and the meadow grazed again in the autumn. During the summer the most noticeable insects are the butterflies and damselflies including the orange tip butterfly and the red-eyed damselfly. The grassland itself contains up to 15 species of grass and many varieties of wild flowers including Lady's Smock (also called cuckoo flower because it coincides with the arrival of the first cuckoo) a beautiful little flower of lilac or white just 1-2cm across.; Black Knapweed a thistle like plant with a bright pink flower head; Lady's Bedstraw a frothy yellow flower that was once used for stuffing mattresses because of its fragrance; and also Pignut a small umbellifer (member of the carrot family) with fine leaves, delicate stems and small umbrella-like clusters of white flowers.

## ISE VALLEY

This is a green area located between the Damms and Tailby Meadow. It is an area of countryside that runs parallel to the southern end of the town which contributes greatly to creating a natural buffer between Desborough and neighbouring Rothwell. The site contains the Ise Valley sub regional G.I corridor and also falls within the Nene Valley NIA (Nature Improvement Area) which is re-creating and re-connecting natural areas



*View from Tailby Meadow*



*Tailby Meadow*



*Ise Valley*



View from The Damms



Packhorse bridge, View from The Damms



Ise Valley

along the Nene and its tributaries, from Daventry to Peterborough. The aim of which is to create more and better connected habitats which provide space for wildlife to thrive. This area provides stunning long views of the countryside and a much needed tranquil open space for the enjoyment, health, and well-being of the community. Occasionally, horses can be seen pasturing in this area, where people walk and play with their dogs or just go past for country walks along the River Ise.

#### THE DAMMS

The Damms is the area of land to the south of the Grade 1 listed church. In the 1700's the area was known as Over and Nether Dams, and contains earthworks consisting of three dams, the largest being 2.5m high. These may be all that remain of the settlements Anglo-Saxon fortifications. The old A6 road ran between the church and the vicarage until it was turn-piked by two Acts of Parliament in 1752 and 1754. The earthworks for the road can still be found here and within the graveyard. The brick/stone found in the stream are all that remain of the old packhorse bridge, long since replaced with a wooden one. With its mature trees, lush grass, and the stream running the length, The Damms provides a serene place to walk and enjoy the beautiful countryside. The area has also been proposed as a Historically and Visually Important Local Green Space.



# natural environment

## THE MILLENNIUM GREEN

The Millennium Green is a gently sloping field predominantly laid to grass to encourage recreational use. Also planted with native trees and hedges but retaining some of the apples trees, a remnant of its historic use as a market garden. The Millennium Green is a place for quiet contemplation whilst enjoying the vista of the Ise Valley. The Millennium Green is held in trust in perpetuity for the people of Desborough, in 2013 the Green was also awarded Queen Elizabeth II field in trust status.



Millenium Green

## THE CEMETERY

The cemetery supports a variety of wildlife and plants. Among the ten species of trees are several monkey puzzle trees and Yew trees common in churchyards and burial grounds throughout England, Ireland, and France. Among the many species of bird seen in the cemetery are two of the UK's three woodpeckers: the Great Spotted woodpecker and the Green woodpecker. During the autumn, a great variety of fungus can be found, including the distinctive orange peel fungus. Spring brings masses of snow drops particularly around the war graves which date from the First World War. Also situated within the cemetery is the chapel, built in 1898 and used until the end of the 20th century.



Millenium Green

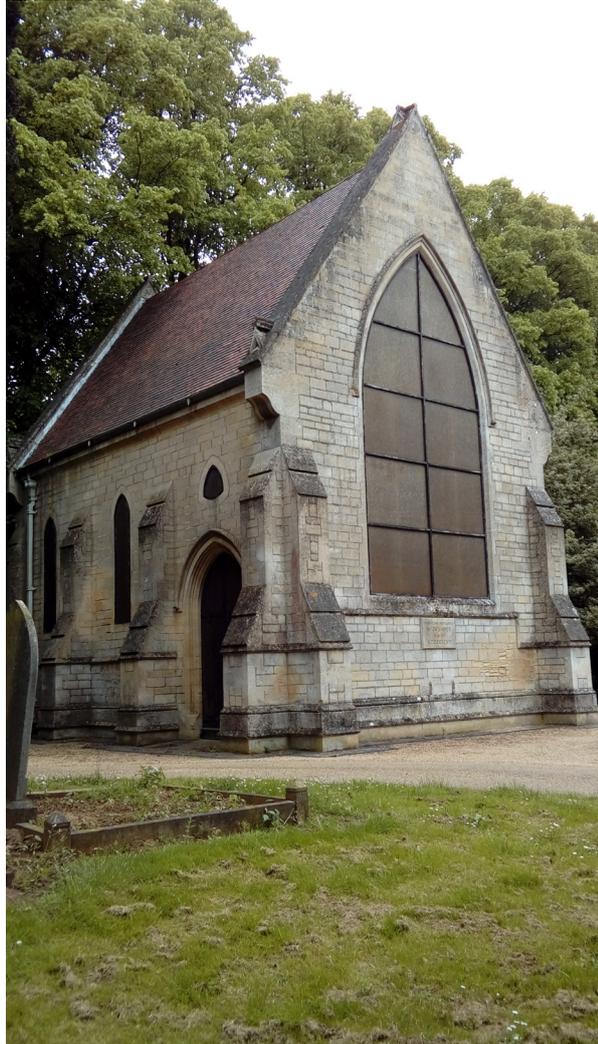


The Cemetery



Millenium Green

Chapel and cemetery grounds



Millenium Green



The Cemetery



DESBOROUGH GREEN SPACE

Desborough Green Space is a 22ha amenity open space made up of informal woodland copse based around a disused rail track and open spaces. There are a range of formal and informal footpaths with no stiles which make it good for walking/rambling and is very popular with dog walkers. There is also a 1 kilometre all-weather circular walk with a series of fitness based equipment at various junctions. There are also benches and information boards. The area encourages nature conservation by protecting and improving existing habitats and habitat connectivity. Biodiversity improvements include native meadow grassland creation, habitat links to other green spaces, and woodland restoration and extension.

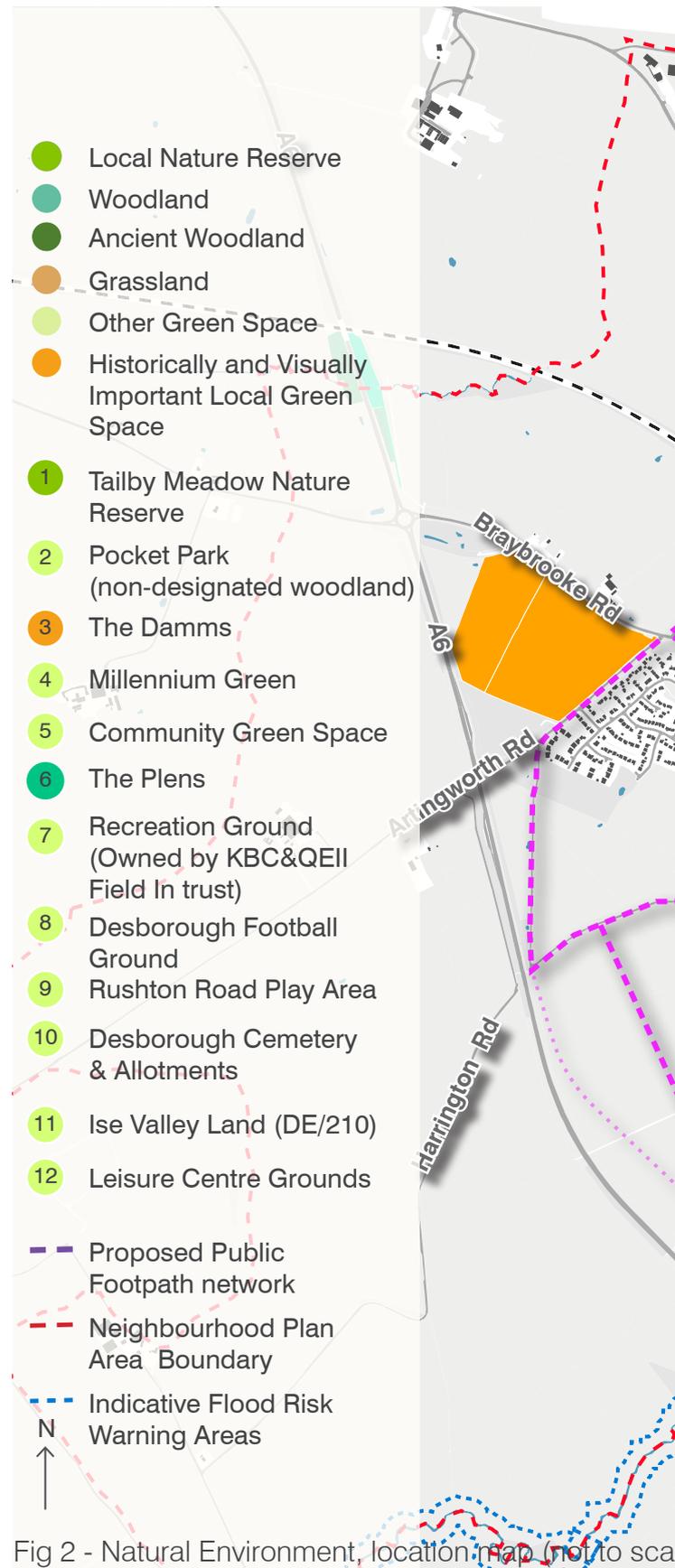


Fig 2 - Natural Environment, location map (not to scale)



*The policies of this Neighbourhood Plan aim to help us take a path to a future where we all share places we care for and where we have a chance to live a healthy, happy life, growing old amongst those we love.*



The next few pages explain the residents' collective vision for Desborough, and the key aims and objectives that need to be addressed in order to achieve this vision. This vision was achieved through the careful review of the outcomes of community individuals and stakeholders events. More information regarding this point is included in the Community Consultation Report (SD.A). Subsequent pages contain the five core policies of this Neighbourhood Plan, which combine the themes and address the issues raised by the community during the consultation periods, aiming to deliver the vision for Desborough.

Each policy responds to a set of specific aims, these are shown alongside the relevant policy that addresses them; accompanied by a brief justification. Diagrams and maps are also included to illustrate concepts and ideas in relation to the policies, and to locate geographically the points made. Site specific design criteria for each identified development site was discussed, developed and agreed during an in-depth consultation process (21 July to 10 September 2017).

## NEIGHBOURHOOD PLAN POLICIES

### P1: Core Development Criteria

### P2: Heart of town and Commercial Streets

### P3: Natural Environment

### P4: Housing

### P5: Priority Infrastructure Projects

## NEIGHBOURHOOD PLAN BOUNDARIES

Any development within the Plan boundary must comply with all these policies.

The Neighbourhood Plan boundary coincides with the Local Plan boundary for Desborough (see map on page 6).

### Other relevant documents:

- Desborough Character Appraisal, 2017
- Desborough Sustainability Appraisal, 2017
- Desborough Community Consultation Report, 2017
- Desborough Town Centre Health Check, 2010 & 2015
- Desborough Town Centre Urban Design Framework, 2004
- Desborough Conservation Area Appraisal, 2007
- Public Realm Vision and Strategy for Station Road, 2015
- Historically and Visually Important Open Space Background Paper, 2015
- Housing Needs Assessment, 2016
- Desborough Site Review, 2015/2017
- Desborough Character Appraisal, 2017
- Kettering Borough Shop Front Design Guide
- Urban Design Structure (NNJCU, 2013)

# vision statement

DRAFT 25.10.17

The key priorities for the town were integrated within a unified vision which defines the community's aspirations for the future of Desborough: the Vision Statement. As this Neighbourhood Plan is in favour of sustainable development, the vision statement was formatted in accordance with the three key areas of sustainability: environmental, social and economic. The people of Desborough are strongly inclined towards a safe, sustainable, inclusive and resilient future, with well-being at the heart of any development. A healthy future with communities and individuals supporting each other and living in harmony with the environment around them.

## ENVIRONMENTAL

1. New development within the town will reflect the existing character, seek to enhance valued historic and landscape settings.
2. The safeguard of the open character of the Ise Valley within Desborough is a priority. Both new development and the enhancement of existing places will protect the distinctiveness of the town and will strengthen civic pride. Desborough itself will remain surrounded by attractive countryside.
3. By 2031 there will be an integrated network of pathways and cycle-ways providing access to town centre services and the countryside surrounding Desborough. This network will include a green perimeter walk around the town.
4. The town environment will be designed and managed to protect and enhance natural habitats and local species, to mitigate climate change and to provide access to nature for the people of Desborough.

In order to achieve this, Desborough needs to have a clear sense of place, and strong accessible natural assets. The people of Desborough believe this will be achieved if Desborough achieves the following objectives:

- 1. A sustainable future.**
- 2. An improved 'heart' for the town.**
- 3. An accessible natural ecosystem network.**
- 4. Developments that focus on health, well-being and social inclusion.**
- 5. Key priorities for investment.**

## SOCIAL

1. Desborough will continue to develop as a successful, attractive and healthy place where people wish to live, work and invest.
2. Our town centre will be commercially vibrant, accessible and safe. It will contain a mix of uses which will serve all sections of our community. It will provide services, retail, cultural and employment opportunities, and will be a stimulus and support to the health and well-being of our local community.
3. By 2031 Desborough's distinctive sense of place and civic pride will be maintained, reasserted and enhanced through an attractive and highly visible town centre. There will be a variety of activities for all ages including young adults and the elderly.
4. Desborough will be a place where young people choose to stay when they grow up.



Fig 3 - OBJECTIVE 1. A sustainable future.



Fig 4 - OBJECTIVE 2. An improved 'heart' for the town.

### ECONOMIC

1. Desborough will have a thriving and attractive town centre, easy to access and circulate, safe and welcoming.
2. The retail offer will be diversified and it will keep up with the times, offering an environment that attracts shoppers of all ages and provides leisure and entertainment places.
3. Desborough will have a better employment offer. Improved facilities will have been provided to support local businesses including home workers.
4. Desborough will offer leisure, shopping and cultural facilities for all ages providing choice.

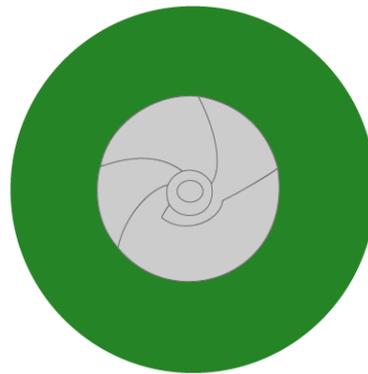


Fig 5 - OBJECTIVE 3. An accessible natural ecosystem network.



Fig 6 - OBJECTIVE 4. Developments that focus on health, well-being and social



# DRAFT 25.10.17 sustainable development

## Commitment to deliver sustainable development

*This Plan is in favour of sustainable development and it assumes schemes will demonstrate to have considered all three aspects of sustainability in equal measure: environmental, social and economic with the application of appropriate Sustainable Design Appraisal tools. The preservation and improvement of infrastructure, community services and public transport services will be encouraged. The Town Council will work with the relevant Highway Authorities to promote the introduction of all necessary measures to minimise heavy traffic and to support cycling and walking as part of all development. Engagement with the Town Council at pre-application stage is strongly encouraged for all development within Desborough.*

### BROADER AIMS

- Meeting the aims and objectives of the United Nations to protect our planet and our future.
- Complying with current national, regional and local government planning policies.
- Securing a safe, healthy, inclusive future for everyone in Desborough.
- Mitigating climate change.
- Developing more resilient communities and supporting individuals.
- Meeting the objectives of this Neighbourhood Plan to deliver the vision of the people of Desborough.

### BROADER JUSTIFICATION

Sustainable development is central to our lifetime. Climate change poses global challenges resulting in conflict and war. Ensuring more equitable economic growth and environmental sustainability, especially the main goal of mitigating the dangers of human-induced climate change, is central to global politics at all levels. Following the success of the Millennium Development Goals (MDGs), which started in 2000, governments around the globe are negotiating a set of Sustainable Development Goals (or SDGs) to run until 2030. With this Neighbourhood Plan, the people of Desborough acknowledge we all have to play a part in securing a future in our planet.

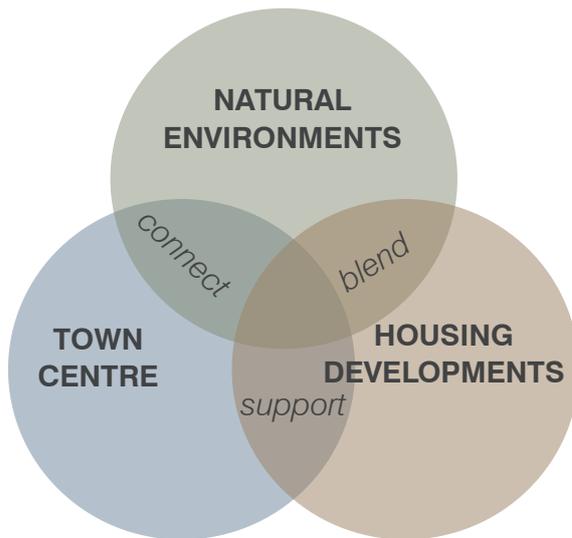


Fig 7 - Sustainable development diagram showing a model for the future of Desborough; for a more connected, inclusive and supported town where health is at the heart of our vision.

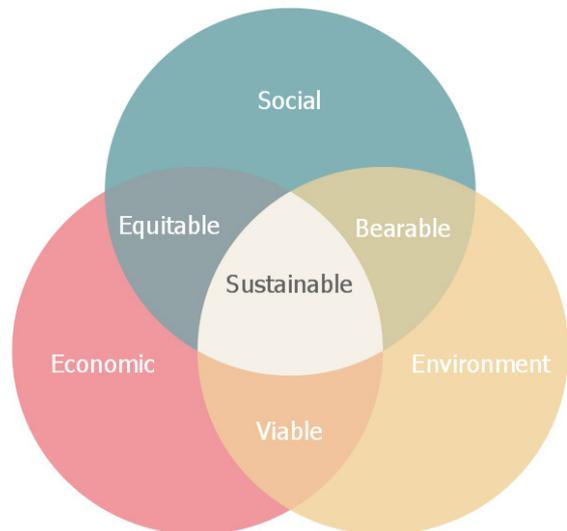


Fig 8 - "Sustainable development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs." Brundtland Report, 1987.

**P1 Specific Aims**

- To protect and enhance the historic environment.
- To ensure the local community remains fully involved regarding local development.
- To achieve best possible design quality.

**P1 Justification**

1.1 (SD.B, p.18-19) & 1.2 (SD.A, p.14, T3:2), in response to the interest of the community and how much local people value historic and characterful assets.  
1.2 & 1.3 (SD.A, p.14, T3:8;10) - To mitigate situations where mediocre design and poorly consulted development are proposed for Desborough.

**P1 Main evidence:** Community Consultation Report (SD.A), also see Table 1 in p.12 to verify coordination with NPPF and NNJCS.

**P1: Core development criteria**

1.1 The retention or refurbishment of buildings or structures of strong character or with historic heritage value, listed and mapped in the supplementary document '*Desborough Character Appraisal*' (SD.B), will be supported. Any proposal that involves the loss of historic heritage will require robust justification and evidence of community support.

1.2 Applicants must demonstrate robust evidence of local community support achieved through representative public consultation processes at a local level. Participatory design, co-design and place making processes are encouraged.

1.3 Applicants must corroborate that the design criteria and quality aspired by this Plan is duly met by the development as appropriate. It is strongly advised that compliance is demonstrated by independent, qualified review teams. This Neighbourhood Plan supports and encourages the application of the current (listed below) and emerging design criteria and assessment methods where appropriate.

- Place Shaping (NNJCS)<sup>1</sup>
- Manual for Streets (DfT)
- Building for Life 12 (Design Council)
- Healthy Town Programme (NHS)
- Secure by Design<sup>2</sup>
- Active Design (Sports England)
- Passivehaus
- Footprint (Ilgloo Regeneration Ltd.)
- BREEAM & BREEAM Communities
- Creating excellent primary schools' (CABE, 2010)
- Primary and community Care Health Building (HE, 2009)

<sup>1</sup> Sustainable Design Supplementary Planning Document, North Northamptonshire Joint Planning Unit  
[http://www.kettering.gov.uk/downloads/file/7318/sustainable\\_design\\_spd](http://www.kettering.gov.uk/downloads/file/7318/sustainable_design_spd)

<sup>2</sup> 'The average cost of building in Secure by Design measures was just £440 per new dwelling, compared with average losses of £1,670 per dwelling from burglary.' (CABE, 2010)

# POLICY 2

## INTRODUCTION

The economic health of Britain's town and village centres has been the subject of research and debate in recent years. The government has implemented a number of strategies, such as the Portas Review and the Future High Streets Forum in order to revitalise local economies. A series of independent reports have also aimed to respond to the undeniable evidence of economic decline that followed the global recession.

As technology and communication advance, the ways in which people shop are also changing, and with it comes a natural modification of town and village centres. Having more choice, consumers start to expect more from their commercial centres. Recent research has highlighted what consumer preferences and behaviours are currently, and what they are likely to be in the future. The Customer Experience of Town Centre report (Hart, 2014), for example, confirmed through vast research that the British High Street is still of huge relevance and is treasured by shoppers, who use them more than any other form of shopping (town/village centres: 32%; supermarkets: 28%; local shops: 14%; out-of-town/retail: 8%). Consumers are creatures of habit and they tend to look for convenience. Online shopping is growing in popularity with 41% of participants reporting that they do not visit commercial areas as often as they shop online. However, consumers still value face-to-face retail experiences and when people shop with their families; they spend 50% more than when they shop on their own. This type of information was instrumental for shaping this Neighbourhood Plan.

In accordance with various recent best practice publications and research results,

maximising the time consumers spend in commercial centres is the key to success, and this is achieved through the provision of great shopping experiences. Consumers need to feel safe and comfortable in an environment that offers convenient access and easy movement for individuals but, more critically, for groups. Shopping areas need to encourage social interaction and group dwelling to retain consumers for longer periods of time. Customer service of the highest standards and access to digital retail options are also essential the future of commercial centres. The Customer GBHS HS Performance and Evaluation report (Wrigley, 2014) highlighted very similar findings and emphasised on the need to provide a "trouble-free, 'functional' visit" with social interaction and good personal service. Coffee shops tend to boost footfall and dwell time, and are an essential part of consumers' trips, often being the main reason for visiting the area. A lack of choice and an over-representation of a single style of retail shops proved to discourage consumers from visiting commercial areas.

Anchored by current trends and future prognosis, this Neighbourhood Plan aims to deliver policies that allow Desborough Town Centre to be rearranged to host a more prosperous economic activity. The NNJCS recognises that housing growth needs to be matched with a balanced growth in employment. Failure to ensure this balance will result in harm to settlement sustainability with increases in commuter traffic. The NNCSS seeks to encourage 50% of new jobs to be in service sector employment and 50% in administration, manufacturing and distribution.

The ambition of the NNJPU to see the economies of North Northamptonshire transformed with the introduction of higher skill and higher value employers and employment is welcomed by Desborough. It is recognised that distribution will continue to form a valued part of the local economy and that tourism has growth potential. The rural economy in the area surrounding the urban settlement needs to be supported as it continues to diversify. The emerging Site Specific Part 2 of the Local Plan is very prescriptive with regards to the “Health” of the town centre in terms of retail activity, shoppers’ behaviours and footfall in comparison with other local towns and the national average. These figures were taken into consideration for the production of the policies within this document.

The community is concerned about creating a safe and accessible environment that promotes the well-being of residents, and is attractive to visitors. Also important to the community is to ensure that developments reinforce and respect the character and identity of Desborough town centre.

Therefore, in order to capture growth, the environmental quality, the access, the parking provision and the opportunities to accommodate new businesses, must all be addressed.

The NNJCS and the emerging Site Specific Part 2 of the Local Plan demonstrate robust evidence of retail analysis within Desborough town centre. This Plan adheres to the statements of said documents and, in line with those: it will support development proposals which will result in a diversification and strengthening of the retail provision within Desborough town centre. The loss of retail space to non-retail uses within the town centre will be resisted unless it can be demonstrated that alternative land uses will contribute to an overall enhancement in the vitality and appeal of the town centre. However, the community believes the Old Dairy Site and the Lawrence Site can both provide increased floor space capacity for a growing town centre subject to heritage and townscape considerations. Employment land is not specifically allocated within this Plan however proposals for employment uses are dealt with by regional and national policy.

#### MAIN CONCERNS

- Protecting local business and supporting start-ups to strengthen the local economy.
- Achieving a good balance of mixed retail offer by ensuring variety of unit sizes and tenures.

- Improving the quality of public places and streets in the town centre, and making it more pedestrian friendly to encourage footfall.
- Ensuring new development is respectful of, and enhances the local character and natural environment.

## BROADER AIMS

- Ensuring a good balance of various types and sizes of business (independent and chains).
- Enhancing the amenity and townscape of the town centre.
- Increasing safety within the town centre.
- Protecting the vitality and economic growth of Desborough.

## BASELINE STUDY

Additionally to local, regional and national policy frameworks and guidance, the most influential documents for the production of this policy were the Healthy High Streets programme and a series of guidance produced by the Association of Town & City Management (ATCM). The Healthy High Streets programme launched in 2014 provides intensive support for high streets in the UK. Over a three-year period, the programme is supporting 100 locations to revitalise high streets and engage large businesses in their local communities. The principles of the Healthy High Streets programme largely informed this policy, as figures emerging recently (HHS; 2015) demonstrated the success of the programme in increasing footfall<sup>1</sup>, reducing the number of vacant units<sup>2</sup>, and creating jobs<sup>3</sup>.

## BROADER JUSTIFICATION

A great concern nationally is the economic decline of British towns and rural areas, where recently, incomes experienced a higher decrease than in cities.

Although education outcomes are often better in more rural areas and village life is still attractive to residents, young people are drawn towards city living.

The predicted increase of sectors of the population who are in non-working age and therefore are not productive (65 plus year old and children) can potentially prove challenging for the towns and villages unless positive action plans are put in place. Socially, the economic decline of rural areas and the gradual decline of turnover and profitability in local economies could result in an increased negative impact on vulnerable sectors of the population (elderly, unemployed, housebound, etc.) in the future.

The increasing growth of access to broadband, virtual technologies and smart systems in cities could also damage commercial activity in towns and villages.

During consultation events, the community expressed their concerns with regards to the quality and amenity of the town centre and the need to ensure a strong local economy for the future of Desborough.

<sup>1</sup>An improvement in footfall by 0.4% compared to the start of the programme. By comparison, footfall nationally in High Streets declined by 0.4% over the same period. Healthy High Streets have therefore outperformed UK High Streets nationally by 0.8%.

<sup>2</sup>A 5% drop in empty units since the start of the programme, comparing favourably to the national average drop from 12% down to 11.7%.

<sup>3</sup>The creation of over 1,700 jobs since the programme's launch.

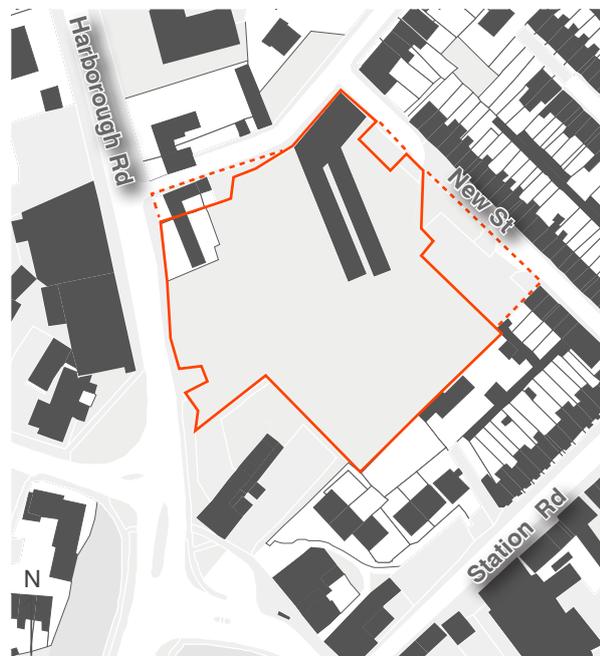


Fig 9 - P2: Location map (not to scale).

LAWRENCE SITE

64 % of participants (consultation Summer 2017) said the development of the Lawrence site is a key priority.

The people of Desborough believe the town needs a stronger heart, which could only be delivered if the Lawrence Site is redeveloped appropriately. In order to secure the successful regeneration of the commercial area, the Lawrence site needs to become an anchor, a catalyst for change. This can only be possible if development in the site is sensitive of the context and interlinks well with the town, providing excellent pedestrian access, a balanced mix of uses, good quality frontages, a perimeter block approach and an environment that is not car dominated. For this reason, the Neighbourhood Plan addresses this issue by including a Site Specific Design Criteria developed by the people of Desborough in consultation with specialists who supported the community during the process.



Lawrence Site, location map (not to scale).

- Assumed site Boundary
- - - Potential extent of regeneration boundary

## POLICY 2

DRAFT 25.10.17

This policy focuses on three main areas, as shown on *P2: Location Map*, page 39:

- A. The Heart of Desborough
- B. The commercial streets
- C. The Lawrence site  
(see *Lawrence Site location map*, p.39)

The extent of these areas as they appear on the map on page 39 was confirmed upon various stages of consultation. This is further explained in the Community Consultation Report (SD.A).

The reason for an emphasis on these areas was the realisation - upon various

instances of open community debate - that all efforts had to be put to revitalising the main parts of the town centre in order to achieve any meaningful change.

Previous attempts to improve the aesthetic value of the commercial areas had failed for a number of reasons but it is the general perception that an unbalanced distribution of land and premises ownership in Desborough might be a reason for the economic decline of the town. Of course the community understands that this type of issue escapes the powers of the Neighbourhood Plan but a decision was made to propose policies that might result in a positive impact in the long term.

### **P2: Heart of Town and Commercial Streets**

2.1 Proposals that: retain existing and/or add new small scale commercial facilities; add extensions to existing facilities; promote the vitality of the commercial streets; or promote evening or night life economy and activity, will be supported.

2.2 Proposals for redevelopment or change of use of land or buildings currently allocated for employment, commercial or service trade use, to non-employment or residential uses must demonstrate strong evidence that:

2.2.a The existing use can be shown to be no longer financially viable. For example if the site has been marketed at a reasonable price and good condition for employment or service trade uses<sup>1</sup>; that local groups have demonstrated no interest in occupying the premises on a temporary basis; and that no sale or let has been achieved; and,

2.2.b The development would not harm the vitality of local shopping facilities or the amenities of the area.

<sup>1</sup> In accordance with the guidance of the emerging Desborough Vacant Shop Strategy, once available (see P5.3).

**P2 Specific Aims**

To protect and enhance facilities for small local businesses.

To facilitate economic growth.

To enhance vitality by diversifying the type and size of shops and encouraging a 24/7 economy.

To concentrate activity, training and business incubation in the town centre, ensuring its vitality in the long term.

To achieve the best possible environment through optimum design quality.

**P2 Justification**

2.1 (SD.A p.14, T3: 3; p.16, T4:3); 2.2 (SD.A p.16, T4: 1; p.21, T5: 9;10); 2.3 (SD.A p.14, T3: 1; p.16, T4: 4; 6; 8); 2.4 (SD.A p.21, T5:10; p.14, T3:4); 2.6 (SD.A p.20-27)

In response to the perception of a community that shows great concern regarding the vibrancy, vitality and health of their town centre, and the lack of clear 'Heart of Town'.

2.5; 2.6 - To mitigate potential loss of investment and to avoid economic decline in the long term.

2.1; 2.2; 2.3; 2.4; 2.5; 2.6 -To attract new business and grow the local economy of the town centre in order to cater for the growing population.

**P2 Main evidence:** Community Consultation Report; Desborough Character; Appraisal. Desborough Town; Centre Health Check, 2010 & 2015; Desborough Town Centre Urban Design Framework, 2004; Public Realm Vision and Strategy for Station Road, 2015; Kettering Borough Shop Front Design Guide. Also see Table 1 in p.12 to verify coordination with NPPF and NNJCS.

**P2: Heart of Town and Commercial Streets**

2.3 Proposals to upgrade or extend existing employment sites which generate employment opportunities to meet local employment needs in the town will be supported provided that the impact on the amenities of surrounding properties and the town centre as a whole is acceptable.

2.4 Proposals for new start-up or business development units; small scale social enterprises and other businesses premisses; small scale flexible office units; affordable workshops; health, education, training or apprenticeship facilities, will be supported in the locations of map in Figure 9, p39.

2.5 Proposals must demonstrate compliance with Desborough Town Centre Urban Design Framework, the Kettering Borough Shop Front Design Guide and the Public Realm Vision and Strategy for Station Road, 2015, and respond to the recommendations of the most recent Desborough Town Centre Health Check.

2.6 Lawrence site:

Proposal within the designated boundary area (as shown in *Lawrence Site location map*, p.39) must demonstrate compliance with the Lawrence Site Design Criteria (P2.6, p.42-43), the Kettering Borough Shop Front Design Guide and the Public Realm Vision and Strategy for Station Road, 2015, and respond to the recommendations of the most recent Desborough Town Centre Health Check.



Fig 10 - Lawrence site (not to scale). See page 49 for location map.

**1** Views into the site

A key priority for this development is to integrate it as much as possible with the heart of Desborough and the main commercial streets. This is to make the most of the regeneration potential of this strategically located site. Good views into the site can help achieve this by enhancing the townscape of the town centre but also by helping people orientate themselves. Key areas where main high quality façades and signage can be located are those areas that can be seen from the heart of Desborough and its commercial streets. These views are shown in the diagram above.

**2** Vehicular access

Some key vehicular access points are already almost in place for this site. It is a preference of the people of Desborough that new development avoids disruption of the existing road structure as much as possible, and that access is arranged within the existing road provision. This is to minimise the impact of development on the already suffering shops but also in the many people that live adjacent to the site.

**3** Public places

The site is so large in scale that it can provide a unique opportunity to increase the public place provision in Desborough.

Ample, connected, accessible high quality public places can be created around and in between buildings to offer a variety of characters and feels, also allowing different activities to take place such as markets, performances, social gathering, festivals etc.

#### 4 Buffer area

The residential units facing Station Road must be respected and therefore a buffer zone must be provided between their gardens and any new buildings to separate potential noisy uses and to avoid shadows onto the gardens.

#### 5 Reconstructed frontages

Harborough Road has been damaged by the lack of frontage in the Lawrence site; this can be remediated by providing new frontage of appropriate design, scale, materials and details, in order to continue the beautiful streetscape provided by the houses in the North West, across New Street. Also, the site offers opportunity to add a new landmark frontage visible from the new heart of town (see page 39).

*"...encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value"*

P17 NPPF

#### BROADER JUSTIFICATION

The people of Desborough debated these issues at length with the help of built environment professionals during the Summer 2017 consultation, and they arrived at the following conclusions:

**Economic viability:** the viability of the scheme depends on initial investment but also on the long term sustainability of the development. Investment funds are necessary to regenerate the site but also, proposed schemes must look at the long term viability simply because the site is fundamental to the economic regeneration of the town, both due to its size and its location. For this reason, commercial investment with a proportion of medium and small scale retail is partly necessary to guarantee the reactivation and maintenance of the site in the long term. Additionally, the site must provide business incubation facilities such as units for start ups, workshop space, pop up shops, training units and markets and office space for small local businesses.

**Environmental impact:** the people of Desborough believe heritage is one of the key assets of Desborough and that it must be preserved as much as feasibly possible.

For this reason, retaining and converting the factory and existing cottages is seen as a preference. However, if this option is not technically or financially feasible, the community would like to see the key aspects of these assets retained, for example keeping the fabric of the buildings intact or repairing them to match the original features. If the loss of heritage is imminent, the people of Desborough must be consulted before a decision is made that might result in a loss of historic or character assets.

**Social impact:** in order to be truly sustainable, any development in the site must deliver on social sustainability. This means the provision of facilities and services to the most vulnerable and those in need. The people of Desborough are expecting to see a proposal that will demonstrate mitigating social issues such as health and well being, social inclusion, loneliness, and consideration of all age groups. Desborough is also suffering from the lack of quality public places where people can meet and socialise, relax, eat and spend some time together. This site must offer a quality public place that is open, safe, accessible and well linked with the rest of the town centre.

# POLICY 3

## INTRODUCTION

The character appraisal of Desborough (see SD.B), demonstrated that the town centre is a rather urbanised environment with little greenery. This ambience in the heart of the town and along the commercial streets makes Desborough highly reliant on the perimeter green areas for amenity and recreation. Easy access to natural environments and the scarce long views out onto the countryside are key assets for the town. These valuable resources are therefore fundamental to the amenity of Desborough and to the health of its population, and must be treasured and enhanced.

The people of Desborough have expressed their love for high value natural environments during the consultation process. Nature is not only a key asset for Desborough in terms of environmental quality but also because it provides opportunities for a healthy lifestyle for the community. Residents' daily routines and memories are closely linked to the green spaces of Desborough and the identity of the town itself is strongly bound to the high-quality nature that surrounds the town.

For these reasons, the people of Desborough consider their parks and recreation areas to be valuable and special, and worthy of Local Green Space designation. Additionally, although the community welcomes growth, a high priority for local people is to preserve the quality of the natural environment ensuring any development is approached with due consideration all three aspects of sustainability in equal measure to protect the future generations.

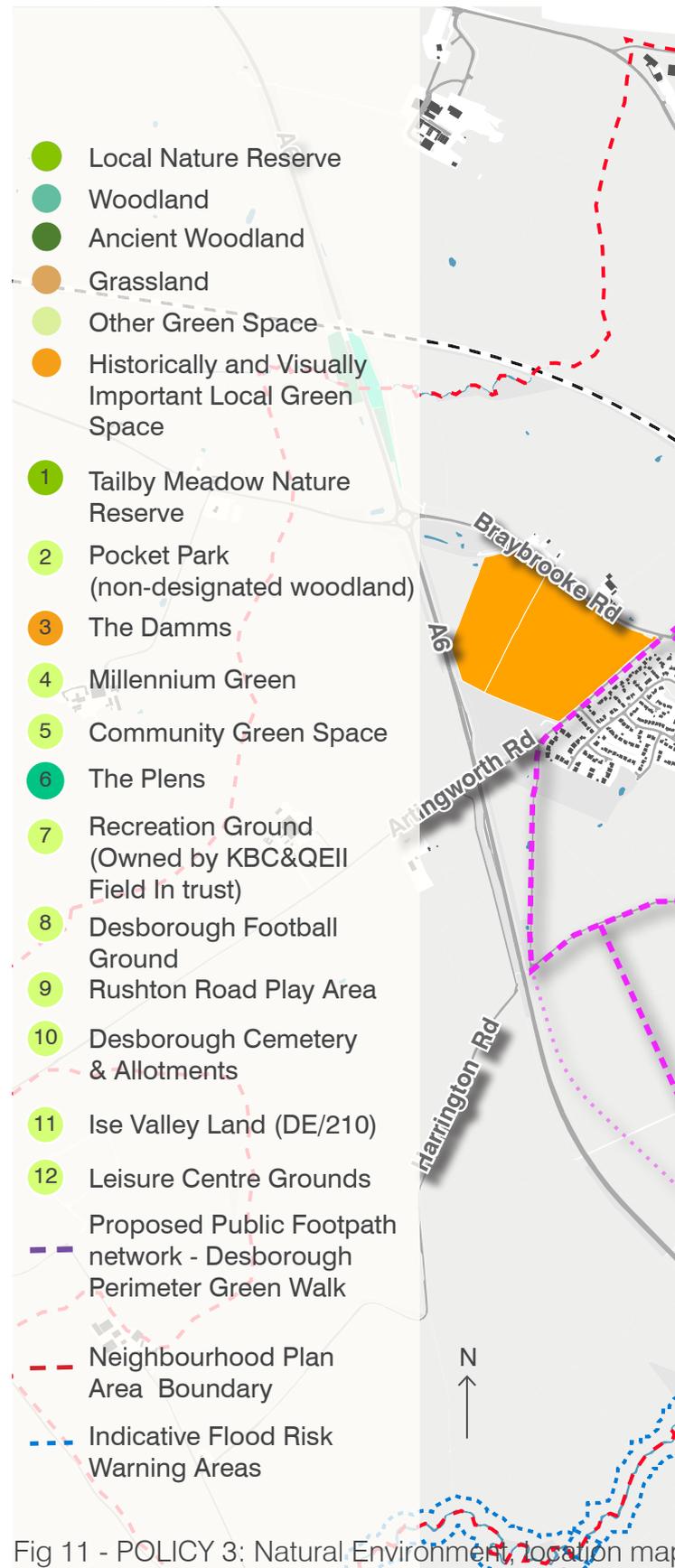


Fig 11 - POLICY 3: Natural Environment, location map



o (not to scale).

# POLICY 3

## BROADER AIMS

- Protecting the strong nature-based character of Desborough.
- Protecting and enhancing Desborough’s green infrastructure and natural habitats.
- Protecting and safeguarding assets of natural and historic heritage value.
- Improving access to natural environments around and within Desborough.
- Promoting greater biodiversity and opportunities for volunteering, healthy lifestyles and skills training.
- Ensuring that new landscape proposed for Desborough is appropriate to the context.

## BROADER JUSTIFICATION

In the UK, nearly 37,000 deaths per year could be avoided through increased physical activity (Public Health England, 2014). Also, with 28% of children in England aged two to 15 are overweight or obese, increasing their risk of disease in later life (Department of Health, 2009) and increase in mental illnesses is causing loss of life quality and early mortality (Public Health England, 2014). Within this framework, parks and natural environments are becoming more relevant for our health and well-being. Cities in the UK and around the world have received far-reaching economic, health and social benefits from making the best of their public spaces which, according to CABI (2009) can bring social, environmental and economic value to communities.

The local community is supportive of development. However, there is a general concern about the potential loss or damage to green areas of great value, which are of particular importance to the community, and which require protection and enhancement. This Plan acknowledges the evidence base of the NNJCS<sup>1</sup> and adheres to its policies. During consultation, the community as a whole felt strongly about the need to protect and enhance existing green spaces, to strengthen footpath networks linking natural environments and to complete a green circular route around the town: the Desborough Perimeter Green Walk (see Policy 5).

## THE INCREASING RELEVANCE OF NATURAL ENVIRONMENTS

*“Sites identified on the Proposals Map as Historically and Visually Important Local Green Space are recognised as being demonstrably special and hold a particular local significance. These Local Green Spaces must be preserved for their visual openness (beauty) or local historic significance. Development of these spaces will only be considered acceptable in very special circumstances, where development would clearly outweigh the harm caused to the space.”*

Emerging SSP2

<sup>1</sup> The character of the Ise Valley and the green infrastructure in the area are largely discussed in the NNJCS (Policy 20, p.109), which also refers to development in the countryside (Policy 13, p.87), water management and blue infrastructure in depth (Policy 5, p.54).

**P3 Specific Aims**

To protect existing valuable green areas from potential damage caused as a result of development.

To avoid proposals that could result in the loss or harm to green spaces' character, setting, accessibility, appearance, general quality or amenity value.

To ensure development occurs in the most suitable locations and not to the detriment of existing amenity space.

**P3 Justification**

3.1 (SD.A p.16, T4: 16) - Countryside settings, existing woodland and footpath links into the countryside are integral to the health and enjoyment of the local people.  
3.2 (SD.A p.18, T4: 17; p.16, T4:3).

3.3 - This NP identifies suitable locations for development that would not compromise the amenity space provision in Desborough (SD.A p.18, T4: 14;23).

**P3 Main evidence:** Community Consultation Report; Desborough Character Appraisal; Historically and Visually Important Open Space Background Paper, 2015. Also see Table 1 in p.12 to verify coordination with NPPF and NNJCS.

**P3: Natural Environment**

*This policy applies to Historic and Visual Interest, to emerging Local Green Spaces (HVI/LGS), and to all areas listed 1 to 12 in the 'Natural Environment location map' on page 43 of this document, where development is permitted in accordance to national (NPPF) and regional planning policy (NNJCS). Although these areas have a variety of legal designations<sup>1</sup> and broader policies regarding them vary, the community values each and every one of the listed areas and seeks to save-guard these high value assets.*

- 3.1 Where appropriate, development in these area will be limited to the creation of botanical gardens, glass houses and buildings that support the leisure, recreation and education capacity of these sites, such as visitor centres or dedicated natural museums.
- 3.2 Applicants must apply ecological approaches to design, construction methods and site management criteria; building in character and in-keeping with the natural environment. Car parks, roads, lanes and any other area for vehicular, cycling and pedestrian access must be built with natural materials and permeable surfaces.
- 3.2 The use of renewable and energy efficient technologies is welcomed but proposals must demonstrate solid evidence of strong local community support prior to any planning application being made.
- 3.3 Residential development will not be supported in these areas due to their recreational and amenity value. These are high value areas of green space which are considered important to the community. They should be protected/safeguarded. Where possible these must be enhanced, or further provision of quality green space must be made.

<sup>1</sup> Proposed HVI/LGS areas: Site HVI055 (The Damms) and site HVI069 (land off Braybrooke Road)

# POLICY 4

## INTRODUCTION

The North Northamptonshire Joint Core Strategy (2016) indicates that Desborough will need to plan for up to 422 additional dwellings<sup>1</sup>, which will need to be delivered during the period up to 2031. The ongoing Site Specific Local Development Documents and the Local Plan, both undertaken by Kettering Borough Council, seek to identify sites which are considered suitable for housing development. Work commissioned to support this Plan (Lathams, 2015; AECOM, 2017) looked at the sites identified by the Town Council and the Borough Council in depth and largely agreed with their findings, with a limited number of exceptions related to community concerns and local knowledge. All this work provides robust evidence and guidance (along with the NNJCS and LP), to accommodate housing growth. The NNJCS and the Local Plan provide the regional strategies to secure provision of infrastructure and housing mix. This Plan adheres to - and relies on - these documents, and takes into account projects currently being completed. However, the infrastructure and service provision in Desborough needs the opportunity to develop in order to improve both quality and capacity, to meet the demands of a growing population. Although the community recognises the need for growth, demonstrated by the Housing Needs Assessment (AECOM, 2016), there is widespread concern that poorly located housing will permanently damage valued amenity and landscape assets. There is a perception within the population that health, education, leisure, community and youth service provision are failing to support the needs of the existing community,

<sup>1</sup> This figure takes into account housing numbers of sites where planning permission has been granted and those where work on site has commenced, making a total of 1360 homes.

and the situation will worsen by the predicted population growth. Some of the residential areas located on the fringes of Desborough would benefit from improved local recreation provision such as children's play areas and outdoor gymnasia, water fountains and natural play areas. Schemes that provide adequate mitigation to this problem will be supported.

The community have worked relentlessly in truly participatory processes to establish the strengths, opportunities, challenges and threats that housing development would pose to local residents and Desborough as a whole. Based on Lathams' Desborough Site Review (2015), the Housing Needs Assessment (AECOM, 2016) and AECOM's Desborough Neighbourhood Plan Site Assessment (2017), the community (with professional support) have discussed and consulted on the best ways to integrate future development with the existing urban fabric. This analysis and the debates led to:

- a) The categorisation of priority sites for housing development (see map on page 50).
- b) The production of the Site Specific Design Criteria included in this policy.

*“Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth.”*

P17 NPPF

For a detailed explanation of why it was sites a, b, c and d that were subjected to detailed appraisal and included in the housing policy, please refer to the Community Consultation Report (SD.A).

## P4 AIMS

- Ensuring equitable provision of recreation, leisure and well-being led services to the local population.
- Promoting healthy and socially sustainable design in Desborough.
- Ensuring quality of built form and future proofing of new development.
- Ensuring good integration of new development with the existing settlement.
- Protecting and promoting Desborough character and enhancing the natural environment.

## P4 NEED

Good-quality housing is fundamental for ensuring a healthy town. Poorly designed housing schemes can lead to many health problems, and are associated with infectious diseases (such as tuberculosis), stress and depression. Everyone in Desborough should therefore have access to good-quality housing and a pleasant community environment that makes people happy and help them stay active and support each other.

CABE (2010) published several documents about the benefits of good quality housing based on solid research. Good design in residential schemes improves social well-being and quality of life, offering public health benefits. Crime can be reduced by designing to Secured by Design (SBD) standards. Lower reported crime rates and less fear of crime were recorded in developments that met the standards than those that didn't. The Manual for Streets shows how design ideas like home zones can help turn streets into social spaces rather than routes that prioritise the car; this way people can socialise casually and children can play in their streets. The people of Desborough value good design and the inclusion of natural environments. The quality of the townscape, streets and public places in general emerged as a key priority during community consultation events.

## THE RELEVANCE OF HOUSING QUALITY

*"Treating illnesses arising from poor housing conditions costs up to £2 billion per year, according to a study for the Royal Institution of Chartered Surveyors.*

*By design quality, we are talking about creating places that work well, not about architectural style...road layouts that prioritise pedestrians; public spaces that are safe and attractive; buildings that are at an appropriate scale and density to support local services. We think new developments should respect their context, using it as a starting point to enhance local character."*

CABE, 2010

<sup>1</sup> The character of the Ise Valley and the green infrastructure in the area are largely discussed in the NN-JCS (Policy 20, p.109), which also refers to development in the countryside (Policy 13, p.87), water management and blue infrastructure in depth (Policy 5, p.54).

# POLICY 4

DRAFT 25.10.17

The 'Priority for Development' criteria of this policy and all associated 'Site Specific Design Criteria' (for sites a to d) were developed in order to deliver the vision and to meet the objectives of this Neighbourhood Plan. These were designed on the basis of the data analysis of: the Summer 2017 consultation SWOT analysis; previous consultation outcomes; previous housing sites studies conducted independently (Lathams, 2016; AECOM

2017); and site specific feasibility studies done by Lathams.

The diagram below shows a summary of the analysis outcomes and it illustrates an estimation of the number of houses that each site could accommodate if proposals adhered fully to the policies and the design recommendations of this Neighbourhood Plan, the NNJCS and the NPPF (housing numbers were estimated on the basis of Lathams' site specific feasibility studies).

Site	Priority	Lathams' Desborough Site Review 2015	AECOM DNP Site Review May 2017	Lathams' Site Specific Feasibility 2017	Representation made by land owner representatives Sept 2017
a	1	201 no significant constraints	strategic site discounted	240 - 260	230*
b	2	46 minimal impact	32 no significant constraints	40 - 50	none
c	1	222 access issues	314 access issues	200 - 210	202* access issues resolved
d	3	60 landscape and archaeological impact highways issues	75 access and high-ways issues	40 - 50	58* access and highways issues resolved
e	N/A	discounted	strategic site discounted	discounted	none
TOTAL		529	421	545	490
Surplus (inc 10%)		89	-19	105	50

Table 8 - Summary of Various Capacity Analysis

This table shows a summary of the various capacity analysis done for the sites that the people of Desborough see as developable. There is a requirement to accommodate 400 units by 2031 additionally to those already granted planning permission (such as Grange II). For more information please refer to the Community Consultation Report and associated supplementary documents and appendices. This NP agrees with accounting for a buffer of 10% as per NPPF.

\* Outline planning application anticipated.

The Urban Structure Study (NNJPU, 2013, pp.95-97) identifies connectivity capacity and other issues for all the sites appraised for housing allocation, giving further details about each particular site.

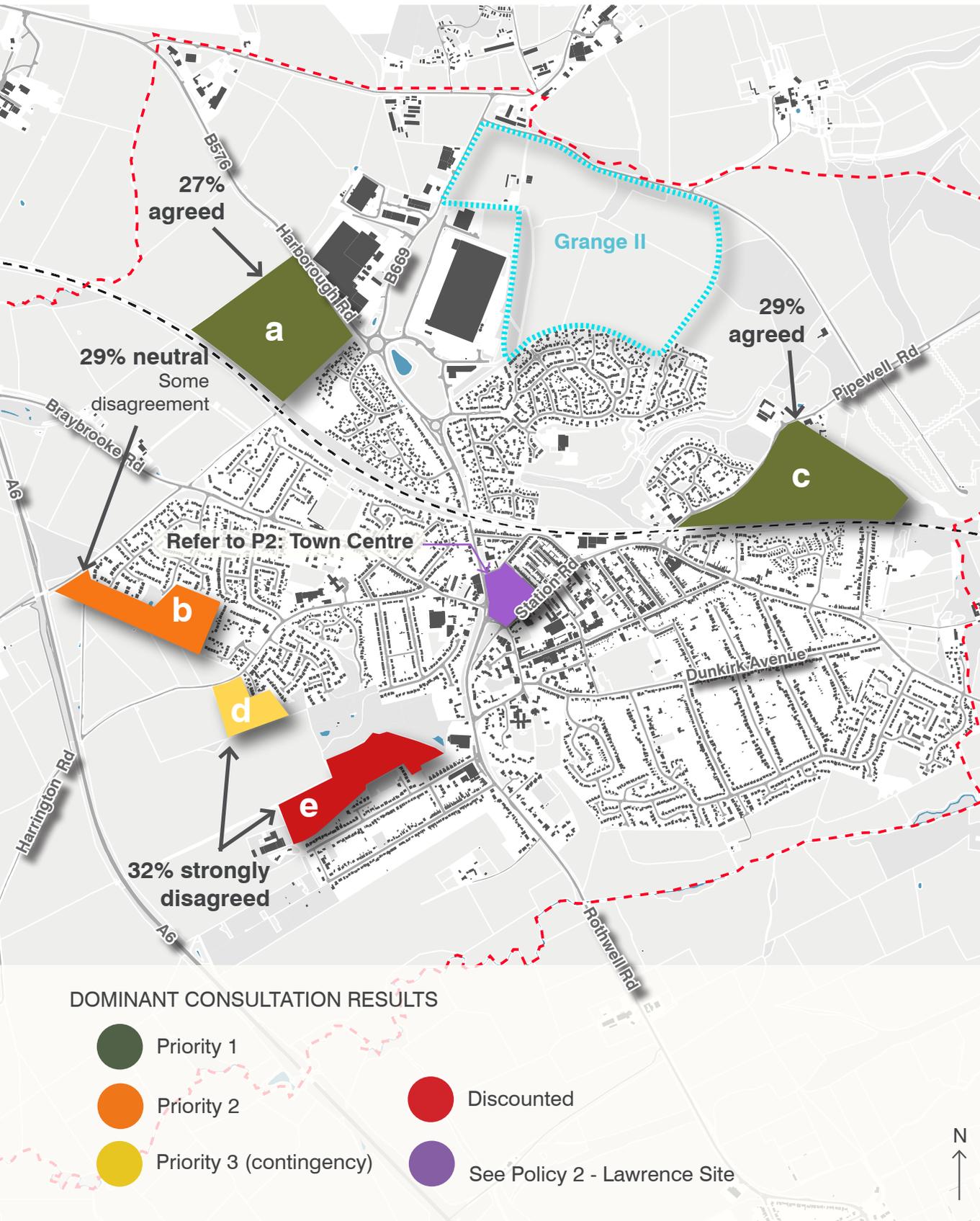


Fig 12 - P4: Housing sites location map (not to scale) showing dominant consultation answers (Summer 2017).

**P4 Specific Aims**

To ensure housing development is located in the most appropriate sites considering healthy future growth.

To ensure the core issues regarding particular sites (such as access) are addressed through positive design.

To achieve best possible design quality future proofing the town through provision of adequate access, road structure, water management and green infrastructure.

**P4 Justification**

4.1 3.2 (SD.A p.16, T3: 9); 4.2 3.2 (SD.A p.18, T4: 17; p.16, T4:10) - To identify various suitable locations for development and core criteria that would meet the housing demand for the duration of this Plan with minimum impact.

4.3 3.2 (SD.A p.14, T3: 6, 8; 10); 4.4 (SD.A p.14, T3: 8); 4.5 (SD.A p.14, T3: 6, 8; 9; 10) - To mitigate situations where mediocre design and poorly consulted development are proposed.

**P4 Main evidence:** Community Consultation Report; Desborough Character Appraisal; Historically and Visually Important Open Space Background Paper, 2015; Desborough Site Review (2015); Housing Needs Assessment (AECOM, 2016); Desborough Neighbourhood Plan Site Assessment (2017). Also see Table 1 in p.12 verify coordination with NPPF and NNJCS.

**P4: Housing**

*This policy applies to any development containing residential uses.*

- 4.1 Demonstrate adherence to the site priority criteria of 'P4: Housing sites location map' (p.49).
- 4.2 Demonstrate compliance with the relevant Site Specific Design Criteria as per Policies 4.2.a, 4.2.b, 4.2.c and 4.2.d on pages 52 to 63).
- 4.3 Design in accordance with the principles of current (listed below) and emerging guidance:
  - Place Shaping (NNJCS)<sup>1</sup>
  - Manual for Streets (DfT)
  - Building for Life 12 (Design Council)
  - Healthy Town Programme (NHS)
  - Secure by Design
  - Active Design (Sports England)
- 4.4 Demonstrate that drainage and water management are designed and implemented to minimise the amount of water discharged; favouring natural drainage and permeable surfaces.
- 4.5 Demonstrate that green infrastructure, urban design and architecture had been considered simultaneously and in an integrated way considering green, blue and red infrastructure as well as ecosystems.

# DRAFT 25.10.17

## site specific design criteria

Based on a graphic feasibility study, participants worked alongside professionals sharing their local knowledge to make a representation of the Site Specific Design Criteria. Any proposal for the available sites should comply with this criteria in order to minimise any potential negative impact on the existing community and its infrastructure.

As well as appraising impact on existing assets, the criteria also looked at future-proofing the sites and the town ensuring that, if further growth is necessary in the future, this can be integrated to any contemporaneous proposals with non or minimal negative impact. The diagrams on pages 54 to 63 illustrate these criteria and explain the logic behind them.

### WHAT IS THE PRIORITY FOR DEVELOPMENT CRITERIA?

**PRIORITY 1:**  
**Preferred option**

**PRIORITY 2:**  
**Acceptable option**

**PRIORITY 3:**  
**Least favoured option**

Suitable housing sites were given an order of priority based on local knowledge regarding the functioning, perceived character and behaviour of Desborough as a town. How the people of Desborough feel about their places was also considered for establishing the level of priority for each site, another parameter of consideration was the impact of development in adjacent local assets and places people care for. Details of the results of the various consultations, particularly the Summer 2017 consultation, which was key for developing the site specific criteria, are included in the Community Consultation Report (SD.A).

### \*\* HOUSING PROVISION CRITERIA:

- i. Units in appropriate locations such as on main access roads or near central areas must be adaptable to accommodate live/work uses.
- ii. Units located on the main road and fronting public squares must be adaptable to accommodate commercial uses or shops in garages, or on ground floor (with homes above).

How this can be achieved:

- Garages located in visible and accessible areas provided with building frames of sufficient height and with all services to ensure these could later on become workshops and offices.
- Providing larger rooms with sufficient height and larger front windows within the home at ground floor level. These rooms must give an opportunity to be later on divided from the living unit to allocate offices or workshop areas, and to add a separate access door, independent from the home front door.
- Service provision and building regulation considerations must be in place to allow future changes.

### BROADER JUSTIFICATION

The incorporation of flexible units that can accommodate mixed uses takes into account that although, developments might not be able to include commercial uses at the moment the criteria ensures future-proofing the scheme. This is in line with a growing tendency to work from home and to enable small convenience stores to cater for the local area in the future.



Fig 13 - Site 'a' (not to scale). See page 49 for location map.

1 Green buffer

The site requires a high quality green area with dense vegetation, ideally mature trees or hedgerows to separate the housing development from the main road and the industrial area across the main road. This will provide a barrier to air and noise pollution and it will provide an amenable gateway feature for people approaching Desborough from the north. In order to better connect the development and possible future development in the north with the town centre, this barrier

must also provide a clear, accessible, safe pedestrian and cycling route along its whole length.

2a Preferred access

Ideally the site will have two access routes directly from the main road in order to form a loop circuit within the development. Two access ways allow the site to remain connected if for any reason one of the access points had to be closed off.



## 2b Alternative access

If two access roads are not feasible on the main road, the site will then require on main access point from the main road and at least one connection (ideally two) to the existing development in the south boundary.

## 3 Links

The development must provide a road structure that offers at least two points to link through to the sites in the north. These links would offer long views into the countryside to residents of the scheme and also they'll provide an opportunity to expand the urban structure to the north in the future, making Desborough a better connected, more integrated town.

## 4 Recreation and wildlife

The development must provide quality recreation areas for residents but it must also ensure any future developments in the north have an opportunity to extend existing green infrastructure and landscape corridors, distributing greenery throughout the fabric of Desborough. Locating the green spaces against the railway can also provide a buffer for residents, reducing noise and pollution. The recreation area proposed must be linked in terms of landscape with the existing green area in the south; this can be achieved through the incorporation of a dense green boulevard or a series of pocket parks along the green link.

## 5 Water management

The scheme should seek to provide Sustainable Urban Drainage Systems

(SuDS) and water attenuation ponds in suitable areas (NNJCS P.5). If this is not possible they must provide strong evidence that justify the lack of SuDS.

## 6 Strong frontages

To ensure public parks and green areas around the development are overlooked and that the scheme is not inwards looking but that adapts well to future growth.

### DEVELOPMENT PRIORITY: 1

**CAPACITY:** 240 - 260 \*\*

\* see page 53 for housing provision criteria.

### JUSTIFICATION

Site 'a' was largely discussed during the Summer 2017 consultation in the context of the sites put forward for development to that date. Participants unanimously agreed that the site provided a good location for development with minimal impact to the existing physical and social structure of the town.

A concern raised was the relative longer distance of this site to the town centre in comparison to other available sites. However, after a discussion considering a feasibility study of all the sites, and looking at the strengths, weaknesses, opportunities and threats of all the options available, the site was deemed to be a first priority for development alongside site 'c'.



Fig 14 - Site 'b' (not to scale). See page 49 for location map.

**1** Green views

The site is located in a privileged position, nearby green areas of high value. As Desborough aims to retain their country setting feel as it grows, it is important to provide new development with long country views. An opportunity to do so is in the west boundary of this site.

**2a** Main access

The main access needs to be provided through Arthingworth Road, this is in

order to avoid increasing ingress traffic onto existing streets. The existing pedestrian link running alongside the green buffer area in the north requires a safe crossing with pedestrian and cycling priority.

**2b** Secondary access

If possible, a secondary access is to be provided as an extension of the existing Buxton Drive. Two access ways allow the site to remain connected if for any reason one of the access points had to be closed off.

**3** Links

The existing pedestrian link (Green Lane) needs to be retained and improved where necessary. Additionally, a new link needs to be provided alongside the existing vegetation to connect Eyam Close with the edge of the new development. This is in order to future-proof the scheme allowing for good connectivity in the future.

**4** Recreation and wildlife

The development must provide quality recreation areas for residents but it must also ensure any future developments in the north have an opportunity to extend existing green infrastructure and landscape corridors, distributing greenery throughout the fabric of Desborough. Locating the green spaces against the Arthingworth Road can provide a buffer for residents, reducing noise and pollution. However, if this portion of land is required for housing allocation in order to make schemes feasible, the people of Desborough would consider, upon adequate public consultation, that a thick high quality green corridor is provided alongside Green Lane instead as well as sufficient recreation space elsewhere in the scheme. The area in the south already has established vegetation and a pond, and it would be preferable retained as green recreation area.

**5** Water management

The scheme should seek to provide Sustainable Urban Drainage Systems (SuDS) and water attenuation ponds in suitable areas (NNJCS P.5). If this is not possible they must provide strong evidence that justify the lack of SuDS.

**6** Strong frontages

To ensure public parks and green areas around the development are overlooked and that the scheme is not inwards looking but that adapts well to future growth.

**7** Co-living/assisted living

Units catering for an aging population must be located in accessible, walkable areas in close contact with nature. This is in order to facilitate enhanced surveillance, healthy lifestyles, enhanced well-being and the possibility for aging people to be in frequent contact with others who enjoy the greenery.

**DEVELOPMENT PRIORITY: 2**  
**CAPACITY: 40 - 50\*\***

\* see page 53 for housing provision criteria.

## JUSTIFICATION

These design criteria only contemplates the northern half of the site because during the Summer 2017 consultation participants expressed high concerns regarding potential development in the southern half. This was a concern due to the strain this might put on existing streets in terms of vehicular access. If in future, representations are made for developing the southern part of the site, these must be accompanied by adequate transport and access impact evaluations, and a community consultation must take place at very early stages of the design process and beyond, in order to establish the design criteria for the site with a co-design approach.



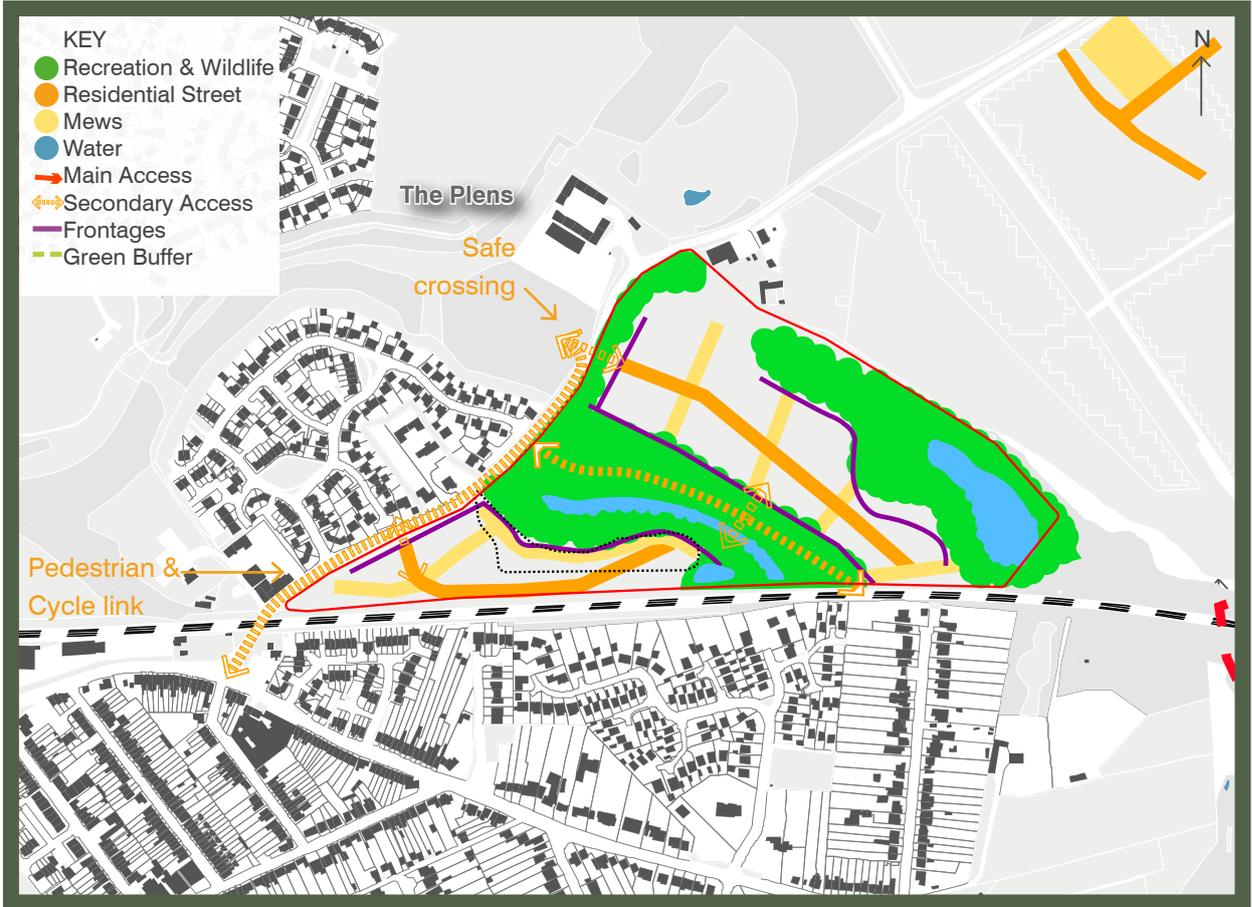


Fig 15 - Site 'c' (not to scale). See page 49 for location map.

**DEVELOPMENT PRIORITY: 1**

**CAPACITY: 200 - 210 \*\***

\* see page 53 for housing provision criteria.

Access issues were raised some time ago by the highways authority and these were highlighted on the site specific studies done by Lathams (2015) and AECOM (2017) with regards to developing the northern side of this site. The Steering Group made enquiries concerning the progress made resolving these issues and we received a response from Harrislamb, who represented the land owner, stating that they have provided the authorities with strong evidence that the highways issue can be resolved and that the site can be developed with no impact on exiting capacity.

**CONDITION**

The site sits near the northern entrance to The Plens and, as not only the residents of the scheme but the whole town would benefit from a good, clear, safe pedestrian and cycling link between the town centre and The Plens entrance, it is expected that this link is incorporated as part of the scheme. This can be achieved by incorporating a link in the form of a walking and cycling path along the Pipewell Road and a safe crossing towards The Plens entrance in the north end of the development (see diagram above).

This condition is in line with the vision of this Neighbourhood Plan and 'Objective 3: an accessible natural ecosystem network' (see pages 28 and 29).



## 1 Main access

The main access needs to be provided through Arthingworth Road. If possible, providing a secondary access this must be pursued. A bridge over the stream is also necessary to connect both fragments of the site.

## 2 Links

A pedestrian and cycling path along the stream needs to be provided.

## 3 Recreation and wildlife

Proposals must make use of existing green infrastructure along the stream and where mature trees already exist.

## 4 Water management

The scheme should seek to provide Sustainable Urban Drainage Systems

(SuDS) and water attenuation ponds in suitable areas (NNJCS P5). If this is not possible they must provide strong evidence that justify the lack of SuDS.

## 5 Strong frontages

These are to ensure public parks and green areas around the development are overlooked and that the scheme is not inwards looking but that adapts well to future growth.

## 6 Co-living/assisted living

Units catering for an aging population must be located in accessible, walk able areas in close contact with nature. This is in order to facilitate enhanced surveillance, healthy lifestyles, enhanced well-being and the possibility for aging people to be in frequent contact with others who enjoy the greenery.

### JUSTIFICATION

A consultation took place recently for a housing scheme for this site. This is presumed to be submitted for outline planning consent in the near future. The proposal was discussed during the Summer 2017 consultation and the consensus was that the proposal was encouraging and that it met the all design criteria and housing numbers envisaged for the site. It was felt that the scheme was positive due to the site location, the proposed road structure, the density, the scale and especially due to the amount of green space provided for recreation, amenity and to manage rainwater. Some participants were concerned about the site being slightly

disjointed from the town centre, an inspection of the site boundaries was conducted by Lathams to review the possibilities of improving pedestrian links and connections from the scheme into the town centre. It was found that the railway line presents no opportunities for either a bridge or a tunnel connection. This is primarily due to the form of the existing development to the south of the railway and also the ground floor levels. This point was also stated in the Urban Structure Study (2013, p.96) done by NNJPU. Therefore, provided the scheme fully adheres to this document, this Neighbourhood Plan fully supports the outline proposal for site 'c' as per Figure 16.



Fig 17 - Site 'd' (not to scale). See page 49 for location map.

**Northern part:**

**DEVELOPMENT PRIORITY: 3**

**CAPACITY: 40 - 50 \*\***

**Southern part:**

**DISCOUNTED**

**CAPACITY: 60 - 70 (southern)**

**JUSTIFICATION TO SITES 'd' & 'e'**

The feasibility studies for these two sites were discussed during the Summer 2017 consultation and the consensus was that housing proposals would cause too much disruption to the local area in terms of access and movement, and that these might have the potential to damage adjacent valuable green areas and landscape and wildlife assets. Participants unanimously felt strongly with regards to the difficulties these sites would pose if they were to be developed, even if these were in full compliance with the Neighbourhood Plan Policies. Site 'd' was considered to be the least favourable but it is accepted that, as there are no other sites with lesser impact, provided that the constraints are resolved, conversations are welcomed. Site 'e' was discounted by various independent site appraisals conducted previously, as indicated in table 8 on page 52..

RDC Development Consultants have made a representation on behalf of the site owner for site 'd' to the Steering Group as part of their response to the Neighbourhood Plan draft Summer 2017 consultation which included a transport assessment and an access appraisal (see supplementary information). The land owner aims to submit an outline planning application for this site. According to Policy 1.4 of this Neighbourhood Plan, the people of Desborough and all relevant authorities must be given an opportunity to comment and to make any representations in relation to these proposals through the appropriate channels.

### 1 Green views

The site is located in a privileged position, nearby green areas of high value. As Desborough aims to retain their country setting feel as it grows, it is important to provide new development with long country views. An opportunity to do so is in the west boundary of the site.

### 2a Main access

Main access should be provided from the main roads to avoid further disruption to existing neighbourhoods. Ideally, access will be located on Harrington Rd. Technical appraisals demonstrate adequate capacity but neighbours had expressed concern about this solution on the basis of the rural character of this road.

### 2b Secondary access

Secondary vehicular access points need to be provided to deliver connected communities. Two access ways also allow the site to remain connected if for any reason one of the access points had to be closed off. If possible, access should be provided to connect Orchard CI; and Doulton CI if at all possible.

### 3 Links

The site include a key pedestrian footpath that form part of the Proposed Public Footpath Network/Desborough Perimeter Green Walk (see Policies 3 and 5).

### 4 Recreation and wildlife

Development must provide quality recreation areas for residents but it must also ensure any future developments in the west of the site, have an opportunity to extend existing green infrastructure and landscape corridors, distributing greenery throughout the fabric of Desborough.

### 5 Water management

The scheme should seek to provide Sustainable Urban Drainage Systems (SuDS) and water attenuation ponds in suitable areas (NNJCS P5). If this is not possible they must provide strong evidence that justify the lack of SuDS.

### 6 Strong frontages

These are to ensure public parks and green areas around the development are overlooked and that the scheme is not inwards looking but that adapts well to future growth.

### 7 Co-living/assisted living

Units catering for an aging population must be located in accessible, walkable areas in close contact with nature. This is in order to facilitate enhanced surveillance, healthy lifestyles, enhanced well-being and the possibility for aging people to be in frequent contact with others who enjoy the greenery.



# POLICY 5

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## INTRODUCTION

Policies 5.1 and 5.2 look at health and education infrastructure provision. Although the increase in housing could make service provision challenging; the surgery and primary school are currently working at full capacity. On the basis of a growth of 50 houses per year on average, Northamptonshire Borough Council do not foresee more than 500 additional secondary pupils by 2031, making the current facilities suitable for the duration of this plan. NHS England leaders are aware of the need to increase the capacity of the surgery and they are in liaison with Kettering Borough Council. A financial contribution from new development towards a surgery upgrade was calculated based on the number of people that new housing provision will cater for, who will require to register with a local GP. Additionally, there is already an agreement for a two-form primary school to be built along with the second phase of The Grange; this will provide suitable primary school education capacity for the duration of this plan. This policy adds an element of quality to any new health and education infrastructure provision delivered in line with the NNJCS in Desborough.

Policy 5.3 looks at the provision of broader infrastructure strategies because it is an aspiration of the community that underused sites and property within the town centre will be brought back into full economic use to improve the vibrancy of the area. However, in a relatively small settlement like Desborough, poor quality or missed investment can severely damage the town. The historic and architectural value of the centre of Desborough is recognised by its designation as a Conservation Area. Desborough Heritage Centre<sup>1</sup> preserves a very detailed history of the town, including archives, photographs and artefacts.

There is concern however, that the quality of the Conservation Area and the wider settlement might be eroded if valued non-designated heritage assets are not protected and sensitively redeveloped protecting the local character. The NNJCS goes into detail with regards to development in the countryside (Policy 13) and the introduction of renewable energy provision structures (Policy 26) and this Plan adheres to these policies. However, the community also aims to ensure any development maintains and reasserts Desborough's distinctive sense of place and civic pride. The emerging Site Specific Part 2 of the Local Plan identifies Desborough as a location for the inclusion of a new medium –sized food store (2,000 m<sup>2</sup> net). This will bring employment opportunities and it could reactivate the town. However, careful consideration of the exact location, master planning and design of the store is necessary to ensure the character of Desborough is protected and the activity areas are well managed. The Desborough population priorities are in line with the NNJCS, which supports the need to be flexible and adapt to change. But it is fundamental that retail proposals are appraised appropriately to ensure that small businesses (groceries, butchers, etc.) will not suffer as a consequence of bringing a supermarket into town. This can be achieved by working closely with businesses from the offset; appraising the range, types and quality of products offered by the different sectors of the local market, in order that they compliment each other rather than competing. A local market strategy could build bridges within various sectors of the community and it could aid local businesses to become more resilient and capable of adjusting to change. This policy addresses all of these issues through a commitment to creating strategic frameworks for all key aspects of infrastructure provision.

<sup>1</sup> Accredited museum run independently by Desborough Civic Society and 50 volunteers. Annual winner of Northamptonshire & East Midlands Heritage Awards.

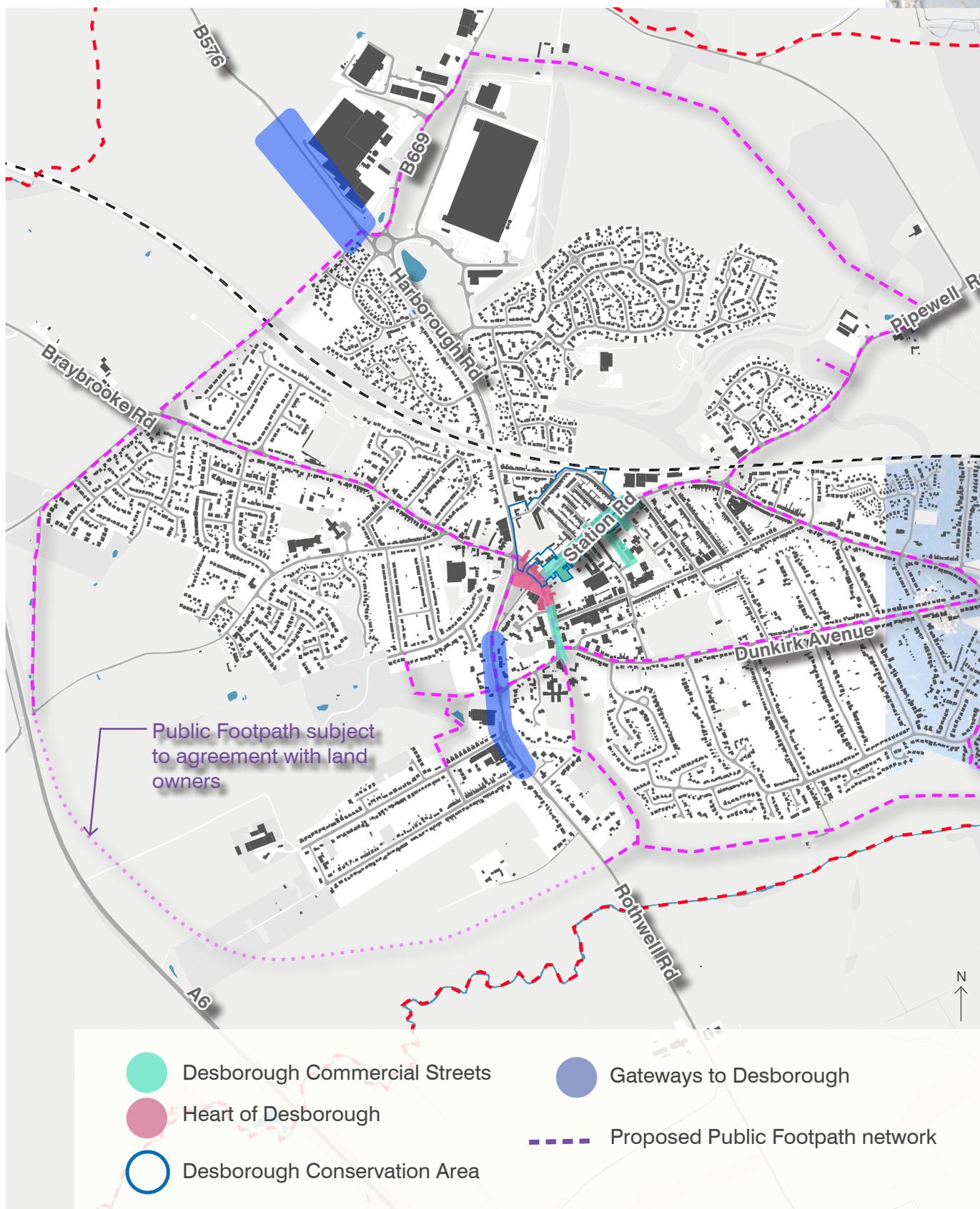


Fig 20 - POLICY 5: Priority Infrastructure location map (not to scale).

## P5 NEED

Station Road is the principal retail street of Desborough and improving its environmental quality, traffic management and parking provision must be supported by strategic frameworks aimed at improving its overall appeal to shoppers.

The environmental quality of Desborough town centre must be improved if new occupiers and users are to be attracted. Feasibility studies were funded by Locality and commissioned by the Desborough Neighbourhood Plan Steering Group, who have produced a strategy for the improvement of Station Road. A number of discrete projects were identified as part of this strategy which aim to transform the environmental quality and retail performance of the town. These projects will all require funding. It is expected that Desborough Civic Society, Desborough Town Council, Kettering Borough Council, Northamptonshire County Council and the community will work together to ensure the Priority Infrastructure Projects are delivered within the time-frame of this Plan.

<sup>1</sup> See Public Realm Vision and Strategy for Station Road, 2015.

<sup>2</sup> Improvement of signage, road infrastructure, landscape and built environment to create a welcoming gateway that indicates an entrance to Desborough.

<sup>3</sup> The community will work with Desborough Civic Society, Desborough Town Council and Kettering Borough Council to produce a local list of non-designated heritage assets. This list will be maintained by the community and up-dated with the support of Desborough Civic Society,

P5 **Specific Aims**

- Encouraging new, high quality businesses and start-ups, providing capacity for future development.
- Maintaining the character of the town centre and building up on it through positive interventions.
- Creating pedestrian friendly environments ensuring footfall and supporting fairs and markets.
- Considering and evaluating possible access, parking and transport improvements supporting new employment opportunities and business growth.

Desborough Town Council and Kettering Borough Council. The list should be referred to by applicants and every effort should be taken by applicants to retain identified assets within their proposals. The existence of the NDA List should not be taken to infer that buildings which are not included on it have no heritage value, Heritage Assessment and Heritage Impact Assessment material will still be required to support planning applications where Kettering Borough Council officers identify structure of potential heritage significance may be impacted upon by proposed development. Initial work on the list has been carried out by Desborough Civic Society and the Rockingham Forest Trust and updated by Kettering Borough Council.

<sup>4</sup> Identify the current and anticipated provision gap, to identify appropriate accessible locations and to identify capital/revenue funding streams.

<sup>5</sup> Bring the site back into community use in a way that is sensitive to its landscape setting and register the site as an "asset of community value" Asset of community value (ACV): land or property declared as important to a local community and subject to additional protection from development under the Localism Act 2011.

<sup>6</sup> Defining a conservation and heritage strategy suitable for the town.

<sup>6</sup> In accordance with the ten principles of Active Design (Sports England, 2017); particularly with the introduction of local champions.

**P5 Justification**

5.1 & 5.2 (SD.A p.14, T3: 8) To strive for best quality infrastructure provision as recommended in NPPF/7

5.3; The people of Desborough are disheartened based on previous experiences when projects and plans never realised. It is a priority for the local community that projects are enforced through a policy in order for these to have the weight that might result in the vision and objectives of this Plan being met.

**P5 Main evidence:** Community Consultation Report (SD.A), also see Table 1 in p.12 to verify coordination with NPPF and NNJCS.

**P5: Priority Infrastructure**

5.1 Education\*: The provision of additional education infrastructure associated with housing growth will be reviewed and any new, extended or refurbished educational establishment will demonstrate compliance with 'Creating excellent primary schools' (CABE, 2010) and all most up to date best practice guidance as appropriate.

5.2 Health\*: The provision of additional health infrastructure associated with housing growth will be reviewed and any new, extended or refurbished establishment will demonstrate compliance 'Primary and community care Health Building' (HE, 2009) and all most up to date best practice guidance.

## 5.3 Strategic Frameworks

Strategic regeneration frameworks including design proposals and estimated costings will be produced for the infrastructure projects listed below, illustrated in the 'Policy 5: Priority Infrastructure location map'. Additionally, the Steering Group will endeavour to source funding to deliver these projects. Any Section 106 contributions raised will be used where appropriate and according to the Community Infrastructure Levy Regulation 2010, to support the production of this framework and the delivery of these projects following the established order of priority:

- 5.3.a Heart of Desborough
- 5.3.b Desborough Commercial Streets
- 5.3.c Desborough Active Town Strategy
- 5.3.d Local Green Spaces designation
- 5.3.e Desborough Perimeter Green Walk (Public Footpath Network) and cycleways.
- 5.3.f Community Services Infrastructure
- 5.3.g Gateways to Desborough
- 5.3.h Community Centre and Youth Centre feasibility study
- 5.3.i Desborough Natural Environment Enhancement (including recreation) and environmental health (e.g. pest control, sewage, flooding)
- 5.3.j Desborough Conservation Area Heritage Strategy
- 5.3.k Non-designated assets

\* In accordance with requirements for education and health service provision as regulated by NPPF, NNJCS and all current and emerging related policies.

# monitoring progress

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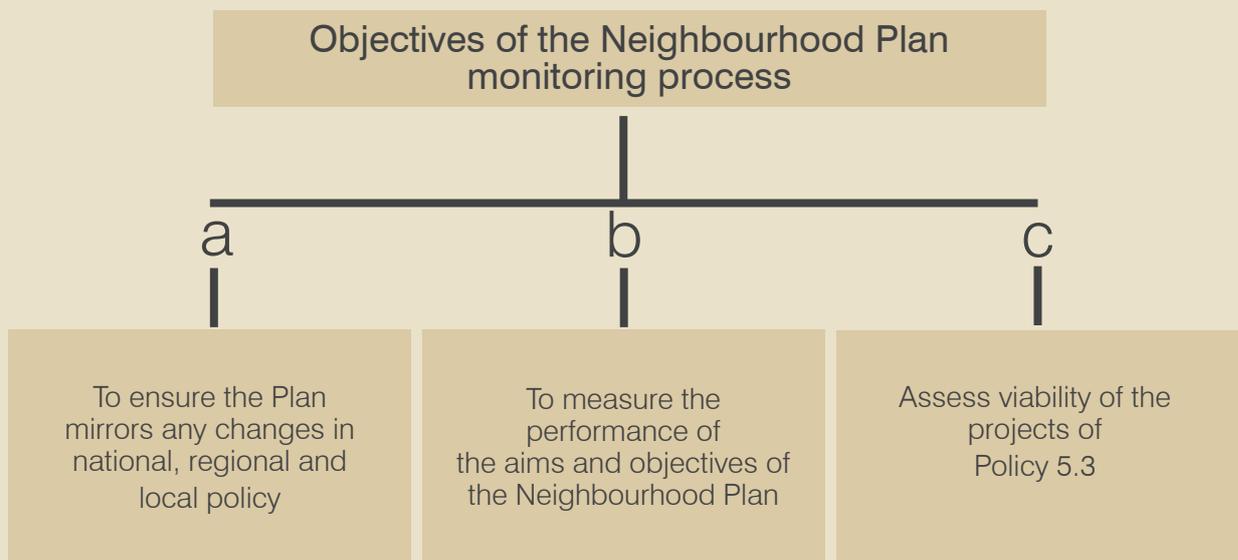
The Neighbourhood Plan should be actively managed over the plan period. Where necessary it will be amended according to the review outcomes. This is in order to ensure that it takes into account possible changes to national planning policy or to local policy and of the North Northamptonshire Joint Core Strategy. Responsibility for providing leadership and direction for the Desborough Neighbourhood Plan rests with Desborough Town Council.

The Town Council will monitor the Plan's implementation annually and a report to the Annual Meeting will detail any progress of the plan during the previous year and the likely implementations and impact of the plan for the forthcoming year. The report will be uploaded to the Town Council's website ([www.desboroughtowncouncil.gov.uk](http://www.desboroughtowncouncil.gov.uk)) for residents to access to it remotely. Any other information relating to the Plan or its progress will also be posted on the website. Hard copies will be made available at the local library.

The Plan will have a thorough review at five year intervals - in 2022 and 2027, which will be led by the Town Council and the Steering Group. The latter has representation from the wider community. The purpose of these reviews will be to:

- a. Update this Plan to mirror future changes in national and regional policy.
- b. Appraise how aims and objectives have been met through the application of the NP Policies.
- c. Assess progress in the delivery of projects set in Policy 5.

According to the results of the appraisal, the Town Council and the Steering Group could consider the need for amending or altering elements of the Plan if this proves imperative. Any amendment will be duly consulted with the community over a minimum period of six weeks. The consultation method and key outcomes will be published alongside the revised Plan. Any amendments will be made according to the results of these consultations.





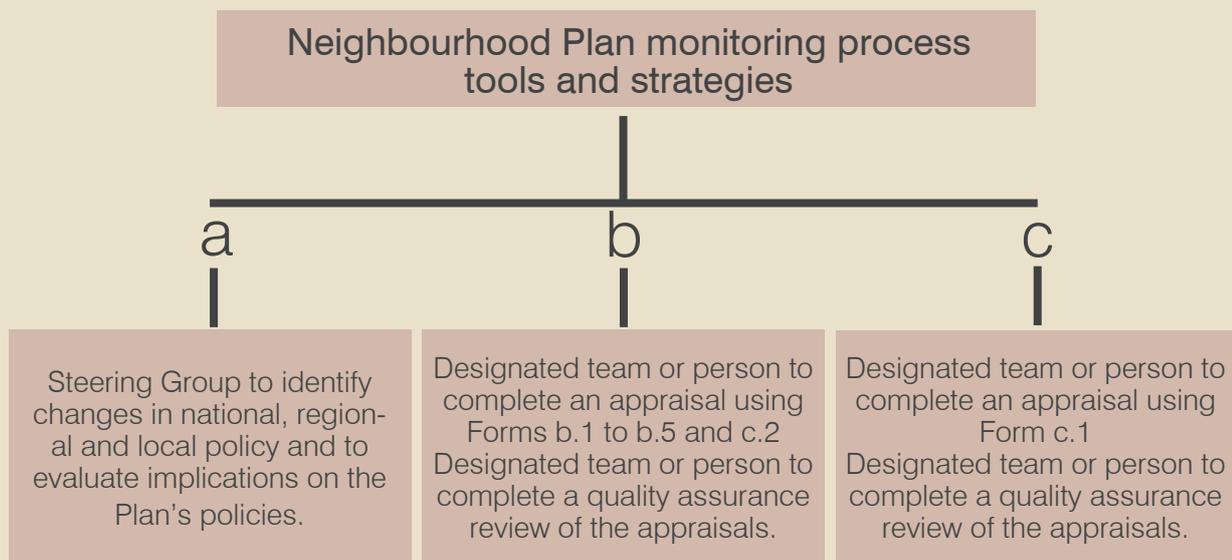
Possible reasons for necessary amendments are, for example: the update of housing number requirements for the area; or the impact of additional services pressure resulting from new development within the Desborough Neighbourhood Plan Area, which should be monitored through the wider Local Plan process. In this way, the performance of the Desborough Neighbourhood Plan can be compared and related to the higher level plans which it sits under.

The Plan should be monitored through tailor made forms with criteria which are compatible with the Annual Monitoring Report for the Core Spatial Strategy for the policies developed. These forms are included in the appendix of this document. The feasibility and progress on the delivery of projects must also be reviewed appraising and recording potential issues that might delay or prevent the projects to be completed on the basis of this criteria: Economic; Technical; Social; Political; Environmental. A sample Form to complete this task is shown in the appendix of this document.

These evaluations can then inform potential changes to the projects in further revisions or addendum of this Neighbourhood Plan.

All forms must be dated and signed by those responsible, and filed electronically as well as in hard copy format. A designated person will be in charge of administrating the monitoring data and access to this will be shared by the Steering Group Members.

This Plan, recently revised to incorporate comments from stakeholders, is now being subjected to a six-week consultation. Comments received from the community, professional bodies and consultants, will be gathered and submitted to an independent examiner. The examination of the Plan may result in further amendments which will need to be carried out prior to a referendum being held. Should the community support the Plan through the referendum process, then it can be formally adopted as part of the Development Plan for Kettering Borough Council.



# P5.3 projects description

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**All projects must be developed and executed in active and inclusive consultation with the community (including businesses and key stakeholders), and they must include the production of a strategic framework that reflects the aspirations of the community for the place.**

## 5.3.a Heart of Desborough:

Co-design project to define how the Heart of Desborough could be designed to cater for all needs and to provide a place that the community could call the centre of town.

## 5.3.b Desborough Commercial Streets:

Similarly to 5.3.a, the way the commercial streets will look and they will function is a matter of concern amongst local people.

## 5.3.c Desborough Active Town Strategy:

A dedicated steering group must look at how this Sports England strategy could be best applied to Desborough.

## 5.3.d Local Green Spaces designation:

A dedicated steering group must look at what green areas in Desborough should be designated LGS and pursue the designation.

## 5.3.e Desborough Perimeter Green Walk (Public Footpath Network) and cycleways:

A dedicated steering group must look at how the Perimeter Green Walk could be fully reinstated. This will include resolving issues of land ownership and rights of way.

## 5.3.f Community Services Infrastructure:

A dedicated steering group must work alongside KBC Community Service Officer (who already approached the NP Steering Group to help) to ascertain how community services and public place provision and maintenance should be enhanced and improved.

## 5.3.g Gateways to Desborough:

A dedicated steering group must look at how the Gateways to Desborough could be fully reinstated. This will include resolving issues of land ownership and rights of way.

## 5.3.h Community Centre and Youth Centre feasibility study:

A dedicated steering group must work alongside KBC Community Service Officer (who already approached the NP Steering Group to help) and local groups already working with young people to assess how community services and public place provision for young people is performing in terms of amount, type and quality; looking at how these might be improved.

## 5.3.i Desborough Natural Environment Enhancement (including recreation) and environmental health (e.g. pest control, sewage, flooding):

A dedicated steering group must work alongside Environmental Control and service providers to assess how services are performing and to look at how these might be improved, monitored and reported.

## 5.3.j Desborough Conservation Area Heritage Strategy and 5.3.k Non-designated assets:

A dedicated steering group must work alongside the Civic Society to assess existing heritage assets and to deliver a detailed survey and a framework for action.

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# DRAFT 25.10.17 performance monitoring forms

<b>FORM P1 - PERFORMANCE EVALUATION</b>																	1	<i>Level of control</i>							
																	2	<i>Knowledge</i>							
Date:																	3	<i>Influence over change</i>							
Reported by:																	4	<i>Ability to change</i>							
Checked by:																	5	<i>Capacity to deliver change</i>							
P1	Economic					Political					Social					Environmental					Technical				
Aim	1	2	3	4	5	1	2	3	4	5	1	2	3	4	5	1	2	3	4	5	1	2	3	4	5
To protect and enhance the historic environment																									
To ensure the local community remains fully involved regarding local development																									
To achieve best possible design quality																									

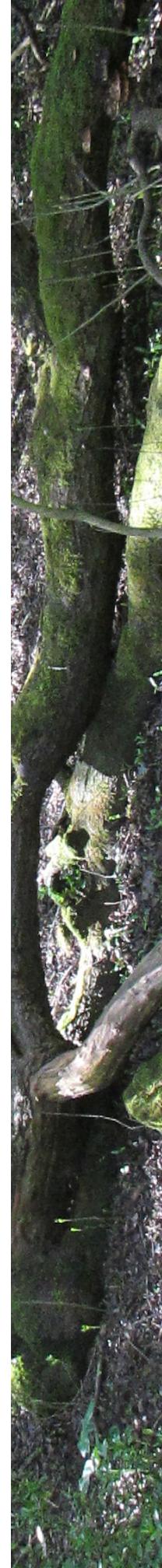
<b>FORM P2 - PERFORMANCE EVALUATION</b>																	1	<i>Level of control</i>							
																	2	<i>Knowledge</i>							
Date:																	3	<i>Influence over change</i>							
Reported by:																	4	<i>Ability to change</i>							
Checked by:																	5	<i>Capacity to deliver change</i>							
P2	Economic					Political					Social					Environmental					Technical				
Aim	1	2	3	4	5	1	2	3	4	5	1	2	3	4	5	1	2	3	4	5	1	2	3	4	5
To protect and enhance facilities for local businesses																									
To facilitate economic growth																									
To enhance vitality by diversifying the type and size of shops and encouraging a 24/7 economy																									
To concentrate activity, training and businesses incubation in the Town Centre, ensuring its vitality in the long term																									
To achieve the best possible environment through optimum design quality																									

# DRAFT 25.10.17 performance monitoring forms

<b>FORM P3 - PERFORMANCE EVALUATION</b>																1	<i>Level of control</i>								
Date:																2	<i>Knowledge</i>								
Reported by:																3	<i>Influence over change</i>								
Checked by:																4	<i>Ability to change</i>								
P3																5	<i>Capacity to deliver change</i>								
Aim	Economic					Political					Social					Environmental					Technical				
	1	2	3	4	5	1	2	3	4	5	1	2	3	4	5	1	2	3	4	5	1	2	3	4	5
To protect existing valuable green areas from potential damage caused as a result of development																									
To avoid proposals that could result in harm to green spaces' character, setting, accessibility, appearance, general quality or amenity value																									
To ensure development occurs in the most suitable locations and not to the detriment of existing amenity space																									

<b>FORM P4 - PERFORMANCE EVALUATION</b>																1	<i>Level of control</i>								
Date:																2	<i>Knowledge</i>								
Reported by:																3	<i>Influence over change</i>								
Checked by:																4	<i>Ability to change</i>								
Policy 4																5	<i>Capacity to deliver change</i>								
Aim	Economic					Political					Social					Environmental					Technical				
	1	2	3	4	5	1	2	3	4	5	1	2	3	4	5	1	2	3	4	5	1	2	3	4	5
To ensure housing development is located in the most appropriate sites considering healthy future growth																									
To ensure the core issues regarding particular sites (such as access) are addressed through positive design																									
To achieve best possible design quality future-proofing the town through the provision of adequate access, road structure, water management and green infrastructure																									

<b>FORM P5 - PERFORMANCE EVALUATION</b>																1	<i>Level of control</i>								
Date:																2	<i>Knowledge</i>								
Reported by:																3	<i>Influence over change</i>								
Checked by:																4	<i>Ability to change</i>								
P5																5	<i>Capacity to deliver change</i>								
Aims	Economic					Political					Social					Environmental					Technical				
	1	2	3	4	5	1	2	3	4	5	1	2	3	4	5	1	2	3	4	5	1	2	3	4	5
To ensure best quality of health provision																									
To ensure best quality of education provision																									
a																									
b																									
c																									
d																									
e																									
f																									
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# supplementary documents

DRAFT 25.10.17

The following documents accompany this Neighbourhood Plan:

- A. Community Consultation Report (SD.A)
- B. Desborough Character Appraisal (SD.B)
- C. Sustainability Appraisal (SD.C)

## ACRONYMS

CABE: Commission for Architecture and the Built Environment  
EU: European Union  
NP: Neighbourhood Plan  
NNJCS: North Northamptonshire Joint Core Strategy  
NNJCU: North Northamptonshire Joint Core Unit  
NPPF: National Planning Policy Framework  
SEA: Strategic Environmental Assessment  
SD: Supplementary Document  
SG: Steering Group  
SSPLDD: Site Specific Planning Local Development  
SuDS: Sustainable urban drainage system

**ADOPTION** – The final confirmation of a development plan by a local planning authority.

**AFFORDABLE HOUSING** – Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.

**APPEAL** – The process by which a planning applicant can challenge a planning decision that has been refused or had conditions imposed.

**BIODIVERSITY** – The degree of variation of life forms within a particular ecosystem. Biodiversity is a measure of the health of an ecosystem. Human activity generally tends to reduce biodiversity, so special measures often need to be taken to offset the impact of development on natural habitats.

**BROWNFIELD LAND** – Land that has been previously developed.

**CALL IN** – A discretionary power of the Secretary of State for Communities and Local Government to 'call in' certain plan

**CHANGE OF USE** – A material change in the use of land or buildings that is of significance for planning purposes e.g. from Retail to Residential.

**CHARACTER APPRAISAL** – An appraisal, usually of the historic character of conservation areas or other historic areas, such as terraced housing.

**COMMUNITY** – A group of people that who hold something in common. They could share a common place (e.g. individual neighbourhood) a common interest (e.g. interest in the environment) a common identity (e.g. age) or a common need (e.g. a particular service focus). This includes individuals, groups, businesses and stakeholders.

**COMMUNITY ENGAGEMENT/INVOLVEMENT** – Involving the local community in the decisions that are made regarding their area.

**COMMUNITY PLAN** – A plan produced by a local authority-led partnership to improve the quality of life of people living and working in an area. Community plans take a wide view and cover social and economic issues which development plans, including Neighbourhood Plans, do not normally address.

**CONFORMITY** – One of the basic conditions for neighbourhood plans is that they be in general conformity with strategic local policy.

**CONSERVATION AREA** – An area of special architectural or historic interest the character and appearance of which are preserved and enhanced by local planning policies and guidance.

**CO-DESIGN CONSULTATION** – A communication process with the local community at very early stages of a design process to resolve design issues informing design proposals.

**CORE STRATEGY** – A development plan document forming part of a local authority's Local Plan, which sets out a vision and core policies for the development of an area.

**DEVELOPMENT** – Legal definition is "the carrying out of building, mining, engineering or other operations in, on, under or over land, and the making of any material change in the use of buildings or other land."

**DEVELOPMENT BRIEF** – Guidance on how a site should be developed in terms of uses, design, linkages, conservation, etc.

**DEVELOPMENT PLAN** – A document setting out the local planning authority's policies and proposals for the development and use of land in the area.

**ECONOMIC DEVELOPMENT** – Improvement of an area's economy through investment, development, job creation, and other measures.



## glossary

**EVIDENCE BASE** – The evidence upon which a development plan is based, principally the background facts and statistics about an area, and the views of stakeholders.

**FLOOD PLAIN** – An area prone to flooding.

**GREENFIELD SITE** – Land where there has been no previous development.

**GREEN INFRASTRUCTURE** – Landscape, biodiversity, trees, allotments, parks, open spaces and other natural assets.

**GREEN SPACE** – Those parts of an area which are occupied by natural, designed or agricultural landscape as opposed to built development; open space, parkland, woodland, sports fields, gardens, allotments, and the like.

**HIGHWAY AUTHORITY** – The body with legal responsibility for the management and maintenance of public roads. In the UK the highway authority is usually the county council or the unitary authority for a particular area, which can delegate some functions to the district council.

**HOUSING ASSOCIATIONS** – Not-for-profit organisations providing homes mainly to those in housing need.

**INDEPENDENT EXAMINATION** – An examination of a proposed Neighbourhood Plan, carried out by an independent person, set up to consider whether a Neighbourhood Plan meets the basic conditions required.

**INFRASTRUCTURE** – Basic services necessary for development to take place e.g. roads, electricity, water, education and health facilities.

**INQUIRY** – A hearing by a planning inspector into a planning matter such as a Local Plan or appeal.

**ISSUE:** An important topic or problem identified by this neighbourhood plan for debate or discussion, and subjected to mitigation or management by the implementation of this neighbourhood plan.

**LEGISLATION** – The Acts of Parliament, regulations, and statutory instruments which provide the legal framework within which public law is administered.

**LISTED BUILDINGS** – Any building or structure which is included in the statutory list of buildings of special architectural or historic interest.

**LISTED BUILDING CONSENT** – The formal approval which gives consent to carry out work affecting the special architectural or historic interest of a listed building.

**LOCALISM** – Shifting power away from central government control to the local level. Making services more locally accountable, devolving more power to local communities, individuals and councils

**LOCAL DEVELOPMENT FRAMEWORK (LDF)** – see Local Plan.

**LOCAL AUTHORITY** – The administrative body that governs local services such as education, planning and social services.

**LOCAL DEVELOPMENT ORDER** – Local Development Orders allow planning authorities to implement policies in their development plan by granting planning permission for a particular development or for a particular class of development.

**LOCAL LIST** – A list produced by a local authority to identify buildings and structures of special local interest which are not included in the statutory list of listed buildings.

**LOCAL PLAN** - The name for the collection of documents prepared by your local planning authority for the use and development of land and for changes to the transport system. Can contain documents such as development plans and statements of community involvement.

**LOCAL PLANNING AUTHORITY** – Local government body responsible for formulating planning policies and controlling development; a district council, metropolitan council, a county council, a unitary authority or national park authority.

**LOCAL REFERENDUM** – A direct vote in which communities will be asked to either accept or reject a particular proposal.

**LOCAL TRANSPORT PLAN** – Plans that set out a local authority's policies on transport on a five yearly basis.

**MATERIAL CONSIDERATIONS** – Factors which are relevant in the making of planning decisions, such as sustainability, impact on residential amenity, design and traffic impacts.

**MIXED USE** – The development of a single building or site with two or more complementary uses.

**NATIONAL PLANNING POLICY FRAMEWORK** – The government policy document adopted in March 2012 intended to make national planning policy and guidance less complex and more accessible. The National Planning Policy Framework introduces a presumption in favour of sustainable development. It gives five guiding principles of sustainable development: living within the planet's means; ensuring a strong, healthy and just society; achieving a sustainable economy; promoting good governance; and using sound science responsibly.

**NEIGHBOURHOOD AREA** – The local area in which a Neighbourhood Plan or Neighbourhood Development Order can be introduced.

**NEIGHBOURHOOD DEVELOPMENT ORDER** – An order introduced by a parish or town council, or a neighbourhood forum, as part of the Neighbourhood Planning process, which grants planning permission for a specific development or type of development that will fulfil the vision and policies of the Neighbourhood Plan for the neighbourhood area.

**NEIGHBOURHOOD PLAN** – A planning document created by a parish or town council or a neighbourhood forum, which sets out a vision for the neighbourhood area, and contains policies for the development and use of land in the area. Neighbourhood Plans must be subjected to an independent examination to confirm that they meet legal requirements,

and then to a local referendum. If approved by a majority vote of the local community, the Neighbourhood Plan will then form part of the statutory development plan.

**NEIGHBOURHOOD PLANNING** – A community-initiated process in which people get together through a local forum or parish or town council and produce a plan for their neighbourhood setting out policies and proposals for the development they wish to see in their area.

**POLICY** – A concise statement of the principles that a particular kind of development proposal should satisfy in order to obtain planning permission.

**PARKING STANDARDS** – The requirements of a local authority in respect of the level of car parking provided for different kinds of development.

**PLAN-LED** – A system of planning which is organised around the implementation of an adopted plan, as opposed to an ad hoc approach to planning in which each case is judged on its own merits.

**PLANNING (LISTED BUILDINGS AND CONSERVATION AREAS) ACT 1990** – The primary piece of legislation covering listed buildings and conservation areas.

**PLANNING OBLIGATION** – Planning obligation under Section 106 of the Town and Country Planning Act 1990, secured by a local planning authority through negotiations with a developer to offset the public cost of permitting a development proposal. Sometimes developers can self-impose obligations to pre-empt objections to planning permission being granted. They cover things like highway improvements or open space provision.

**PLANNING PERMISSION** – Formal approval granted by a council allowing a proposed development to proceed.

**PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT** – The concept introduced in 2012 by the UK government with



# glossary

the National Planning Policy Framework to be the 'golden thread running through both plan making and decision taking'. The NPPF gives five guiding principles of sustainable development: living within the planet's means; ensuring a strong, healthy and just society; achieving a sustainable economy; promoting good governance; and using sound science responsibly.

**PUBLIC INQUIRY** – See Inquiry.

**PUBLIC OPEN SPACE** – Open space to which the public has free access.

**PUBLIC REALM** – Areas of space usually in town and city centres where the public can circulate freely, including streets, parks and public squares.

**QUALIFYING BODY** – Either a parish/town council or neighbourhood forum, which can initiate the process of Neighbourhood Planning.

**RED INFRASTRUCTURE** - People and activity in a settlement or urban environment, including social networks and groups operating in the area.

**REFERENDUM** – A vote by the eligible population of an electoral area may decide on a matter of public policy. Neighbourhood Plans and Neighbourhood Development Orders are made by a referendum of the eligible voters within a neighbourhood area.

**REGENERATION**: Upgrading an area through social, physical and economic improvements.

**RETAIL** – The process of selling single or small numbers of items directly and in person to customers. The use category defined as Class A1 in the Town and Country Planning (Use Classes) Order 1987.

**RURAL** – Areas of land which are generally not urbanised; usually with low population densities and a high proportion of land devoted to agriculture.

**SECTION 106** – see Planning Obligation.

**SEQUENTIAL TEST** – A principle for making a planning decision based on developing certain sites or types of land before others, for example, developing brownfield land before greenfield sites, or developing sites within town centres before sites outside town centres.

**SETTING** – The immediate context in which a building is situated, for example, the setting of a listed building could include neighbouring land or development with which it is historically associated, or the surrounding townscape of which it forms a part.

**SIGNIFICANCE** – The qualities and characteristics which define the special interest of a historic building or area.

**SITE ALLOCATION PLAN** – A plan accompanying a planning policy document or statement which identifies sites within the plan area on which certain kinds of development are proposed, e.g. residential or retail development.

**SITE OF SPECIAL SCIENTIFIC INTEREST** – A protected area designated as being of special interest by virtue of its flora, fauna, geological or geomorphological features. SSSIs are designated under the Wildlife and Countryside Act 1981 by the official nature conservation body for the particular part of the UK in question.

**SOUNDNESS** – The soundness of a statutory local planning document is determined by the planning inspector against three criteria: whether the plan is justified, whether it is effective, and whether it is consistent with national and local planning policy. Plans found to be unsound cannot be adopted by the local planning authority. It should be noted, Neighbourhood Plans are NOT required to meet these tests of soundness.

**STAKEHOLDERS** – People who have an interest in an organisation or process including residents, business owners and government.

**STATEMENT OF COMMUNITY INVOLVEMENT** – A formal statement of the process of community consultation undertaken in the preparation of a statutory plan.

**STATUTORY UNDERTAKER** – An agency or company with legal rights to carry out certain developments and highway works. Such bodies include utility companies, telecom companies, and nationalised companies. Statutory undertakers are exempt from planning permission for many minor developments and highway works they carry out.

**STRATEGIC ENVIRONMENTAL IMPACT ASSESSMENT** – Environmental assessment as applied to policies, plans and programmes. Has been in place since the European SEA directive (2001/42/EC).

**SUSTAINABILITY APPRAISAL** – An assessment of the environmental, social and economic impacts of a Local Plan from the outset of the preparation process to check that the plan accords with the principles of sustainable development.

**STATUTORY DEVELOPMENT PLAN** – Focus on land use development set within the context of wider social, economic and environmental trends and considerations. Reflects national planning policies to make provisions for the long term use of land and buildings.

**STRATEGIC PLANNING** – The overall vision and policies for the planning system in an area. Lays out what an area wants development to accomplish.

**STRATEGIC POLICY** – A policy that is essential for the delivery of a strategy, for example, the overall scale and distribution of housing and employment in an area.

**SUSTAINABLE DEVELOPMENT** – An approach to development that aims to allow economic growth without damaging the environment or natural resources. Development that “meets the needs of the present without compromising the ability of future generations to meet their own needs”.

**TOWNSCAPE** – The pattern and form of urban development; the configuration of built forms, streets and spaces.

**TREE PRESERVATION ORDER** – An order made by a local planning authority to protect a specific tree, a group of trees or woodland. TPOs prevent the felling, lopping, topping, uprooting or other deliberate damage of trees without the permission of the local planning authority.

**URBAN** – Having the characteristics of a town or a city; an area dominated by built development.

**URBAN DESIGN** – The design of towns and cities, including the physical characteristics of groups of buildings, streets and public spaces, whole neighbourhoods and districts, and even entire cities.

**URBAN FRINGE** – The area on the edge of towns and cities where the urban form starts to fragment and the density of development reduces significantly.

**USE CLASS** – The legally defined category into which the use of a building or land falls (see Use Classes Order).



# image sources

## COVER

Roman Bath Museum, Bath

The British Library Board, British Library London, Cotton Claudius, B.iv, f. 151r

Shoe production, Rob Stothard

Lyndon Thomas Ltd

## NEIGHBOURHOOD PLAN

1. Border Archaeology
2. Celticmirrors.org
3. Pinterest
4. Tim Graham
5. Deborough Players
6. Wildlife Trust
7. Northamptonshire Sports
8. Northamptonshire Telegraph
9. Northamptonshire Heritage Forum
10. Rockingham Forest Trust

## OBJECTIVES:

1. The green watcher
2. Dreamstime
3. Auroville
4. The synergy centre: Five ways to well-being

Note: This Neighbourhood Plan is not using these images for profit

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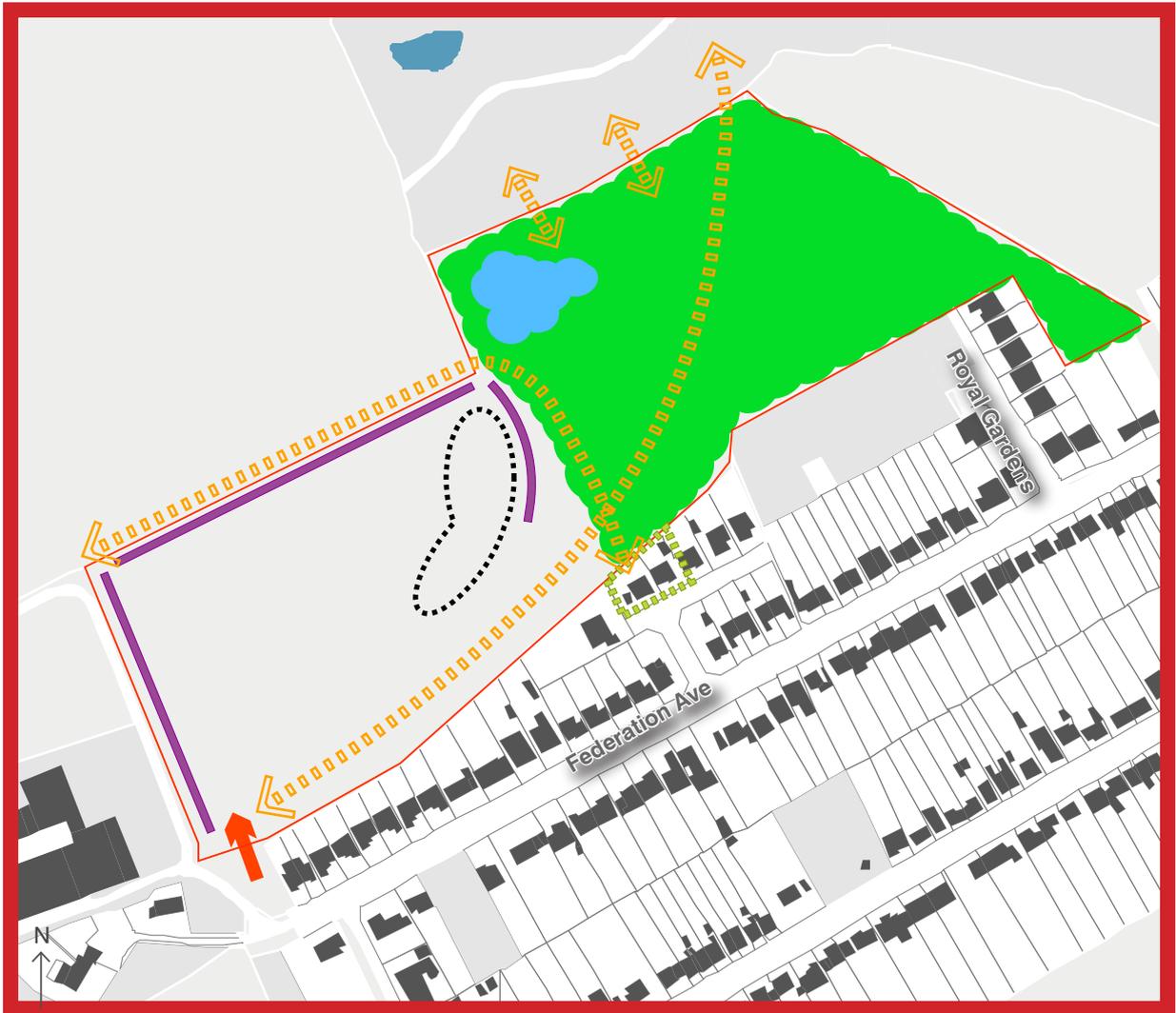


Fig 18 - Site 'e' (not to scale). See page 49 for location map.

Site 'e' was discounted for development because after doing a feasibility study with the support of specialists, the community arrived the following:

**1** Access

Access must be provided through Federation Avenue. Concerns were raised regarding the capacity of this road to take additional traffic, which needs further investigation. Compulsory purchase orders or the loss of valuable green space for the purpose of road improvements, roundabouts and access issues is not considered an option, given that there are alternative sites that can accommodate

the housing demand in Desborough generating significantly lesser negative impact.

**2** Secondary access

Secondary access provision becomes an issue and this demonstrates that the development of this land is no feasible in comparison with other alternative sites.

**2** Green spaces

Preserving and enhancing the Pocket Park would be a key priority. Site 'd' south was discounted for housing allocation by AECOM (2017) due to a 'strategic site classification' (see p.52).



Fig 19 - Ise Valley Site (not to scale). See page 45 for location map.

The Ise Valley site has been the subject of debate for some time regarding its potential use for housing development.

During the process of developing this Neighbourhood Plan, the issue was also largely debated and many possibilities were explored including bringing only some parts of the site for development or codifying the type and quality of development that could take place in the site. This process is explained and

evidenced in the consultation report. The results show how strong the community feels about losing such high valuable green space. Giving that it was possible to demonstrate that the amount of houses required for Desborough can indeed be accommodated in alternative available sites with significantly lesser negative impact, this site was incorporated in Policy 3: Natural Environment and it was discounted as one of the housing allocation sites.

**JUSTIFICATION**

Policy 11 of the NPPF (conserving and enhancing the natural environment), is very clear in all its paragraphs and gives substantial support to the decision to exclude the Ise Valley site from Policy 4 of this Neighbourhood Plan.

Similarly, the adopted NNJCS' Policy 19 (The delivery of green infrastructure) and Policy 20 (The Nene and Ise Valleys) also state the relevance of this site and the need to self-guard it.

Additionally, the Summer 2017 consultation results demonstrated a strong inclination towards the preservation of the site as a green space (see Consultation Report, Oct 2017):

- 77% of participants said it was *very important* to 'Prohibit development in Local Green Spaces'.

- 70% of participants said it was *very important* to 'Protect green areas of high importance from development'.

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