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# SEMILONG & TRINITY

Neighbourhood Plan Design Code

**FINAL REPORT**

JULY 2021

## Quality information

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## Revision History

Revision	Revision date	Details	Name	Position
00	03.06.2021	Site visit, research, drawings	Holly Turner	Graduate Urban Designer
01	14.07.2021	Reviewed report and provided feedback	Jane Birch	Semilong And Trinity Neighbourhood Forum
02	16.07.2021	Comment from the group	Holly Turner	Graduate Urban Designer
03	26.07.2021	Addressed comments from Locality	Holly Turner	Graduate Urban Designer

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Introduction

01

# 1. Introduction

## 1.1. Introduction

Through the Ministry of Communities and Local Government (MHCLG) Neighbourhood Planning Programme led by Locality, AECOM has been commissioned to provide design support to Semilong and Trinity Neighbourhood Forum.

This document seeks to support Neighbourhood Plan policies that guide the assessment of future development proposals and encourage high quality design.

## 1.2. Objective

The main objective of this report is to develop design codes that future development within Semilong and Trinity should follow to retain and enhance greenery in the area as well as protect its historical features. In particular, there are three core areas of focus:

- *Heritage* - has greatly influenced the built form within the area and contributes to its character. It is important that the design codes recognise the most significant historical aspects in order to provide the tools for future development to respond sensitively to the historical context.
- *Public Realm* - creating a safe and attractive public realm encourages people to walk and cycle more. The design codes will provide simple ways that existing streets and public realm can be retrofitted and improved to create attractive streetscenes throughout the whole neighbourhood plan area.
- *Green Infrastructure* - is crucial to creating sustainable places. This document aims to showcase the importance of retaining existing green spaces, such as the Racecourse and how these spaces can be enhanced.

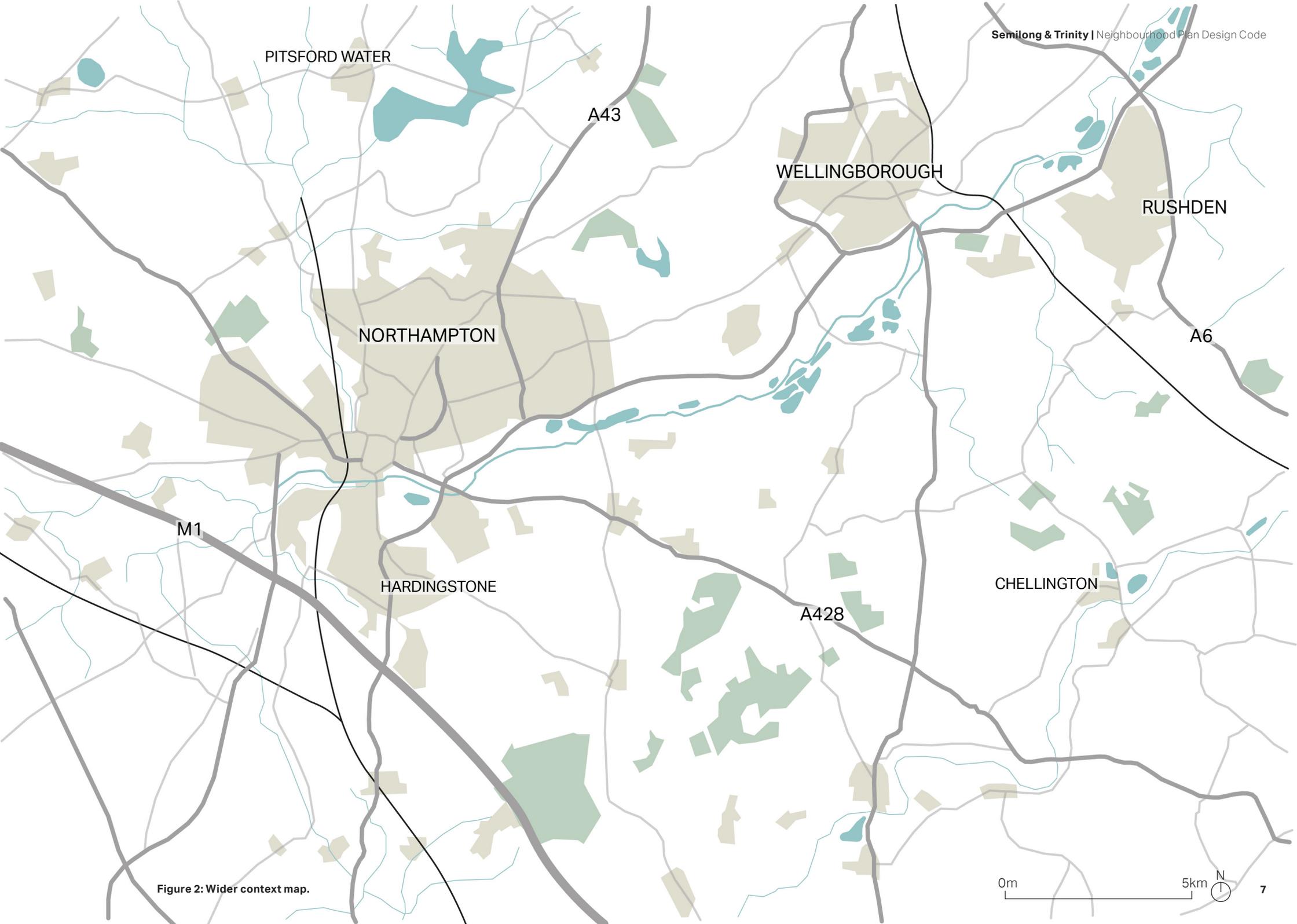
## 1.3. Process

Following an inception meeting with the Semilong and Trinity Steering Group and a site visit, AECOM carried out a high level assessment of the area. The following steps were agreed with the group to produce this report:

- Initial meeting and site visit;
- Urban design analysis;
- Preparation of design principles and codes to be used to assess future developments;
- Draft report with design guidelines; and
- Final report.



Figure 1: Tree lined street, St George's Avenue.



PITSFORD WATER

A43

WELLINGBOROUGH

RUSHDEN

A6

NORTHAMPTON

M1

HARDINGSTONE

A428

CHELLINGTON

Figure 2: Wider context map.

## 1.4. The Area of Study

Semilong and Trinity is located in the large market town of Northampton which is the county town of Northamptonshire in the East Midlands region. The town lies on the River Nene, which runs east to west. Northampton is one of the largest towns in England with a population of 212,100 as of the 2011 census. The nearest town to Northampton is Wellingborough to the north east. The nearest cities are Leicester to the north and Coventry to the north west.

The wards of Semilong and Trinity are located just to the north of the central area within the town. Semilong and Trinity have a rich history dating back to the 17th Century. This history has influenced the urban form and layout which is still present today.

This document has a focus on the character and design within the parishes of Semilong and Trinity and will not include the wider urban area.



Figure 3: View along a street with terrace housing.



Figure 4: Barratt factory signage.



Figure 5: South eastern entrance to the Racecourse.

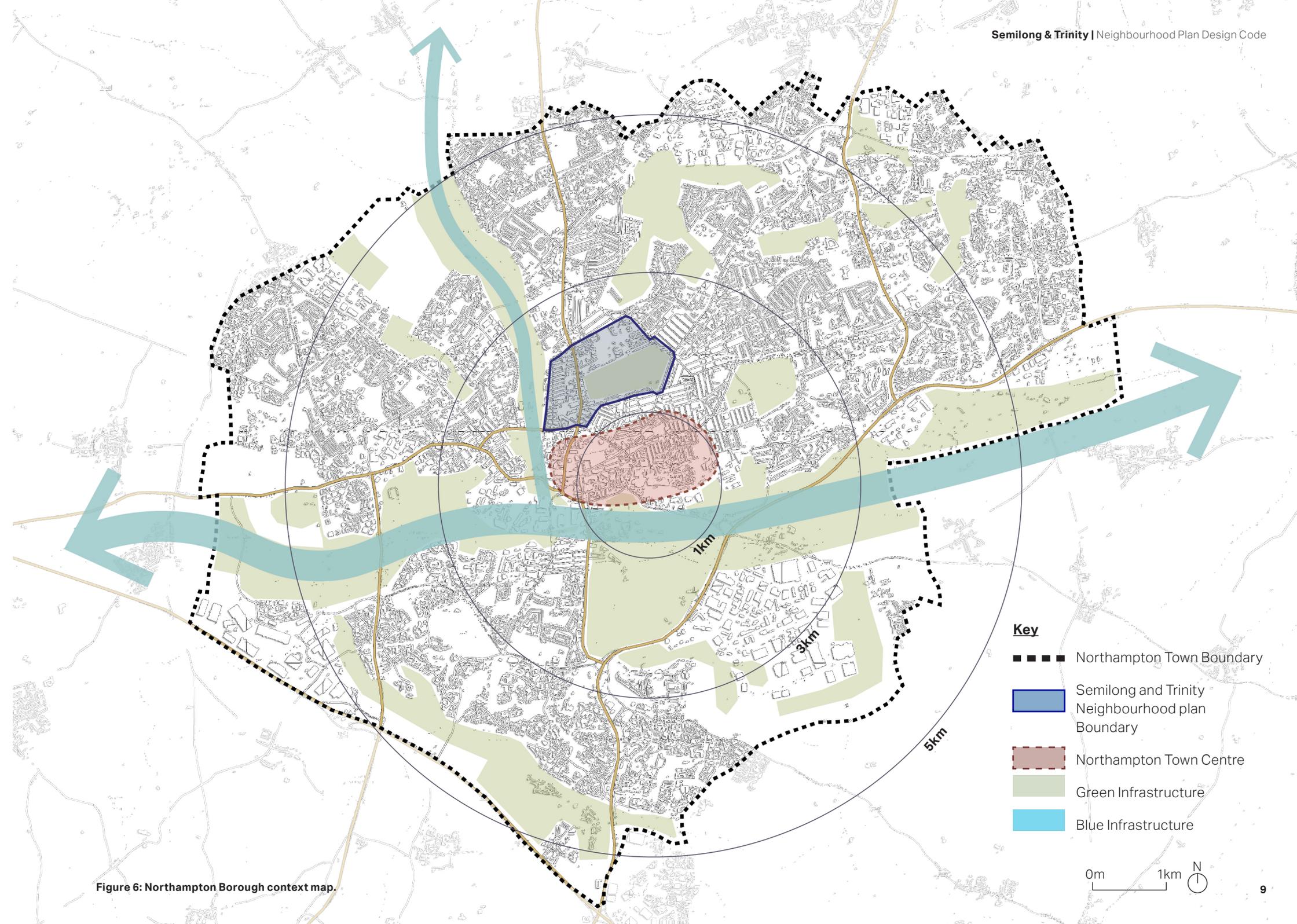


Figure 6: Northampton Borough context map.



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Research Hall



Policy Review

02

## 2. Policy Review

**This section notes the existing and emerging planning policy context and highlights the key policies relevant to this guidance.**

### 2.1. National Planning Policy Framework

The revised National Planning Policy Framework (NPPF) was updated on 19 February 2019 and sets out the government's planning policies for England.

The NPPF sets out that a key objective of the planning system is "to contribute to the achievement of sustainable development", which will be achieved through three overarching objectives including;

- an economic objective
- a social objective
- an environmental objective

**Part 8. Promoting healthy and safe communities**, states that policies should aim to achieve healthy, inclusive and safe places. This includes creating places that are safe and accessible, for example by using clear and legible pedestrian routes and high-quality public spaces. Part 8 goes on to state that there should be access to a network of high-quality open spaces as they are important to the health and well-being of communities. Furthermore, social, recreational and cultural facilities should be provided and planned positively for the use of shared spaces that will enhance the sustainability of communities and residential environments.

**Part 12. Achieving well-designed places**, states that "Design policies should be developed with local communities so they reflect local aspirations, and are

grounded in an understanding and evaluation of each area's defining characteristics. Neighbourhood plans can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development". Part 12 goes on to state: "policy and decisions should ensure that developments... are visually attractive... (and) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities)." An understanding of history and heritage is therefore important in developing neighbourhood plans to explain how this should inform future development.

**Part 16, Conserving and enhancing the historic environment**, states that "Plans should set out a positive strategy for the conservation and enjoyment of the historic environment... (taking) into account: ... the desirability of new development making a positive contribution to local character and distinctiveness; and opportunities to draw on the contribution made by the historic environment to the character of place".

### 2.2. National Design Guide

The National Design Guide (NDG) was published by the Government in October 2019, which is to be a clear national guidance for delivering well-designed places across England.

**Paragraph 9 of the NDG**, states that "The National Design Guide addresses the question of how we recognise well-designed places, by outlining and illustrating the Government's priorities for well-designed places in the form of ten characteristics."

**The ten characteristics set out in Part 2 are:**

- Context – enhances the surroundings.
- Identity – attractive and distinctive.
- Built form – a coherent pattern of development.
- Movement – accessible and easy to move around.
- Nature – enhanced and optimised.
- Public spaces – safe, social and inclusive.
- Uses – mixed and integrated.
- Homes and buildings – functional, healthy and sustainable.
- Resources – efficient and resilient.
- Lifespan – made to last.

### 2.3. The West Northamptonshire Joint Core Strategy Local Plan Part 1

The adopted Local Plan currently includes the West Northamptonshire Joint Core Strategy Local Plan Part I (December 2014) and the saved policies within Northampton Local Plan 1997. The West Northamptonshire Joint Core Strategy Local Plan Part I is currently being reviewed as part of its 5 year review under Regulation 10A Town and Country (Local Planning) (England) Regulations 2012 (as amended).

**Policy S3 Scale and Distribution of Housing Development**

expects Northampton Borough to deliver about 18,870 dwellings during the Plan Period 2011-2029, although this is currently being reviewed against the 2019 National Planning Policy Framework.

**Policy S10 Sustainable Development Principles** seeks to ensure sustainable design of development and requires development to:

- Achieve the highest standards of sustainable design incorporating safety and security considerations and a strong sense of place;
- Be designed to improve environmental performance, energy efficiency and adapt to changes of use and a changing climate over its lifetime;
- Make use of sustainably sourced materials;
- Minimise resource demand and the generation of waste and maximise opportunities for reuse and recycling;
- Be located where services and facilities can be easily accessed by walking, cycling or public transport;
- Maximise use of solar gain, passive heating and cooling, natural light and ventilation using site layout and building design;
- Maximise the generation of its energy needs from decentralised and renewable or low carbon sources;
- Maximise water efficiency and promote sustainable drainage;
- Protect, conserve and enhance the natural and built environment and heritage assets and their settings;

- Promote the creation of green infrastructure networks, enhance biodiversity and reduce the fragmentation of habitats; and
- Minimise pollution from noise, air and run off.

**Policy C2 New Developments** requires new development to achieve modal shift targets (20% shift away from private car trips from all new development) by maximising travel choice from non-car modes. The modal shift target is currently being reviewed against the 2019 National Planning Policy Framework.

**Policy H1 Housing Density and Mix and Type of Dwellings** expects new housing development to provide a mix of house types, sizes and tenures to cater for different accommodation needs including the need of older people and vulnerable groups.

**Policy H2 Affordable Housing** requires sites of 15 or more dwellings in the Northampton related development area to deliver 35% of affordable housing.

**Policy H4 Sustainable Housing** requires residential development to be designed to meet the requirements of the Lifetime Homes Standard subject to the assessment of viability on a site by site basis, however it is expected in the Review that the policy will be superseded by Part 2 of the Local Plans.

**Policy BN5 The Historic Environment and Landscape** seeks to conserve and enhance designated and non-designated heritage assets and their settings and landscapes in recognition of their individual and cumulative significance and contribution to West Northamptonshire's Local Distinctiveness and Sense of Place.

## 2.4. The Northampton Borough Local Plan (Saved Policies)

**Policy E9 Locally Important Landscape Areas** states that the impact of proposed development upon the landscape, special importance will be attached to its effect upon the character. The Racecourse is identified as one of the locally important landscape areas.

**Policy E20 New Development** requires the design of new development to adequately reflect the character of its surroundings in terms of layout, siting, form, scale and use of appropriate materials. It also requires development to be designed, located and used in a manner which ensures adequate standards of privacy, daylight and sunlight.

**Policy E26 Conservation Areas** seeks to preserve or enhance the character and appearance of Conservation Areas and resists the demolition of buildings which make a significant contribution to the character or appearance of the area and are capable of appropriate alternative use.

**Policy H14 Design, Location and Layout** requires facilities for children's play are accommodated within amenity open space.

## 2.5. Northampton Local Plan Part 2 (Reg 19 Submission Draft, April 2019)<sup>1</sup>

West Northants Council is currently preparing the Northampton Local Plan Part 2 which will provide detailed planning policies for Northampton to 2029. The emerging Local Plan Part 2 Proposed Submission (Regulation 19) has been published in September 2020 for a second round of consultation. This was submitted to the secretary of State in February 2021. Once adopted, it will replace the Central Area Action Plan and Saved Policies from the Northampton Local Plan (adopted 1997). The Local Plan Part 2 is in its public stage of examination.

**Policy 2 Placemaking** requires development to be designed to promote and contribute to good placemaking through high quality, innovative and sustainable design which encourages the creation of a strong, locally distinctive sense of place.

**Policy 3 Design** requires new developments to be designed to perform positive against Building for Life (or successor advice) criteria; incorporate design coding in the case of major developments; create legible street layouts and public spaces with good pedestrian and cycle routes and public transport access, high quality landscaping and street furniture, avoiding a motor vehicle-dominated approach; and demonstrate how they respond to and incorporate climate change and adaptation in the design process.

**Policy 4 Amenity and Layout** requires development to create and protect a high standard of amenity for buildings and external open space.

**Policy 5 Sustainable Construction** seeks to implement sustainable design. In particular, residential developments are required to demonstrate that dwellings meet the Building

1. <https://www.northampton.gov.uk/downloads/file/10951/01-final-northampton-local-plan-part-2-nbc-2019>

Regulation optional higher water efficiency standard of 110 litres per person per day.

**Policy 12 Housing and Other Housing Led Allocation** allocates Avenue Campus (Ref 1014) for housing and/or housing led development for 200 dwellings.

**Policy 13 Type and Mix of Housing** provides the recommended dwelling mix for market and affordable housing:

	1 Bedroom Flat	2 Bedroom Flat	2 Bedroom House	3 Bedroom House	4 Bedroom House	5 or More Bedroom Houses
Market Housing	5%	5%	20%	53%	16%	1%
Affordable Housing	19%	12%	32%	27%	9%	2%

Figure 7: Dwelling mix for market and affordable housing.

In addition, it requires sites of more than 100 dwellings to provide for a proportion of serviced plots to contribute towards meeting the demand for self-build and custom build housing. It also requires an appropriate proportion of residential development to be designed to meet the requirements of M4(2) Lifetime Design standards, and 4% of new market dwellings and 8% of affordable dwellings to be constructed to M4(3) standards to enable wheelchair accessibility.

**Policy 23 Sustaining and enhancing existing, and supporting the creation of Northampton's Green Infrastructure** requires developments to demonstrate through context and design how they make a positive contribution to the Green Infrastructure Components.

**Policy 24 Providing Open Spaces** requires open spaces defined on the Policies Map, including the Racecourse, are

sustained or enhanced. Housing developments of 0.2 ha or 6 dwellings or more are required to contribute to open space provision as per the standards set out in Figure 8.

**Policy 27 Protection and enhancements of designated and non-designated heritage assets** requires development proposals to conserve and enhance the historic environment and designated and non-designated heritage assets, including historic landscapes.

**Policy 28 Designing Sustainable Transport and Travel** seeks to promote sustainable travel principles.

**Policy 31 Parking standards** requires proposals to meet the County Council's parking standards.

**Policy 33 Development Allocations** sets out sites allocated for development (including Avenue Campus) and supports proposals on allocated sites provided that they meet the requirements set out in the development management policies within the Plan.

Open Space Type	Planning Standards for New Developments		
	Quantity per 1,000 Population	Accessibility	Quality
Parks and Gardens	1.26ha per 1,000	800m	Green Flag Standard
Amenity Green Space	1.5ha per 1,000	480m	Green Flag Standard
Natural and Semi-Natural Green Space	1.8ha per 1,000	720m Walk 800m Walk for sites 2ha or over	Green Flag Standard
Children's Play and Provision for Young People	0.25ha per 1,000 of Designated Equipped Playing Space including teenage provision	400m for LEAP 1,000m for NEAP 1,000m for teenage facilities	New LEAPs and NEAPs should meet the Fields in Trust standards as relevant to the individual site. New youth provision should reflect current best practice, and also take into account the needs expressed by young local people.
Allotments	0.36ha per 1,000	1,000m	Allotments should be secure with gates and fencing providing suitable and accessible areas for growing, and where applicable, an adequate water supply and car parking.
Civic Spaces	Specific to the locality. No set standard required		
Cemeteries and closed churchyards	Specific to the locality. No set standard required		

Figure 8: Open space standards





**Local Context**

**03**

# 3. Local Context Analysis

## Introduction

This section outlines the broad physical, historical and contextual characteristics of Semilong and Trinity. This is achieved by analysing different aspects of the built environment to establish the character and identity of the area, as this will later inform the design codes. The diagram on the next page shows the elements of the built environment that are explored within this chapter.

## 3.1. Access and Movement

Barrack Road is the main access road to Semilong and Trinity as it connects to Northampton's town centre to the south and to Kingsthorpe to the north. It is a wide road with a central reservation along some sections of the road and on-street parallel parking. Adjacent to Barrack Road is Semilong Road which is often used as a 'rat run' and does not provide a pleasant environment for pedestrians.

Roads run along three sides of the Racecourse, with housing fronting onto the green space. These roads provide parking on the road as well as inset parallel parking spaces. Quieter residential roads lead off from the busier roads and help create the permeable grid structure. The residential roads tend to have on-street parking and fairly narrow pavements. Furthermore, these streets generally have little or no greenery, which contrasts with the tree lined avenues around the park.

The area is well connected with public transport with bus stops located along Barrack Road and on the roads surrounding the park. There are multiple footpaths and cycle paths through the park providing pleasant, convenient routes away from the roads. There is also a Public Right of Way through the park and continues north and south of the green space.



Figure 9: View along Barrack Road.



Figure 10: View along Semilong Road.



Figure 11: View along Kingsley Road.



Figure 12: Public right of way through the park.



Figure 13: Patterns of access and movement in Semilong & Trinity.

### 3.2. Urban Structure

Semilong and Trinity is primarily a residential area with easy access to open green space as well as many educational institutions, including the newly built Northampton International Academy. There are two employment or light industrial clusters in the area, one to the south west and one in the north.

The cathedral, community centre and nearby mosque are well placed within the residential area in order to connect with the community.

To the south of Barrack Road there is a mixed use area with retail, residential and other amenities. This marks where the residential area to the north starts to transition to the town centre to the south.

The southern entrance to the park near the pavilion acts as a key node because it connects the park and its facilities with the retail and residential beyond.

The University of Northampton moved from The Avenue campus to a new campus in the town centre in 2018. The old campus has been purchased by the council and is to be developed by Northampton Partnership Homes to provide affordable housing. The two Grade II listed pavilions at either end of the Maidwell Building will be retained.



Figure 14: Northampton Cathedral.



Figure 15: Northampton International Academy with public realm.



Figure 16: 3 View to the employment area to the south west of the NP area.



Figure 17: Entrance to the University of Northampton's old campus.



Figure 18: Neighbourhood structure in Semilong and Trinity.

### 3.3. Townscape & Heritage

The neighbourhood plan area consists of two conservation areas and many Listed Buildings. The first of the two conservation areas, Barrack Road was designated in 1987 and the boundary extended in 1999. Development within the Barrack Road Conservation Area took place over a short period in the 19th Century creating a high quality residential area reflecting the prosperity at the time generated by the town's boot and show industry. This has given the area a distinctive character with an architectural unity that results from the scale, mass and use of simplified classical detailing with a limited range of building materials.

The Kingsley Conservation Area was designated in 1991 and centred around the eastern half of the Racecourse. In 2009 the Conservation Area was extended to include the remainder of the Racecourse and the buildings that front on to it. The architectural style with classical detailing and flourishes of Victorian Gothic coupled with the Racecourse's open space contribute the areas grandeur and spacious character.

There is a cluster of Listed Buildings to the south of the neighbourhood plan area. Some of these buildings form part of a terrace and some are detached buildings. The majority of these listed buildings were built in the late 18th Century to the early 19th Century.



Figure 19: Leicester Terrace, Grade II Listed Building.



Figure 20: St George's Secondary Modern School Old Building, Grade II.



Figure 21: 3 St George's Street, Grade II Listed Building.



Figure 22: The Poplars, Grade II Listed Building.

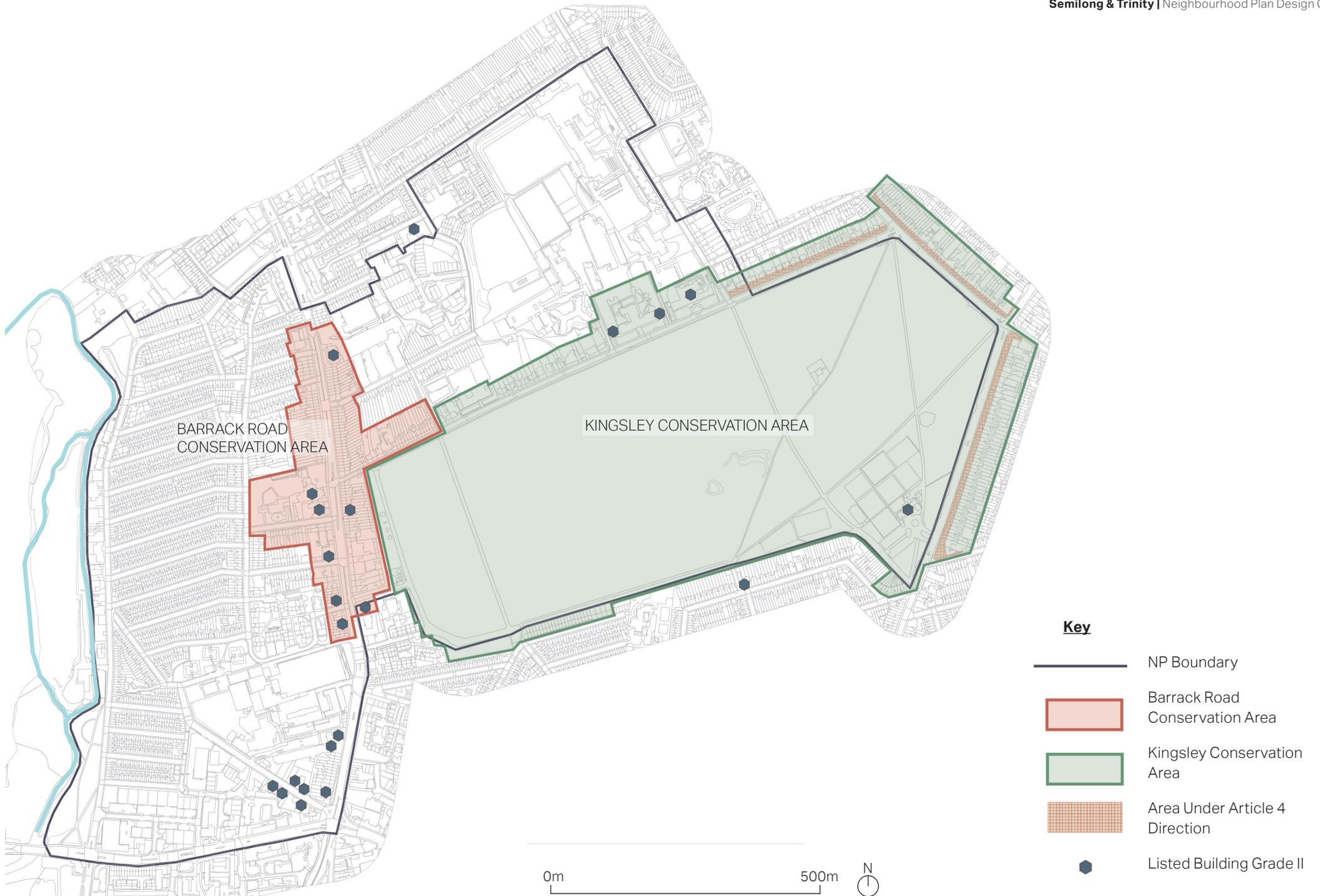


Figure 23: Conservation areas and listed buildings in Semilong and Trinity.

### 3.3.1. Barrack Road Conservation Area

The Barrack Road Conservation Area consists of Barrack Road and the buildings that front onto it. Many of these buildings are Grade II Listed or have local importance and contribute positively to the conservation area.

There are a number of important views associated with this conservation area, including the view along the road both north and south as well as the view to and from the Cathedral looking along St George's Avenue. The last view is towards the entrance of the Racecourse which is lined with trees having a positive impact on the Conservation Area, however the telecommunications boxes are unsightly and can attract graffiti.

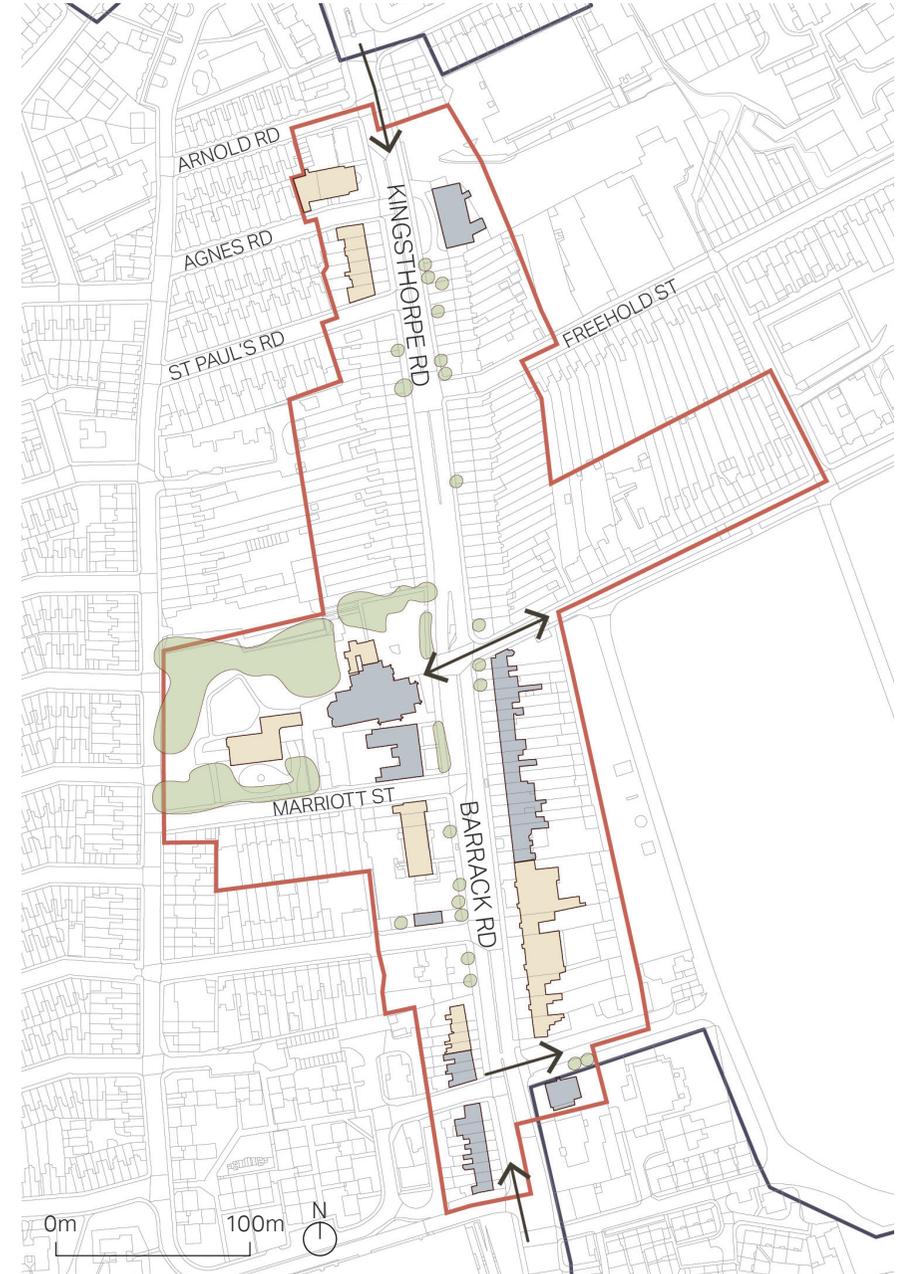
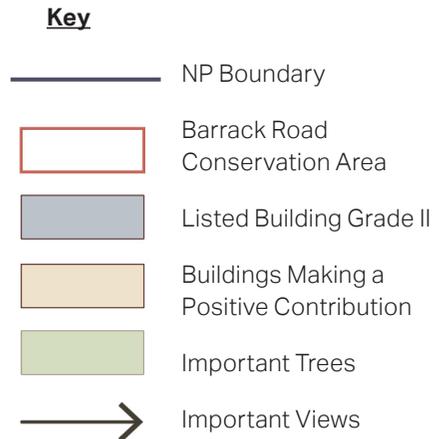


Figure 24: Barrack Road Conservation Area.



Figure 25: Bosworth Independent College, Listed Building Grade II.



Figure 26: Trees of local importance outside the cathedral.



Figure 27: Important view to the Racecourse from Barrack Road.



Figure 28: Terrace housing that positively contributes to the character of the Conservation area.



Figure 29: Barratts Shoe and Boot Factory, Grade II.



Figure 30: Terrace housing that positively contributes to the character of the Conservation area.

### 3.3.2. Kingsley Conservation Area

The Kingsley Conservation Area is dominated by the Racecourse park, which provides an open character to the Conservation Area. The Conservation Area extends to include building on the northern, eastern and south eastern edge of the park as they front onto the park itself. Many of the buildings facing the Racecourse are also subject to Article 4 Direction. This means that in order to modify the frontages of these buildings the owners would need to obtain planning permission.

There are two listed buildings in the Conservation Area. The first is the Newton Building, formerly the Kingsley Park Middle School. The second, is the Racecourse Pavilion located in the south eastern section of the park. The pavilion is now being used by a charitable organisation.

Over the years the open spaces has had many uses, including its original use as a racecourse, military use in both World Wars and now as a park with outdoor sports facilities.

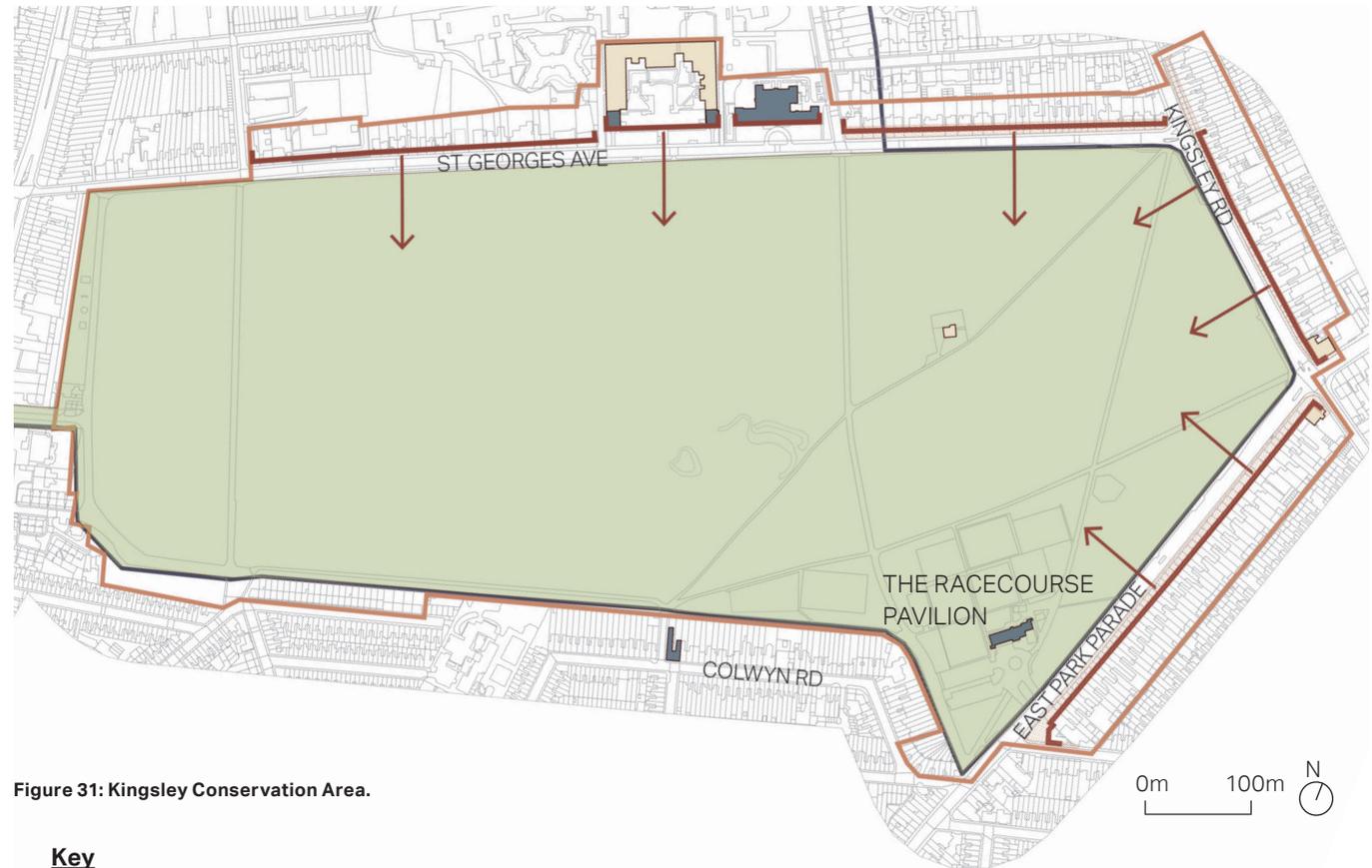


Figure 31: Kingsley Conservation Area.

#### Key

-  NP Boundary
-  Kingsley Conservation Area
-  The Racecourse
-  Listed Building Grade II
-  Locally Important Buildings
-  Area Under Article 4 Direction
-  Buildings fronting on to green space with views to the green space



Figure 32: Former Kingsley Park Middle School, Listed Building Grade II.



Figure 33: Racecourse Pavilion, Listed Building Grade II.



Figure 34: Maidwell Building end pavilion, Grade II Listed Building.



Figure 35: The White Elephant pub, locally important.



Figure 36: Buildings fronting on to the Racecourse.



Figure 37: Terrace housing under article 4 direction.

### 3.4. Green Infrastructure

Semilong and Trinity is an urban area, however there are a number of green spaces within and just outside the neighbourhood plan area. The Racecourse, located centrally is the largest green space in the area and accommodated football pitches, tennis courts, a bowls green, four children's play areas as well as open park. This space acts as a focal point both visually and within the community, as well as having historical importance, therefore should be retained and enhanced.

There is a strip of green space to the west of the neighbourhood plan area which contains multiple types of green spaces as well as a river running north south. There is a local wildlife site to the north west and additional outdoor sports facilities, however they are separated from the neighbourhood plan area by an employment area.

Just inside the neighbourhood plan area to the south west is another play area with is well connected with footpaths.



Figure 38: Pedestrian and cycle entrance to the Racecourse.



Figure 39: Public Right of Way adjacent to a wooded area.



Figure 40: Local wildlife site known as Paddy's Meadow.



Figure 41: Miller's Meadow, children's play area in the south west of the NP area.



Figure 42: Green Infrastructure in Semilong and Trinity.

### 3.5. Character Areas

Within Semilong and Trinity five distinct character areas have been identified based on the physical characteristics and the uses of the different areas. These character areas are referred to throughout this document, as the design codes aim to offer a consolidated approach to the whole neighbourhood plan area but also allow for variation within the character areas to preserve and enhance their individual attributes.



Figure 43: West Residential character area.



Figure 44: South West Mix Use character area.



Figure 45: Barrack Road character area.



Figure 46: North Mix use character area.



Figure 47: The Racecourse character area.



Figure 48: Plan showing character areas.



### WEST RESIDENTIAL KEY CHARACTERISTICS

- Predominantly a residential area consisting of two-storey terrace housing.
- The streets are laid out in a grid structure providing a highly permeable layout, which is desirable for pedestrians and cyclists.
- The two roads that run north to south through the area, Semilong Road and the A5095 are dominated by motor vehicles with high levels of traffic which decreases pedestrian and cycle safety.
- The streets currently prioritise vehicles as there are many parked cars and some of the footpaths are uneven.
- The streets have a high level of enclosure but are lacking greenery such as street trees.



### SOUTH WEST MIXED USE KEY CHARACTERISTICS

- A mixed use area which contains a primary school, an international academy, flats and employment.
- There is a mixture of through streets and cul-de-sacs within this area.
- There is plenty of parking for residents of the flats and for employment.
- The majority of the buildings are fairly new and in a good condition.
- The new international academy provides new public realm which fronts onto Barrack Road and could be a hub of activity.



### BARRACK ROAD KEY CHARACTERISTICS

- This area consists of Barrack Road and all the buildings that front onto the road and forms the Barrack Road Conservation Area.
- Barrack Road is a congested street with a wide road and a car dominated environment with cars parked along the street. Due to the level of traffic the road is not very safe for cyclists.
- The footpaths are fairly wide but could still be improved to make it a more pedestrian friendly environment.
- This street has many historic buildings, which are mainly three-storey terraces and should be preserved.
- The boundary treatments along the street are an important characteristic.
- There are important views that look north and south along Barrack Road and to the Racecourse which are also important to its character (see p26).



### NORTH MIXED USE KEY CHARACTERISTICS

- This area contains a mixture of housing, employment, playing fields and the old University of Northampton campus.
- There are proposals to turn the university campus into a residential development which will retain some key buildings such as the Maidwell building, the Newton Building and a recent block of student accommodation that can be converted. There is an opportunity for this development to positively contribute to the character of the area.
- There is a historic factory building that has been converted which is surrounded by a more recent housing development.



### THE RACECOURSE KEY CHARACTERISTICS

- The Racecourse consists of the largest green space within the Semilong and Trinity Neighbourhood Plan area. The buildings to the north and east of the Racecourse look over the green space. The Racecourse also forms part of the Kingsley Conservation Area.
- The Racecourse is a multifunctional green space providing many outdoor sports facilities, children's play areas and a pavilion. This is an asset to the community and contributes to the character of the area, therefore should be preserved and enhanced.
- Tree lined streets surround the Racecourse creating a green streetscape.

ST GEORGE  
AVENUE



GES

Design Codes

04

# 4. Design Codes

## Introduction

The following section will set out a set of design codes that should be applied to any future development. The design codes aim to provide the foundation for creating well-designed places, sustainable communities and high quality development.

The principles in this section are considered to be fundamentally important to guide the design of development based on the analysis of the local context presented in Chapter 3, discussion with members of the Neighbourhood Plan Steering Group and national guidance.

The design codes have been categorised according to key principles which have been identified from the earlier analysis and can be seen on the next page.



Figure 49: View to Northampton Cathedral.

# LOCAL CONTEXT ANALYSIS

## KEY PRINCIPLES

### 4.1 HERITAGE ASSETS

**CODE 1** Conservation Areas, Listed Buildings, Buildings of Local Interest

### 4.2 URBAN STRUCTURE

**CODE 2** Building Line & Boundary Treatments

**CODE 3** Corner Buildings

**CODE 4** Building Heights & Roofline

**CODE 5** Enclosure

**CODE 6** Street Typologies

**CODE 7** Parking Typologies

**CODE 8** Pedestrian & Cycle Movement

**CODE 9** Legibility & Wayfinding

**CODE 10** Traffic Calming

### 4.3 PUBLIC REALM

**CODE 11** Street Furniture

**CODE 12** Reclaiming the Street

**CODE 13** Street Trees

**CODE 14** Materials

### 4.4 GREEN INFRASTRUCTURE

**CODE 15** Green Spaces

**CODE 16** SuDS

### 4.5 BUILT FORM

**CODE 17** Shopfronts

**CODE 18** Extensions

**CODE 19** Plot Infill

**CODE 20** Servicing & Storage

**CODE 21** Housing Mix

**CODE 22** Architectural Style & Materials

**CODE 23** Eco Design

## 4.1. Heritage Assets

Semilong and Trinity has a strong connection to the past which contributes to the character of the area. This connection is evident in the built environment with two Conservation Areas, multiple listed buildings and buildings of local interest the area. It is important not only to retain these heritage assets but to also ensure that any new development positively contributes to the character of area and does not detract from the important buildings, open spaces and views.

### CODE 1. CONSERVATION AREAS, LISTED BUILDINGS, BUILDINGS OF LOCAL INTEREST

- New development will need to respect and respond to the historical context, particularly within the Conservation Areas.
- Any development should protect important views to heritage assets.
- Development should preserve and enhance the character and appearance of Semilong and Trinity's townscape.



Figure 50: View looking north along Barrack Road.



Figure 51: View looking south along Barrack Road.



Figure 52: Adelaide Terrace, Grade II Listed building within the Barrack Road Conservation Area.



Figure 53: Open character created by the Racecourse within the Kingsley Conservation Area.

## 4.2. Urban Structure & Built Form

Urban structure and built form focuses on the relationship between buildings and the street as this effects the way we experience a place and contribute to its character. In Semilong and Trinity the individual character areas can be defined by their differences in built form and urban structure. Therefore, it is important that the characteristic of each area are identified in order for new development to respond appropriately.

### CODE 2. BUILDINGS LINES & BOUNDARY TREATMENTS

- Buildings that are not set back from the street, such as within the West Residential character area should form a continuous building line along the street. This creates a sense of enclosure and continuity.
- In areas where the buildings are set back from the street boundary treatments such as a low wall, hedge or railing should be used to define public and private space.

### CODE 3. CORNER BUILDINGS

- Corner buildings provide an opportunity to enhance natural surveillance of the street and create more activity at street level.
- Corner buildings should have active frontages on all street facing façades. This means having habitable room windows on all façades that face the street and if possible, multiple entrances from the building that lead directly to the street.
- Corner buildings can also be articulated with a taller or distinctive architectural elements to provide a greater presence and enhance legibility.



Figure 54: Low wall as boundary treatment, Semilong Rd.



Figure 55: Hedge used as a boundary treatment, St Georges Avenue.



Figure 56: Continuous building line, West Residential character area.



Figure 57: Corner building with windows on both street facing facades.

#### CODE 4. BUILDING HEIGHTS & ROOFLINE

- The building heights of new development should respect the existing surrounding buildings and not dominate the streetscape.
- Within Semilong and Trinity the majority of the buildings are 2-storeys, however in both mix use character areas there are some buildings up to 4-storeys. Therefore, new development can be up to 4-storeys in appropriate locations.
- Varied rooflines can help create more exciting and distinctive townscape. The scale of the roof should be in proportion with the dimensions of the building, with subtle changes in the roofline to avoid monotonous elevations. In locations where there is a continuous roofline, such as the West Residential character area, chimneys can be used to punctuate the elevation and create rhythm.



Figure 58: 3-storey terrace housing.



Figure 59: 4-storey university building.

#### CODE 5. ENCLOSURE

- The level of enclosure along a street contributes to an area's sense of place by providing cohesion and clearly defined spaces.
- New development should consider the existing level of enclosure and how it has been achieved. For example, the West Residential character area has a strong sense of enclosure created using continuous frontages and a building height to street ratio of 1:2. Within the Racecourse character area, tall trees and buildings of a similar height contribute to the sense of enclosure.
- Barrack Road has a more open character due to a wider street and buildings that are set back from the road.



Figure 60: Strong sense of enclosure provided by the trees lining the street, St Georges Avenue.



Figure 61: Open character created by the wide road, Barrack Road.

## CODE 6. STREET TYPOLOGIES

The following street typologies can be used as a guide for reconfiguring existing streets such as Barrack Road or Semilong Road (see p 66). They can also be used for new development to understand the hierarchy of streets required, such as for the University site (see p68.)

### NEIGHBOURHOOD STREET

- Neighbourhood streets provide access between main access streets and neighbourhoods. They should emphasise the human scale and be designed for lower traffic volumes compared to the main access streets.
- Neighbourhood streets should accommodate carriageways wide enough for two-way traffic and on-street parallel parking bays. On-street parking can be either marked bays or inset within a green verge.
- The carriageways should be shared by motor vehicles and cyclists. Vertical traffic calming features such as raised tables may be introduced at key locations such as junctions and pedestrian crossings.
- Where possible, neighbourhood streets should be lined with trees.



Figure 62: Example of a neighbourhood street, Northampton.

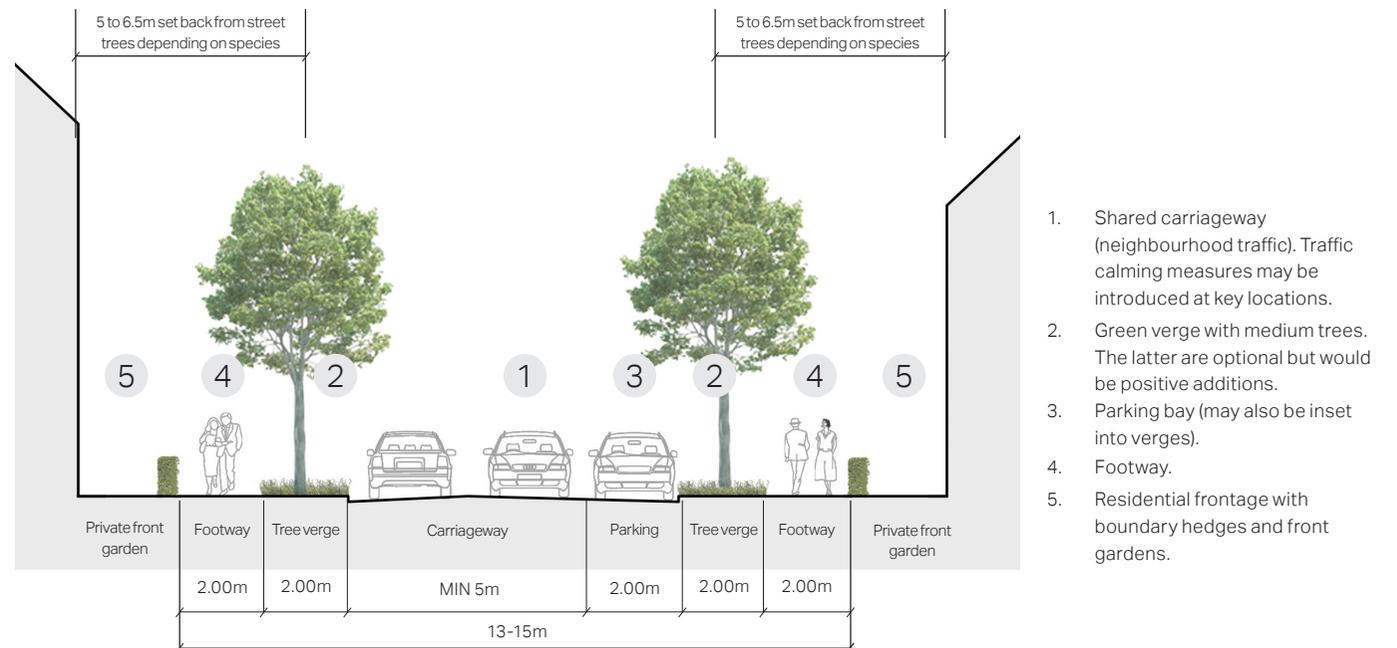


Figure 63: Section showing indicative dimensions for a residential street.

## RESIDENTIAL STREET

- Residential streets should provide direct access to residences from the neighbourhood roads. They should have a strong residential character and be designed for low volumes of traffic and low speeds.
- The carriageway should accommodate two-way traffic as well as cyclists and parking bays. Traffic calming should be achieved by design through traffic calming measures such as landscaping and building layout, avoiding the traditional forms of engineered traffic calming such as humps, cushions and chicanes.
- Residential streets should have a good level of enclosure, created by built form with consistent building lines and setbacks.
- Where possible, street trees and greenery should be provided along the street.



Figure 64: Example of a residential street, Northampton.

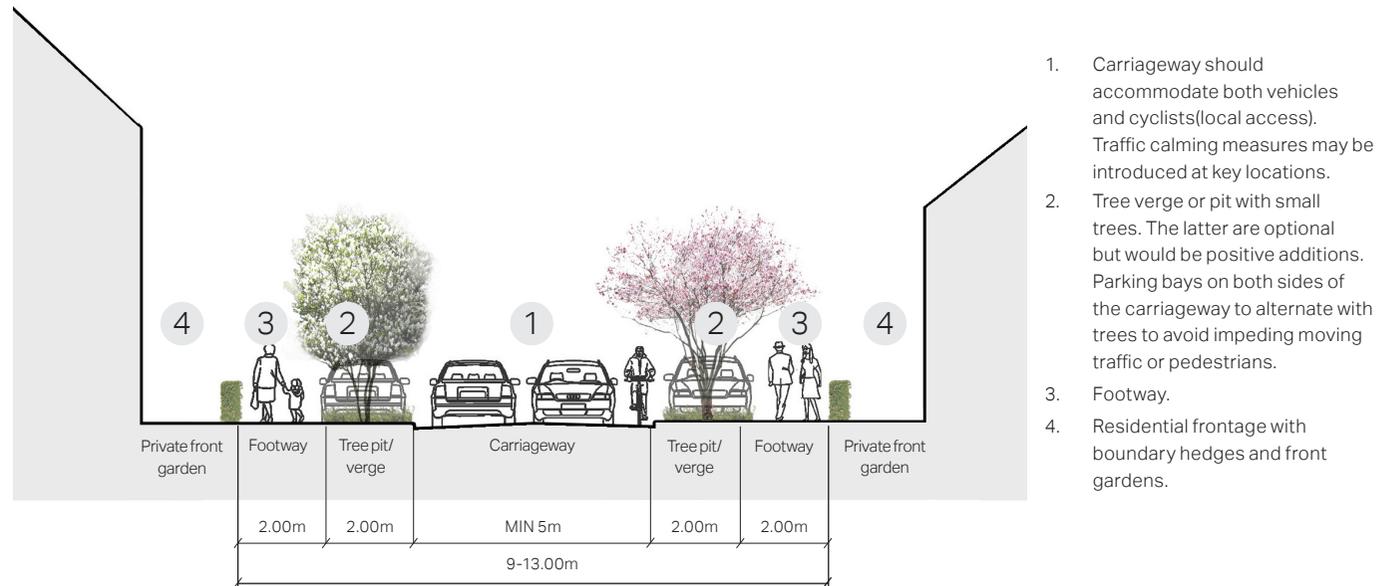


Figure 65: Section showing indicative dimensions for a residential street.

## MEWS STREET

- Mews streets should be designed to be connected streets and cul-de-sacs should be avoided.
- They must be a minimum 6m wide and serve all types of transport modes, including walking and cycling and allow sufficient space for parking manoeuvres.
- Opportunity to include green infrastructure such as hedges or private gardens should be maximised.
- Mews should have a high degree of enclosure provided by the built form with consistent building lines and setbacks.



Figure 66: Example of a mews street, Upton, Northampton.

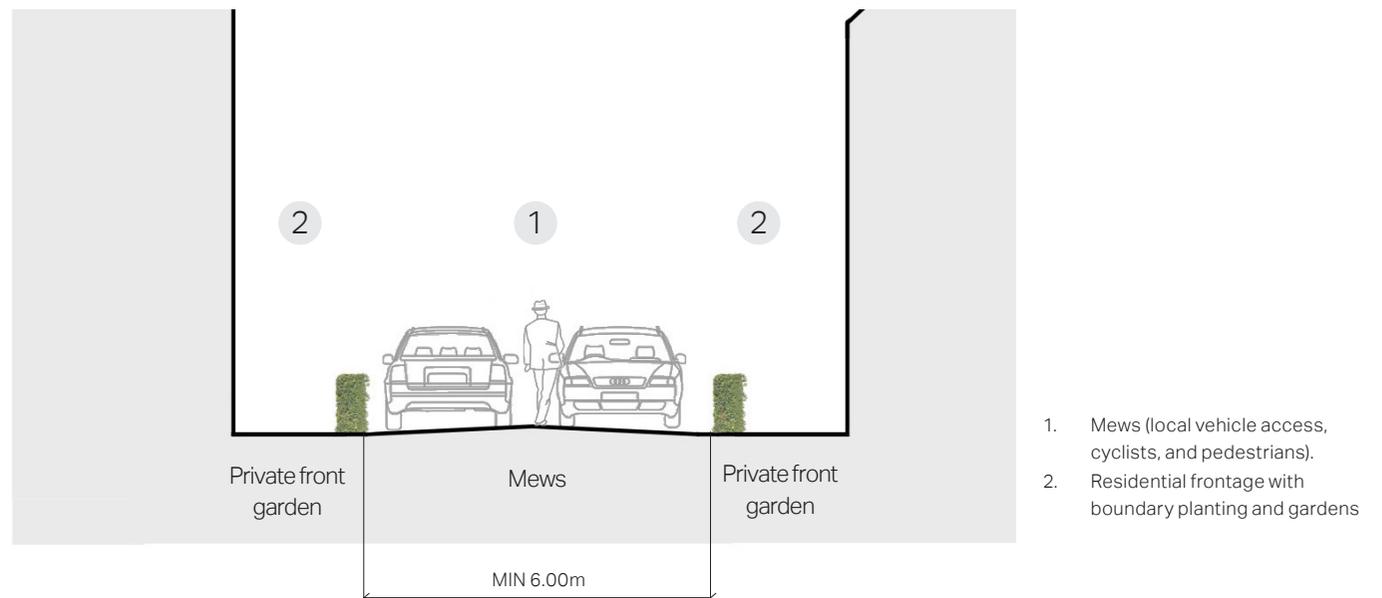


Figure 67: Section showing indicative dimensions for lanes and private drives.

## CODE 7. CAR PARKING TYPOLOGIES

The following car parking typologies should be applied in large new developments such as the University site to ensure parking is integrated into the design and considered at the beginning of the design process.

### ON-STREET PARKING

- On-street parking should primarily be used in denser locations in the two towns but can also be used to provide visitor parking within residential areas.
- A parallel car parking space should be 2.5m x 6m long. There must not be more than 6 spaces in a row.
- Potential negative impacts on the streetscene can be mitigated by the use of recessed parking bays with planting in between.

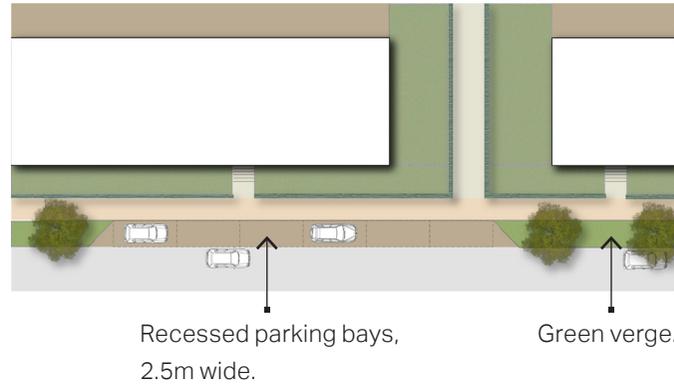


Figure 68: Diagram showing on-street parking.



Figure 69: Inset parallel parking.

### ON-PLOT GARAGE PARKING

- Garages can be designed as a free standing structure or form part of the main building. They can also be used as a design element to create a link between buildings, ensuring continuity of the building line.
- The use of garages should be avoided and should only be used for detached houses if possible. Garages must not dominate the appearance of dwellings and must not reduce the amount of active frontage to the street.
- Garages should reflect the architectural style of the main building, looking an integral part of it rather than a mismatched unit. They should not be the dominant feature over the original building.
- Garages should provide minimum 3m x 7m internal space to park a car comfortably and to provide space for storage to avoid the garage being used for storage purposes only.



Figure 70: Diagram showing on-plot garage parking.



Figure 71: On-plot garage parking.

## ON-PLOT PARKING

- On-plot parking can be located either to the front or the side of the main building and can be a covered or open car port.
- High-quality and well-designed soft landscaping should be used to increase the visual attractiveness of the parking.
- Boundary treatments such as hedges, trees, flowerbeds and low walls also increase attractiveness and provide a clear distinction between public and private space.
- Hard standing and driveways must be constructed from porous materials to minimise surface water run-off.

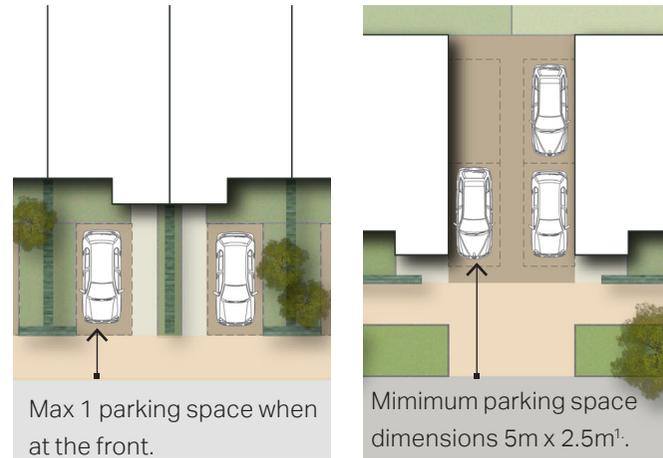


Figure 72: Diagram showing on-plot front and side parking.



Figure 73: On-plot front parking.

## UNDERCROFT PARKING

- Undercroft parking should be used in appropriate locations, usually in high density residential or mix-use areas. This solution also removes parking from the public realm.
- Communal facilities, ground floor dwellings or small retail units should be located on the ground floor in order to activate any elevations that front a primary or secondary street.
- Where active uses are not possible at ground floor there should be an attractive facade created through architectural detailing, visually interesting materials and high quality planting.
- The entrance to the undercroft parking should be attractive and secure. It should be designed as a gateway featuring detailing or a change in material.

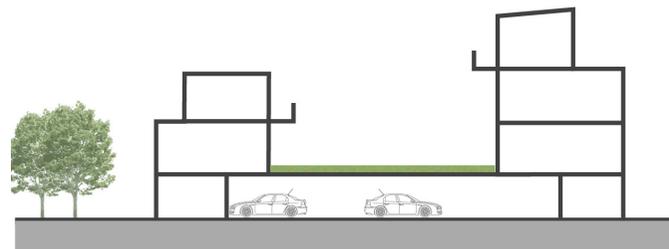


Figure 74: Diagram showing undercroft parking.



Figure 75: Undercroft parking combined with planing and feature brickwork at ground floor level.

### MEWS & REAR STREET PARKING

- Rear street and mews parking arrangements are only appropriate for terrace housing.
- Cycle and waste storage should be integrated with garages.
- Rear street parking should service a maximum of 6 units.
- Mews parking should be on-plot, usually in garages. Some informal on-street parking can also be provided, however these should be discretely marked and should not dominate the streetscape.

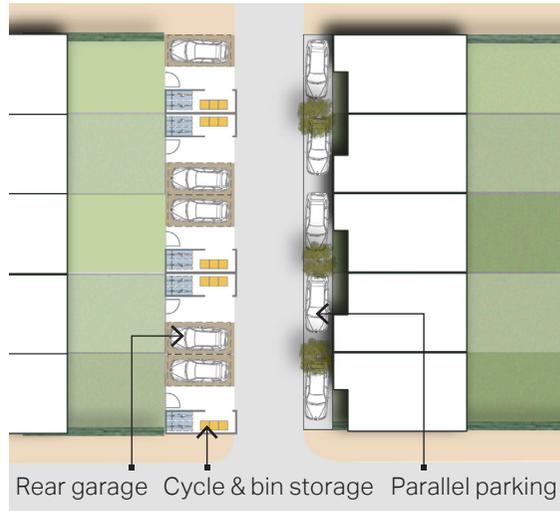


Figure 76: Diagram showing rear street parking.

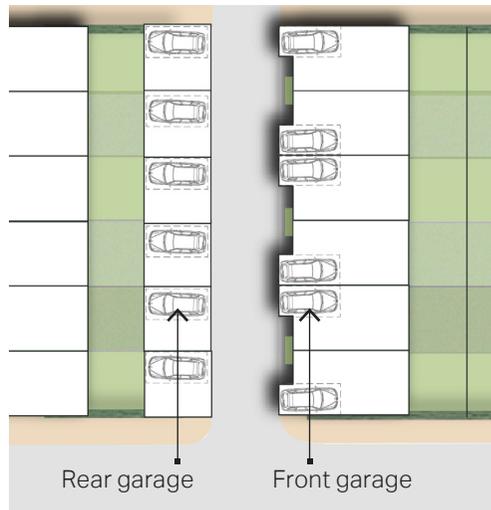


Figure 78: Diagram showing mews street parking.



Figure 77: Rear garage and marked parallel parking bays.



Figure 79: Mews garages and on-street parking.

## CODE 8. PEDESTRIAN & CYCLE MOVEMENT

- Streets need to be well-designed and should provide a safe and pleasant environment at all times of day.
- The network of streets should enable direct and convenient walking routes to public transport stops and local centres.
- Streets should be considered as spaces to be used by all, not just motor vehicles. They should be designed considering the needs of users in the following order
  - Pedestrians
  - Cyclists
  - Public transport users
  - Other motor traffic.



Figure 80: Pedestrian and cycle route through the park.



Figure 81: Street prioritising vehicles.

## CODE 9. LEGIBILITY & WAYFINDING

- To make walking and cycling a more attractive option, routes should be direct and memorable.
- This can be achieved using wayfinding principles, such as including clear signage at key nodes.
- The legibility of an area can be improved by creating places with a clear identity using local landmarks, such as distinctive buildings or public art that will help people understand and navigate the built environment.



Figure 82: Clear signage for legibility and wayfinding.



Figure 83: Discovery sculpture, distinctive public art, Northampton.

## CODE 10. TRAFFIC CALMING

Traffic calming measures can be introduced to existing streets to shift the hierarchy of movement from motor vehicles to prioritise pedestrians and cyclists. The following measures can be used independently or in a combination, however the effect on the surrounding streets should be considered as well as the effect on the street itself.

### RAISED JUNCTIONS & ENTRY TREATMENTS

These are flat sections of carriageway that are raised to be closer in height to the neighbouring footways. They are usually placed at pedestrian crossings, a street entrance or at a junction. This measure often requires a 20mph speed limit, which becomes self-enforcing as vehicles have to approach at a lower speed. Continuous footpaths can be explored in conjunction with raised junctions because the raised carriageway enables wheelchairs and buggies to cross the street more easily.

### CONTINUOUS FOOTPATHS

Continuous footpaths visually emphasise pedestrian priority. This is done by continuing the pavement material across a junction or street entrance which encourages drivers to slow down and look for pedestrians. Raising the carriageway or providing a dropped curb also enables buggies and wheelchair users to cross the street more easily.

### PAVEMENT RECONSTRUCTION

Where existing footways are in a poor state of repair or have an uneven surface they should be restored to allow for a better pedestrian experience and safety. The pavements should be rebuilt with high-quality materials that will improve the quality of the streetscape and ensure adequate drainage.



Figure 84: Raised entrance to a residential street combined with kerb build outs.



Figure 85: Raised junction.



Figure 86: Continuous paving material and height across the junction.



Figure 87: High quality, durable paving and street materials.

## KERB EXTENSIONS & BUILD OUTS

Kerb extensions and build outs are sections of footway with additional width, usually at pedestrian crossing points, street corners, and busy pavements. They reduce the speed of oncoming traffic by requiring motorists to drive through a narrower carriageway and negotiate turns more slowly. They can also improve visibility at junctions and discourage parking on street corners. Kerb extensions and build outs can be integrated with SuDs, planting or street furniture, however they should not impede pedestrian movement or access.

## CYCLE STORAGE

To encourage the shift away from car dominated streets and make cycling a more attractive option, bike storage for residents and visitors will become more important. On-street cycle storage provides visitors and residents who do not have enough space for bike storage a safe and secure place to leave their bikes. The location of the bike storage should be integrated into the street design.



Figure 88: Kerb build out with street greening and a double kerb to prevent vehicle overrun.



Figure 89: Dropped kerb at the pedestrian crossing.



Figure 90: Street planters that can be used as cycle parking.



Figure 91: On-street secure cycle storage.

### 4.3. Public Realm

High-quality, well-connected public spaces are essential for towns. They create informal meeting places, offer a place to rest and can even provide shelter. The public realm should be coordinated and strengthen local distinctiveness making it a more legible and user friendly environment.

#### CODE 11. STREET FURNITURE

- Street furniture should be added in appropriate locations to provide residents with places to stop creating a more attractive environment for pedestrians.
- Distinctive street furniture can also improve legibility and wayfinding as well as enhance the character of a place.
- High-quality materials should be used that compliment the surrounding.

#### CODE 12. RECLAIMING THE STREET

- A whole street or parts of the street such as a parking space can be temporarily reclaimed to form a pop-up public space.
- A combination of planters and street furniture can be used to activate the space, making it a pedestrian friendly environment.
- Creating seating out of things like old wooden crates and decorating with paint keeps the cost of the intervention low and requires minimal construction.
- Temporarily reclaiming part of a street can also lead to community support for a more permanent intervention.



Figure 92: Street furniture integrated with signage.



Figure 93: Road temporarily closed to create a play street.



Figure 94: Temporary pop-up public space along a street.



Figure 95: Reclaimed parking space creating a new seating area.

### CODE 13. STREET TREES

Trees are an important contributor to the character of a place, as is already the case in some areas of Semilong and Trinity, such as the Racecourse and along Barrack Road. Street trees bring many benefits, such as supporting biodiversity, improving air quality and improving people's well-being.

- Existing mature trees should be preserved and incorporated into any new landscape design and can be used as landmarks, where appropriate.
- When planting new trees, canopy size should be considered in order to have the greatest positive impact, for example reducing the overall number of the trees but increasing the size of the tree.
- New trees can be added in strategic locations to strengthen vistas and focal points while retaining clear visibility of amenity spaces. The species of plants and trees used should be carefully considered and a range of species should be used. In order for trees on streets and within the public realm to survive they will need a sufficient volume of soil.
- New trees should be integrated into the design of new developments from the outset and can be coordinated with SuDs to provide an integrated approach.



Figure 96: Existing mature street trees along St George's Avenue.



Figure 97: Example of street trees.



Figure 98: Public realm with a mix of complimentary materials.

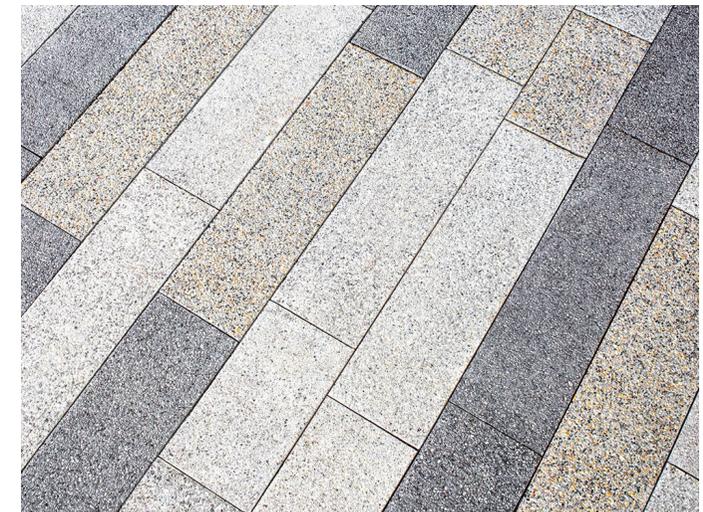


Figure 99: Example of public realm material.

### CODE 14. MATERIALS

- The materiality and colours used in the public realm should enhance the surrounding built environment and contribute to the character of the place. Materials should be of a high-quality and durable to withstand a long time period.
- Where appropriate, a variety of materials can be used to differentiate between the footpath, the roads and car parking spaces.
- Along underground utilities routes materials should be selected with consideration to future maintenance and replacement.

## 4.4. Green Infrastructure

Green infrastructure within urban areas can contribute to an area's identity and sense of place. Green Infrastructure can also bring a range of benefits including flood mitigation, increasing biodiversity, improving physical and mental health.

### CODE 15. GREEN SPACES

Green spaces can foster community creating a positive environment and a lively neighbourhood.

- Open spaces should offer a variety of spaces that can host a diverse range of activities and accommodate different uses.
- Open spaces should respond to local character and encourage civic pride.
- Play areas and public spaces should be well-overlooked by buildings to provide natural surveillance.



Figure 100: The Racecourse, large green space.



Figure 101: Leisure and sport activities at the Racecourse.



Figure 102: Example of a pocket park.



Figure 103: Example of an overlooked children's play area.

## CODE 16. SUSTAINABLE DRAINAGE SYSTEMS

Sustainable drainage systems (SuDS) offer different approaches to managing surface water in a sustainable way. The most effective type or design of SuDS depends on site-specific conditions such as, underlying ground conditions and topography. However, there are a number of overarching principles that can be applied:

- Natural water sources, such as ponds, rivers and lakes should be retained and upgraded, where possible.
- Surface water should be managed as close to its point of origin as possible.
- SuDS should be integrated into a development to improve amenity through early consideration in the development process and good design practices.
- Some of the most effective SuDS use vegetation to enhance natural processes that slow and clean the water whilst increasing the biodiversity value of the area.
- SuDS should be designed sensitively to augment the landscape and where possible, add to biodiversity and amenity benefits.



Figure 104: SuDS corridor, Upton urban extensions, Northampton.



Figure 105: Grey to Green scheme for the public realm, Sheffield.



Figure 106: SuDS integrated with the public realm.



Figure 107: Retained pond.

## 4.5. Buildings

### CODE 17. SHOP FRONTS

Shop fronts contribute to the visual appearance of a place and can add to the distinct identity of an area. Therefore, it is important that shop fronts are well ordered, tidy and contextual.

- The design of a shop front should take into consideration how it will effect the rest of the street.
- The materials and details of a shop front should complement the original design of each building and respect the existing building proportions.
- Shop signage should be well-proportioned and have well-designed fascia. The style and fonts used can be individual but should be designed to a high-standard.
- Shops can provide active frontages through the use of large windows and floor to ceiling windows on the ground floor. These windows should allow people passing by to see into the shop and people inside to see out. This will improve natural surveillance.
- Where appropriate, shops, restaurants or cafés can provide spill-out spaces to create active at street level. Spill-out spaces can provide outdoor seating areas that should be well organised and not impede pedestrian movement.

**WELL PROPORTIONED  
SHOP FRONT**

**CORNICES**

**CLEAR SIGNAGE**

**CORNER SHOP WITH ENTRANCE  
ADDRESSING BOTH STREETS**



Figure 108: Example of a well-designed shop front on the corner of Kingsley Road and Abington Avenue.

## CODE 18. EXTENSIONS

Extending existing buildings can be an easy way to create extra space. Within Semilong and Trinity, extensions should not negatively impact the character of the area and should aim to enhance the existing character.

- Extensions should be designed to an appropriate scale and be secondary to the original building.
- All extensions should consider the original building's roof, materials and architectural features and should be designed to complement these existing elements.
- Side extensions, both single and double storeys should be set back from the main building to reduce the visual impact of the join between the existing and the new. Flat roofs should be avoided.
- Single-storey rear extensions should be set below any first-floor windows and designed to minimise the effects of neighbouring properties. A flat roof is generally acceptable.
- Double-storey rear extensions are less common but where they are acceptable the roof form and pitch should reflect that of the main building and sit slightly lower than the main ridge of the building.
- Dormer windows should not dominate the roof and should be kept at an appropriate scale. They should also be aligned with the windows below or centred in the middle so as not to disrupt the rhythm of the windows.
- Outside of the Conservation Areas permitted development rights may apply, meaning planning permission is not needed for some development.

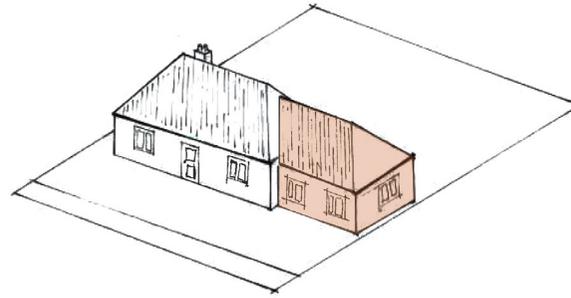


Figure 109: Single-storey side extension.



Figure 110: Double-storey side extension.

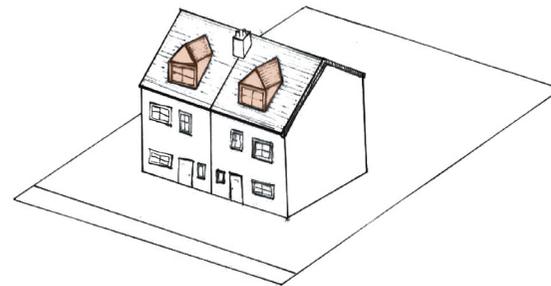


Figure 111: Loft conversion with dormer windows.

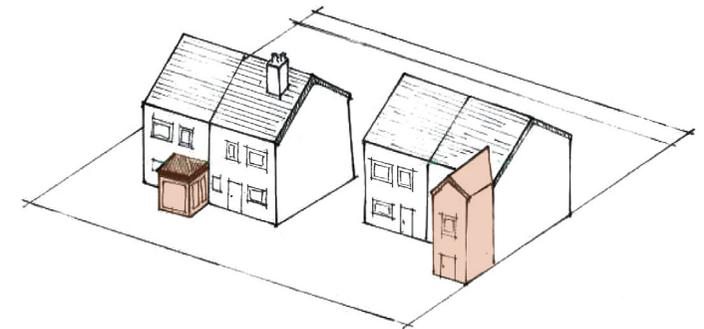


Figure 112: Single and double-storey rear extensions.



Figure 113: Dormer windows that consider the existing rhythm and scale.

**CODE 19. PLOT INFILL**

Plot infill takes two main forms, the first is development that has a primary frontage to an existing street. The second is backland development which is located to the rear of existing properties.

- Sufficient private amenity for residents of existing buildings should be retained.
- The height of development should take into consideration the surrounding context. Where appropriate, the first floor can be set back from the street frontage to reduce the impact of the building on the streetscene.
- Development fronting an existing street should comply with the existing building line and should have its primary aspect and windows facing the street, particularly if aspect in all other directions is constrained due to overlooking of neighbouring properties.
- The materials and detailing of the infill development should look to provide a contemporary design that complements the existing.
- Where appropriate, green roofs can be considered to ensure no net loss of green cover and to enhance biodiversity and urban greening.

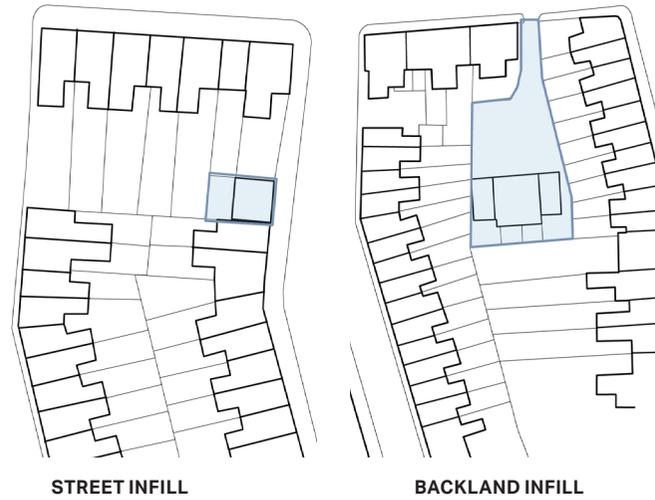


Figure 114: Diagrams showing the two types of infill development.

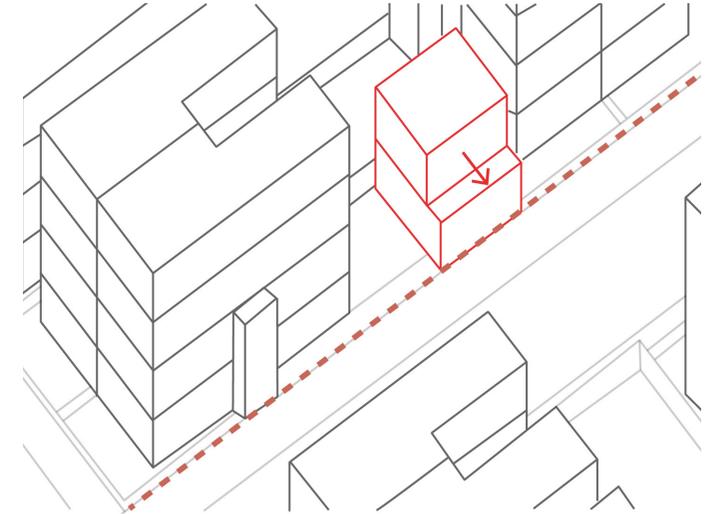


Figure 115: Infill development with aspect to the street and a consistent building line.



Figure 116: Infill corner building with door and windows in alignment with the existing building © Rory Gardiner.



Figure 117: Backland development using a courtyard typology to increase privacy.

**CODE 20. SERVICING & STORAGE**

- Modern requirements for waste separation and recycling has meant an increasing number of bins are needed for each household, however if not stored properly bins can clutter the appearance of the public realm. Therefore, waste storage should be considered throughout the design process.
- Specific enclosures should be created of a sufficient size for all the necessary bins. These enclosures can be used as a boundary treatment.
- Unattractive and unsafe rear alleyways used for bin storage between back gardens should be avoided.



Figure 118: Modern bin storage.



Figure 119: Waste storage being used as a boundary treatment.

**CODE 21. HOUSING MIX**

Providing a good housing mix within Semilong and Trinity is important in order to be able to provide for the needs of different groups within the community.

- New development should enrich the supply of housing by providing a variety of options in terms of size and height, whilst still respecting the existing surroundings.
- Developments that can accommodate first time buyers through to residents looking to downsize are encouraged in order to maintain a balance within the population.



Figure 120: Eco housing, Bicester, Oxford.



Figure 121: Adaptable bungalow, Suffolk.

## CODE 22. ARCHITECTURAL STYLE & MATERIALS

With buildings dating back to the 19th Century, Semilong and Trinity has a range of architectural styles including many Victorian style houses as well as some Gothic influence and Regency architecture. Many of the buildings within the two Conservation Areas are grand with detailed façades, however outside of these areas the buildings generally have a more simple finish.

New development should respect existing architectural styles and materials which can also be used to influence the design of contemporary development within the area. Some considerations for new development are listed below:

- Development within both of the Conservation Areas will need to pay close attention to the architectural styles and materials to ensure that it contributes positively and does not negatively effect the character of the Conservation Areas.
- In the main residential area outside of the Conservation Areas, West Residential character area predominately consists of terrace housing with simple detailing similar to the Victorian style.
- The most prevalent building materials throughout Semilong and Trinity are red brick and painted stucco or render. Within the Conservation Area stone is also present. Roof materials were traditionally Welsh slate or plain clay tiles, however concrete tiles are now also common.



Figure 122: Victorian red brick building.



Figure 123: Neo-Gothic style building.



Figure 124: Grand, high-quality house with various influences.



Figure 125: Building with Classical and Baroque influences.



Figure 126: Brick and stone on the Maidwell Listed Building can inform future development on the university site.



Figure 127: Bay windows on a red brick building.



Figure 130: Converted factory building.



Figure 128: Contemporary flats with red brick facade.



Figure 129: Refurbished brutalist building with new mirrored facade. These materials can be used in infrom new development.



Figure 131: Light industrial buildings.

### CODE 23. ECO DESIGN

Sustainability should be a key design driver for new development as well as retrofits. Eco design and sustainability should be considered at every stage of the design process to ensure energy efficient construction and solutions that are integrated into the design.

#### RAINWATER HARVESTING

Rainwater harvesting is a system for capturing and storing rainwater as well as enabling the reuse of in-situ grey water. Some design consideration include:

- Concealing tanks with complementary cladding.
- Use attractive materials or finishing for pipes, unsightly pipes should be avoided.
- Combine landscape or planters with water capture systems.
- Use underground tanks.

#### SOLAR ROOF PANELS

Solar panels should be designed to have minimal visual impact on the roof of a building. New builds should incorporate solar panels from the beginning and form part of the design concept. Some attractive options are solar shingles, photovoltaic slates or tiles. Solar panels can also be used as a roofing material in its own right.

When retrofitting existing buildings the proportions of the roof and building should be considered to identify the best location and sizing of the panels. Tiles or slates of different colours can be added to the roof to better integrate the solar panels.



Figure 132: Water tank clad with a complementary material.



Figure 133: Concealed tanks integrated with the design.



Figure 134: Retrofitted solar panels integrated sympathetically with a traditional building.



Figure 135: Solar panels integrated with a contemporary building design.

## GREEN ROOFS

Green roofs can improve drainage and enhance biodiversity, as well as being an attractive option. Some design considerations are:

- To integrate the green roof into the design process.
- Easy to reach for maintenance.
- Should complement the surrounding landscape.

## PERMEABLE PAVEMENT

Permeable pavement should be used in front of properties along with front gardens to help with drainage and allow water to filter through. Some design considerations are:

- To respect the material palette of the building and the street.
- Harmonise with the landscape treatment of the property.
- Create an arrival statement and help define the property boundary.

## ELECTRIC CAR CHARGING

Electric car charging points should be included in new developments. Ideally, every house would have the provisions for an electric charging point. Within public spaces, electric charging points can be retrofitted to ensure easy and convenient access to encourage residents to switch to electric.



Figure 136: Housing extension with a green roof.



Figure 137: Garden building with a green roof.

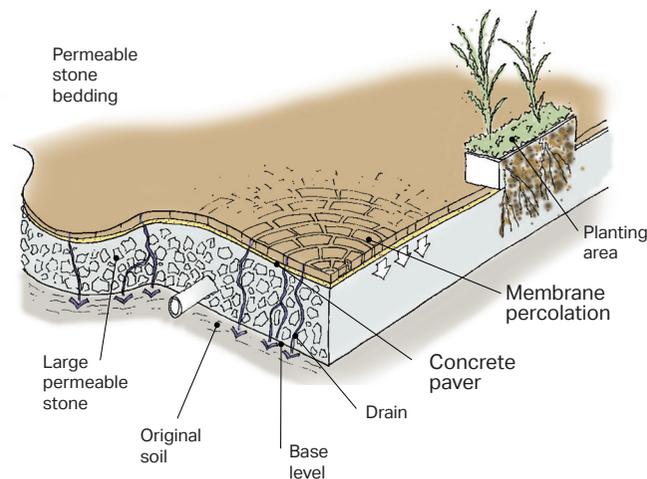


Figure 138: Diagram showing a section through permeable paving.



Figure 139: Public car charging point incorporated into the street design.





Applying the Design Code

05

# 5. Applying the Design Codes

## 5.1. Barrack Road (A508)

### EXISTING

Barrack Road is a strategic road and an important public transport route connecting the neighbourhoods and settlements to the north with Northampton town centre. It is generally a busy street with a wide carriageway allowing for high volumes of traffic to travel at speed, prioritising motor vehicles over pedestrians and cyclists. The central reservation takes up vital space along the carriageway and makes it more difficult for pedestrians to cross the road.

On-street car parking is permitted along some sections of Barrack Road at certain times of day. This parking obstructs one of the lanes on the carriageway and does not provide a pleasant environment for pedestrians. There is no provision for cyclists to safely travel along Barrack Road due to the parked cars and high levels of traffic.

Along some sections of Barrack Road the pavement is fairly wide, however the footpath materials are often uneven and the high levels of traffic create significant noise pollution. The

- ① Boundary treatments generally consist of a wall, hedge or railings of varying heights.
- ② Wide road giving priority to motor vehicles.
- ③ Over engineered road with a central reservation.
- ④ No trees on the street.
- ⑤ Front gardens generally have plenty of greenery, with some including large trees.
- ⑥ On-street car parking.



Figure 140: Plan showing a section of the existing Barrack Road.

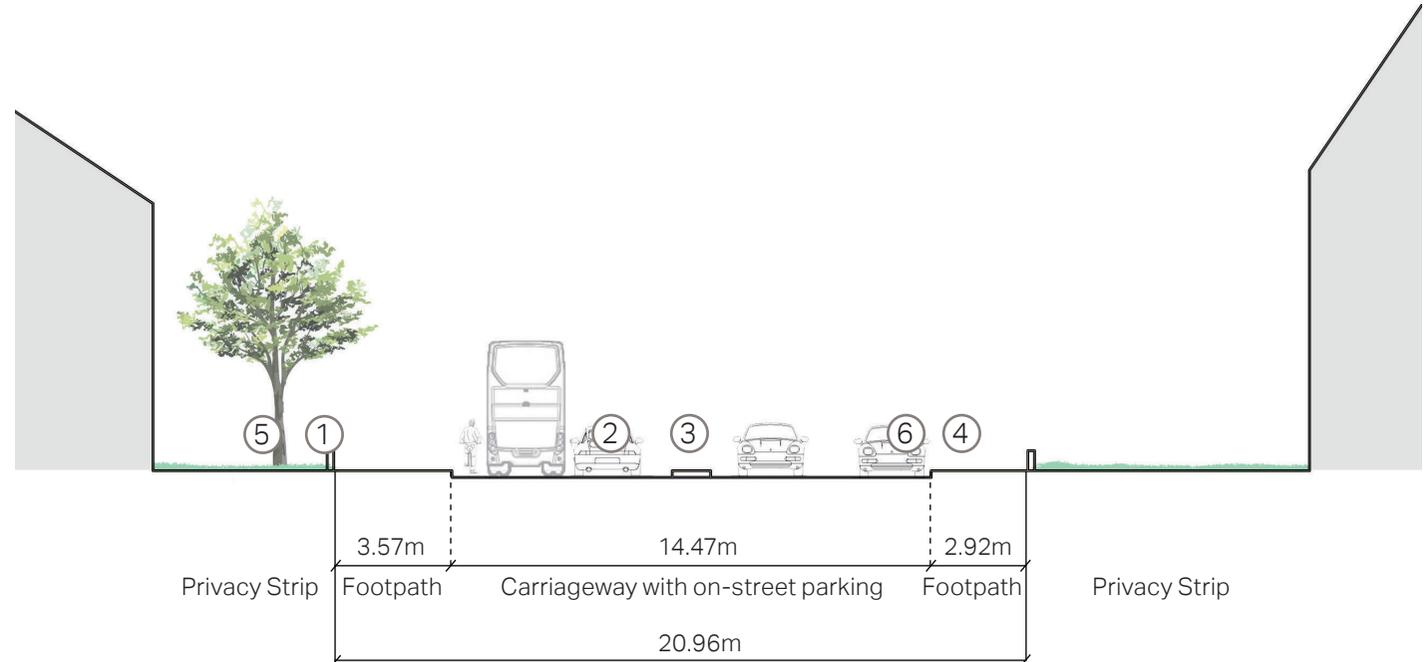


Figure 141: Cross-section showing the dimensions for a section of the existing Barrack Road.

**POSSIBLE IMPROVEMENT**

Barrack Road should encourage sustainable modes of transport by providing a safe and pleasant environment for pedestrian and cyclists and easy access to the public transport. This includes narrowing the carriageway creating continuous footpaths to shift the priority to pedestrians. Introducing a segregated cycle lane will create a safer environment for cyclists.

The pedestrian environment can be further enhanced by introducing street trees. These can be interspersed with inset parking bays to ensure enough car parking without it dominating the street.

- ① **CODE 2. BUILDING LINE & BOUNDARY TREATMENT** Retain existing boundary walls, hedges and railings, particularly in the case of new or infill development.
- ② **CODE 6. STREET TYPOLOGIES** Create a more pedestrian and cycle friendly environment to encourage the use of sustainable transport alternatives, such as walking, cycling and public transport.
- ③ **CODE 7. CAR PARKING TYPOLOGIES** Providing on-street inset parking bays help to reduce the width of the carriageway and create more space for pedestrians and street trees.
- ④ **CODE 8. PEDESTRIAN & CYCLE MOVEMENT** Narrowing the road and increasing the width of the pavement along Barrack road to shift the movement hierarchy to favour pedestrians and create a more pleasant street to walk along. A new segregated cycleway to provide a safer environment.
- ⑤ **CODE 10. TRAFFIC CALMING** Continuous pavements at junctions to prioritise pedestrians and cyclists and to slow down vehicles.
- ⑥ **CODE 13. STREET TREES** Street trees and planting can be incorporated along with inset parking bays.

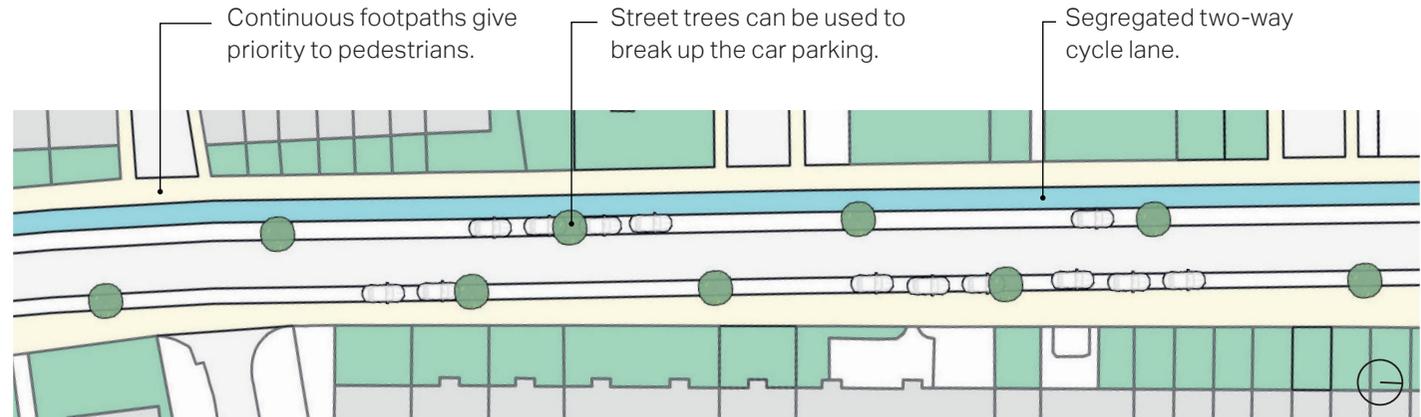


Figure 142: Plan illustrating an example how to improve Barrack Road.

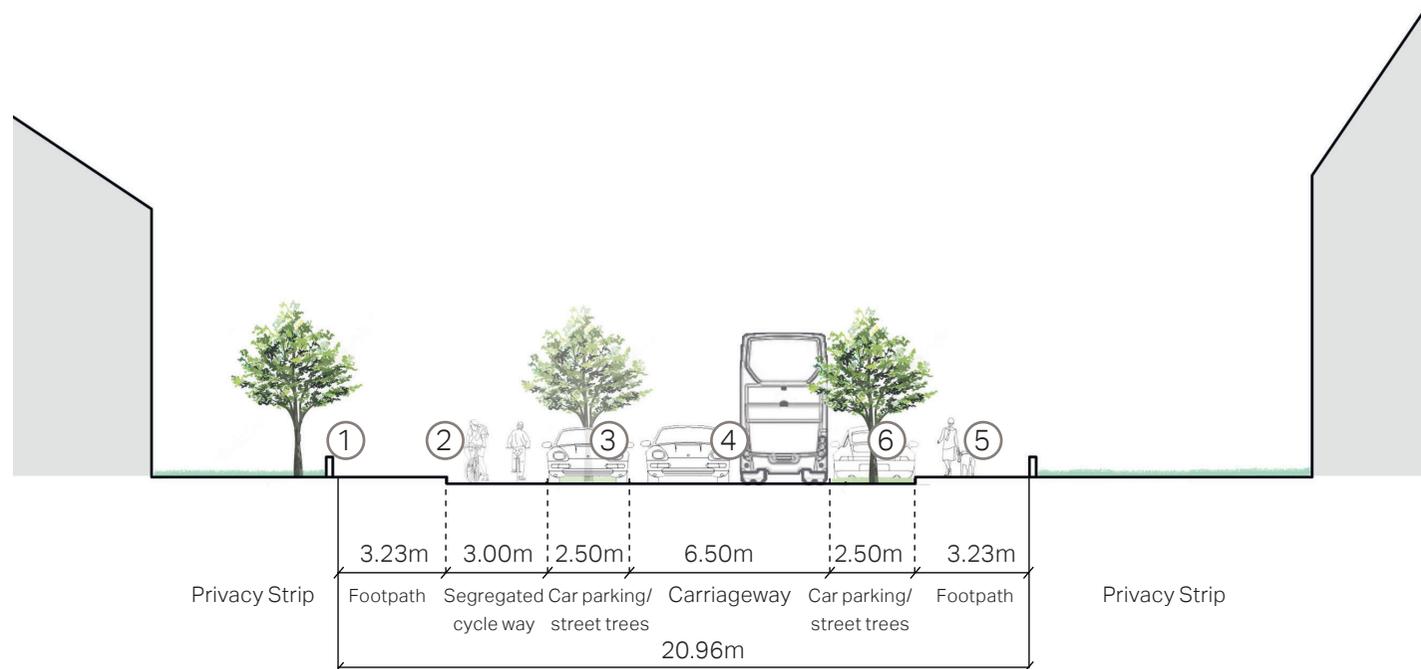


Figure 143: Cross-section illustrating example dimensions Barrack Road.

## 5.2. Semilong Road

### EXISTING

Semilong Road is currently a car dominated street that is often used as a rat run for vehicles. The speed of the traffic along with narrow, uneven footpaths makes this street feel unsafe for pedestrians. There is currently little greenery along the street as there are no street trees or green verges and car parking dominates the streetscape.

- ① Cars parked along both sides of the street.
- ② Lack of a boundary treatment along some parts of the street.
- ③ Footpaths along the street are uneven and at some sections too narrow.
- ④ Cars travel at speed making the street an unsafe and unpleasant for pedestrians and cyclists.

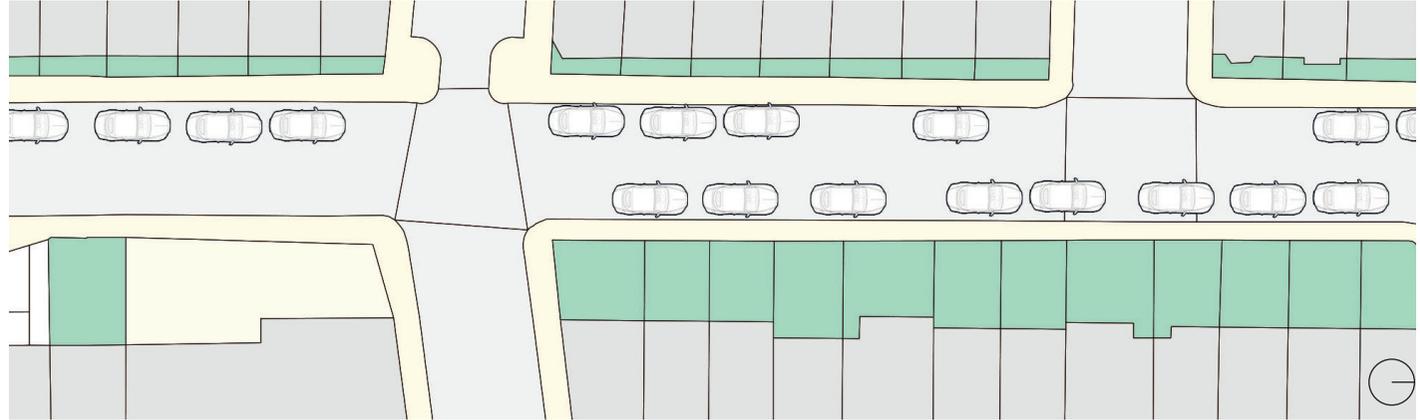


Figure 144: Plan showing a section of the existing Semilong Road.

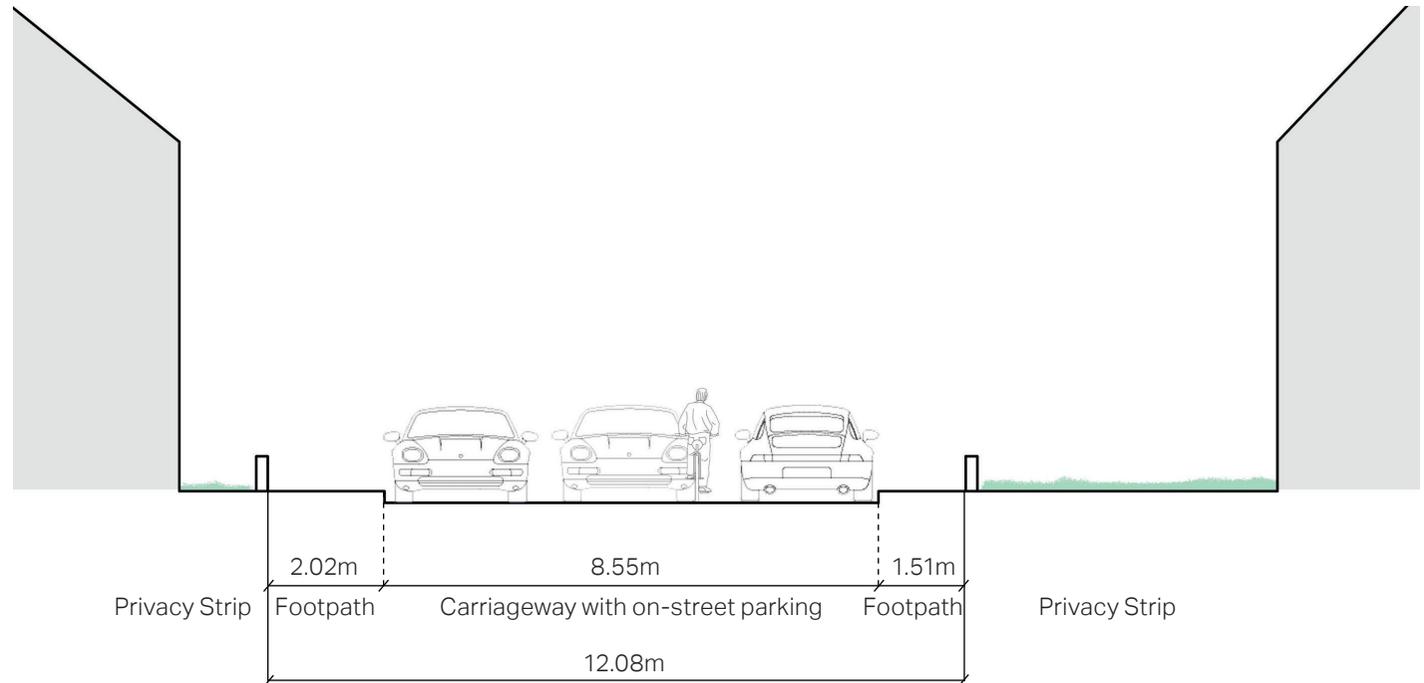


Figure 145: Cross-section showing the dimensions for a section of the existing Semilong Road.

## POSSIBLE IMPROVEMENT

Semilong Road should provide a safe and attractive environment for pedestrians and cyclists. Traffic calming can be achieved by ensuring vehicles have to weave between parked cars and allowing traffic through on the narrower sections of the road. The width of the footpath can vary along the road depending on the varying width of the overall street. Furthermore, this approach does not need to be applied along the whole street, it could just apply to some sections of the street.

- ① **CODE 2. BUILDING LINE & BOUNDARY TREATMENT** Existing boundary treatments should be retained and improved where possible.
- ② **CODE 10. TRAFFIC CALMING** Continuous footpaths using high quality materials with a raised table prioritises pedestrian movement and helps to reduce the speed of cars.
- ③ **CODE 10. TRAFFIC CALMING** Make use of the inset parking bays on alternate sides of the road for moving vehicles to weave between, slowing them down.
- ④ **CODE 10. TRAFFIC CALMING** Making space for on-street secure cycle storage for residents can help encourage people to cycle.
- ⑤ **CODE 12. RECLAIMING THE STREET** Individual car parking spaces along the street can be temporarily reclaimed creating space for seating and greenery.
- ⑥ **CODE 13. STREET TREES** Where possible, street trees can be introduced, however where this is not possible other form of greenery such as planters can be added to the street.

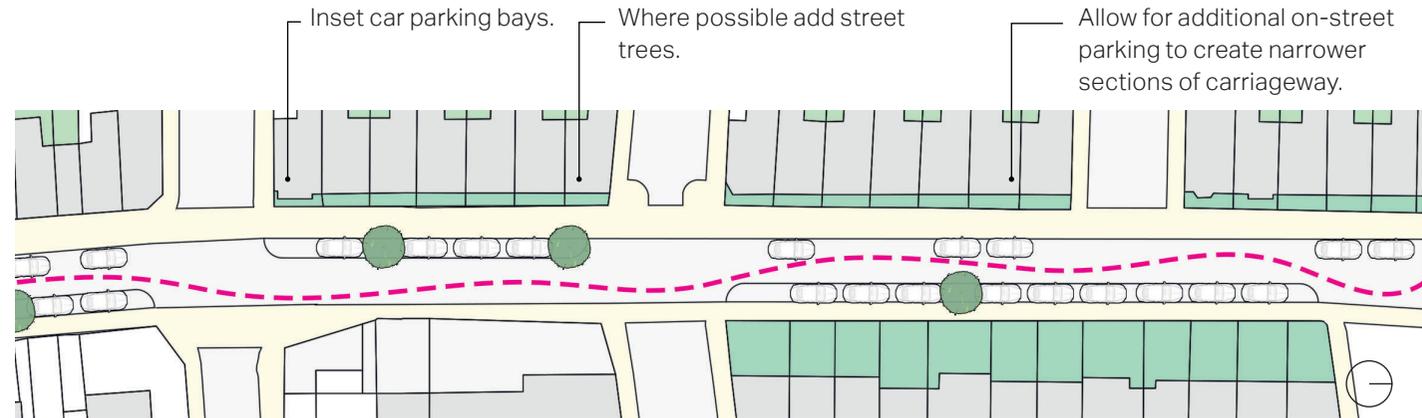


Figure 146: Plan illustrating an example on how to improve Semilong Road and how vehicles can weave through the parked cars.

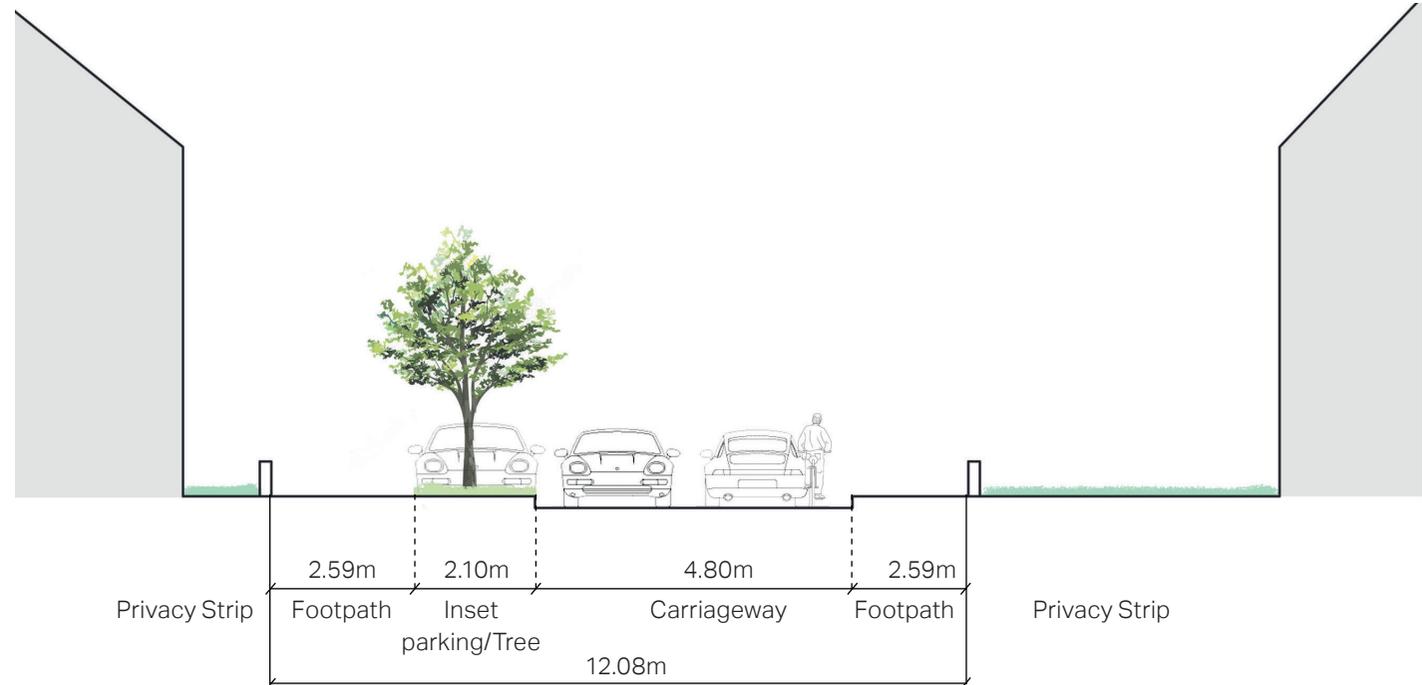
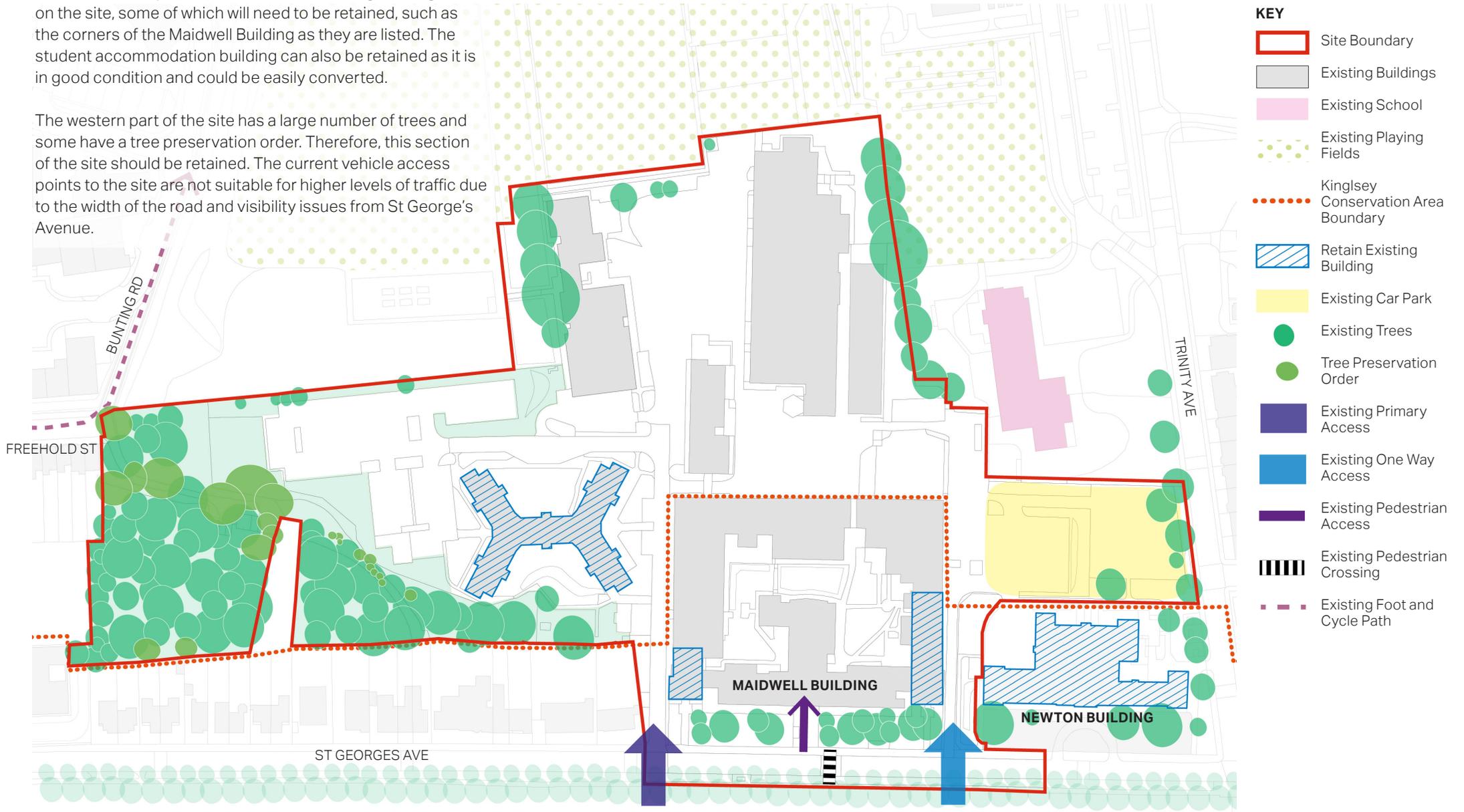


Figure 147: Cross-section illustrating example dimensions for Semilong Road.

### 5.3. University Site Analysis

The old university site has a number of existing buildings on the site, some of which will need to be retained, such as the corners of the Maidwell Building as they are listed. The student accommodation building can also be retained as it is in good condition and could be easily converted.

The western part of the site has a large number of trees and some have a tree preservation order. Therefore, this section of the site should be retained. The current vehicle access points to the site are not suitable for higher levels of traffic due to the width of the road and visibility issues from St George's Avenue.



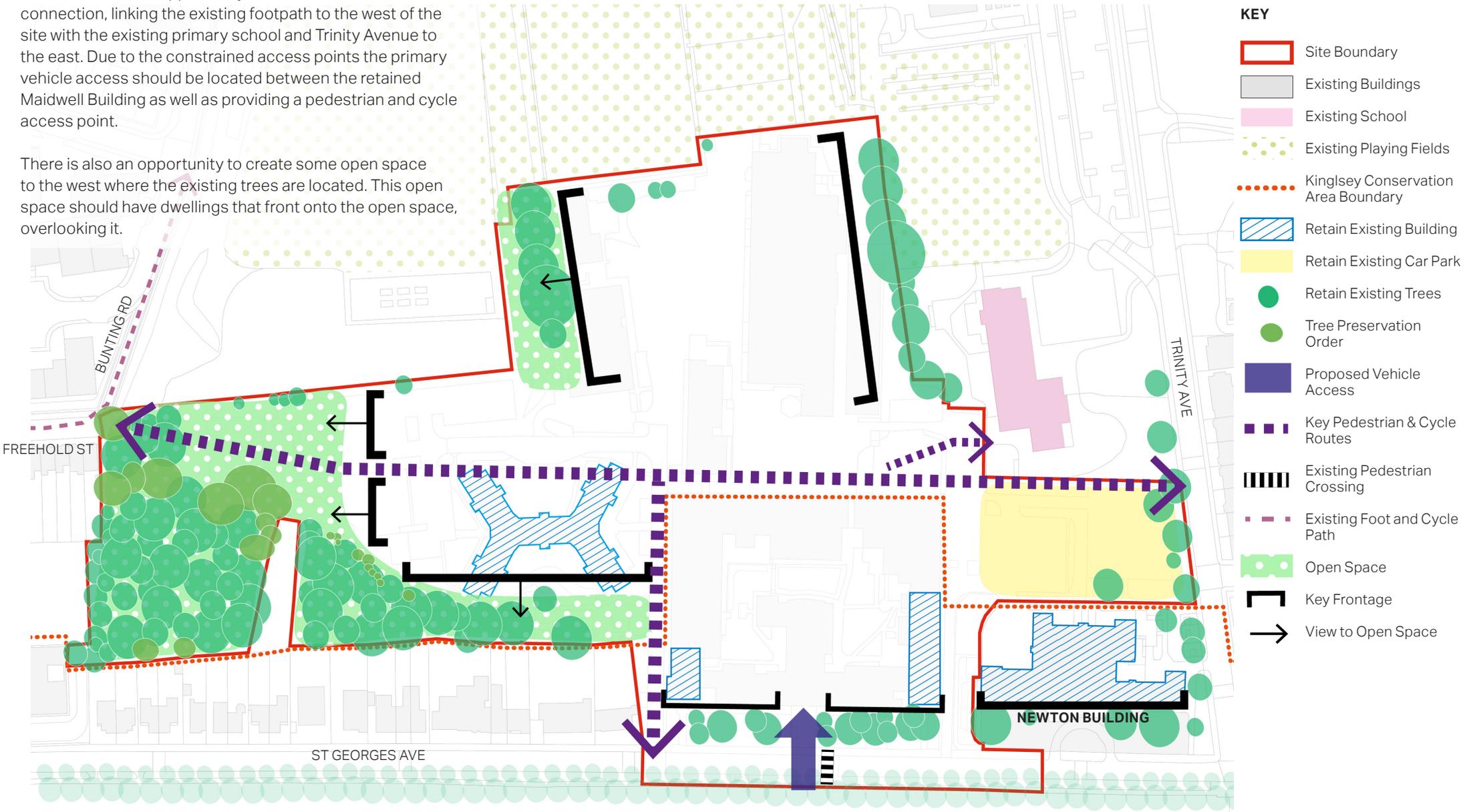
- KEY**
- Site Boundary
  - Existing Buildings
  - Existing School
  - Existing Playing Fields
  - Kinglsey Conservation Area Boundary
  - Retain Existing Building
  - Existing Car Park
  - Existing Trees
  - Tree Preservation Order
  - Existing Primary Access
  - Existing One Way Access
  - Existing Pedestrian Access
  - Existing Pedestrian Crossing
  - Existing Foot and Cycle Path

68 Figure 148: Plan of the university site showing the constraints.

### 5.4. University Site Opportunities

This site offers the opportunity to create an east-west connection, linking the existing footpath to the west of the site with the existing primary school and Trinity Avenue to the east. Due to the constrained access points the primary vehicle access should be located between the retained Maidwell Building as well as providing a pedestrian and cycle access point.

There is also an opportunity to create some open space to the west where the existing trees are located. This open space should have dwellings that front onto the open space, overlooking it.



KEY	
	Site Boundary
	Existing Buildings
	Existing School
	Existing Playing Fields
	Kinglsey Conservation Area Boundary
	Retain Existing Building
	Retain Existing Car Park
	Retain Existing Trees
	Tree Preservation Order
	Proposed Vehicle Access
	Key Pedestrian & Cycle Routes
	Existing Pedestrian Crossing
	Existing Foot and Cycle Path
	Open Space
	Key Frontage
	View to Open Space

Figure 149: Plan of the university site showing the opportunities.

## 5.5. The Racecourse Masterplan



Figure 150: Illustrative plan showing the Racecourse and proposed interventions.

The existing masterplan for the Racecourse has informed the opportunities shown on the plan. The plan shows potential locations for new community facilities such as a cafe, public toilets and community hub. All of the potential locations reflect the locations of the existing buildings on the site which could be re-purposed.

The Racecourse has multiple entrances and footpaths through the park, making it easily accessible, however the entrances could be enhanced further. Some of the design codes that could be used to achieve this, such as improving signage to aid wayfinding.

① **CODE 1. CONSERVATION AREAS, LISTED BUILDINGS & LOCAL INTEREST** As the Racecourse lies within a conservation area any proposed changes will need to be in keeping with the existing character of the Racecourse.

② **CODE 8. PEDESTRIAN & CYCLE MOVEMENT** The Racecourse already has good pedestrian and cycle link through the park, therefore these should be retained and enhanced, particularly at entrances where possible.

③ **CODE 9. LEGIBILITY & WAYFINDING** Existing foot and cycle paths are clear and direct, therefore should be retained. Removing any unneeded signage and installing improved signage can aid wayfinding.

④ **CODE 10. TRAFFIC CALMING** Cycle parking can be added at key entrances to the park in strategic locations that connect to existing cycle routes.

⑤ **CODE 11. STREET FURNITURE** Ensure that there is enough street furniture such as benches to enable people to gather or relax within the park. Street furniture should be placed in suitable locations such as along the footpath or near the children's play areas.

⑥ **CODE 14. MATERIALS** The public realm materials should be of a high quality. If any paved areas are proposed, the materials used should be complementary to the existing.

⑦ **CODE 15. GREEN SPACES** As the largest green space in the area it is important that the existing diverse offering of activities continues and expands. It is important that the park provides a suitable setting for the different activities.

⑧ **CODE 22. ARCHITECTURAL STYLE & MATERIALS** Should any new buildings be proposed such as a new hub or cafe, the building design can be innovative and eco-friendly whilst still being in keeping with the existing building. One way this can be done is by using the same materials and colour tones.

Delivery

**BARRATTS  
FOOTSHAPE  
BOOT  
WORKS**

**FOOTSHAPE**

EST  
1903

EST  
1903

**BOOT WORKS**

06



OFFICES TO LET

## 6. Delivery

The Design Code will be a valuable tool in securing context-driven, high-quality development in Semilong and Trinity. They will be used in different ways by different actors in the planning and development process, as summarised in the table.

Actors	How They Will Use the Design Codes
Applicants, developers, and landowners	As a guide to community and Local Planning Authority expectations on design, allowing a degree of certainty – they will be expected to follow the Codes as planning consent is sought.
Local Planning Authority	As a reference point, embedded in policy, against which to assess planning applications.  The Design Code should be discussed with applicants during any pre-application discussions.
Neighbourhood Forum	As a guide when commenting on planning applications, ensuring that the Design Codes are complied with.
Community organisations	As a tool to promote community-backed development and to inform comments on planning applications.
Statutory consultees	As a reference point when commenting on planning applications.

## About AECOM

AECOM is built to deliver a better world. We design, build, finance and operate infrastructure assets for governments, businesses and organizations in more than 150 countries. As a fully integrated firm, we connect knowledge and experience across our global network of experts to help clients solve their most complex challenges. From high-performance buildings and infrastructure, to resilient communities and environments, to stable and secure nations, our work is transformative, differentiated and vital. A Fortune 500 firm, AECOM had revenue of approximately \$17.4 billion during fiscal year 2016. See how we deliver what others can only imagine at [aecom.com](http://aecom.com) and [@AECOM](https://twitter.com/AECOM).

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