

CENTRAL KETTERING NEIGHBOURHOOD PLAN 2025 - 2044

PRE SUBMISSION VERSION: FEBRUARY 2026

IMPORTANT CONSULTATION DETAILS

The KNP is published for statutory consultation under Regulation 14 of the Regulations. Comments on the proposals and content of the plan and its other published documents are welcomed from everyone living and working in Central Kettering and the surrounding area as well as local organisations and landowners.

They must be made either by email to: localplans@ketteringtowntouncil.gov.uk

or by post to: Kettering Town Council 10 Headlands, Kettering. NN15 7HP

By 23rd March 2026 at the latest.

Any comments made after that deadline may not be considered by KTC. Anyone submitting comments to KTC must provide an email or postal address and contact name. KTC will keep this information confidential. However, it must forward information to NNC in due course for the sole purpose of notifying all those that have submitted comments that it has received a final version of the plan for examination.

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FOREWORD

The Central Kettering Neighbourhood Plan has been written to provide a vision for the future of the town centre and surrounding area, and, in doing so, recognises the importance of this to the people of Kettering, now and in the future.

It lays out a framework that focuses on areas that are of importance to local people, enhancing the Town Centre to provide a safe place with improved amenities, allowing us to have an attractive town centre that is enjoyable to be in, and a great place to shop, eat, and enjoy our time as a community.

It seeks to preserve its heritage by protecting our historical buildings and lays out how brown field sites can be developed for the benefit of the town. In developing the plan, sustainability, preservation and improvement of green spaces has been a priority as well as developing energy efficient buildings and putting in infrastructure that will enable people to travel into town without relying on the car. The plan looks to achieve a housing balance that includes restrictions on HMOs whilst enhancing good housing opportunities for all.

Kettering Neighbourhood Plan Advisory Panel. (December 2025)

1. INTRODUCTION

- 1.1 Kettering Town Council (KTC) is preparing the first Central Kettering Neighbourhood Plan (KNP) to cover the period from 2024 - 2044. KTC is defined as a 'qualifying body' for this purpose in line with the [Neighbourhood Planning \(General\) Regulations 2012](#) (as amended).
- 1.2 The Central Kettering Neighbourhood Area was designated by North Northamptonshire Council on the 24th October 2024 as the area to which the policies of the KNP will apply. A map showing the Neighbourhood Area is shown below. The area does not coincide with the Parish Boundary.
- 1.3 Kettering has a population of 63,150, with around 18,000 people residing within the Central Kettering Neighbourhood Area (as at Census 2021). There is a made neighbourhood plan within the wider Parish; the South West Kettering (Headlands Community) Plan, made in June 2023.

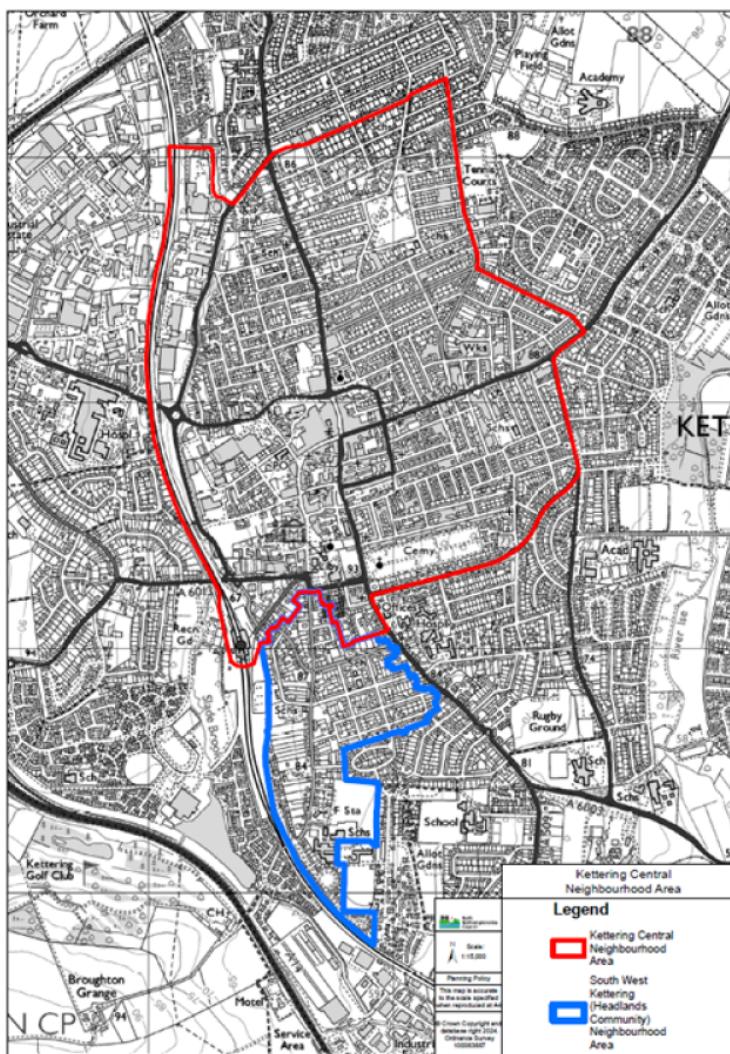


Figure 1 – Kettering Neighbourhood Plan Area

1.4 The KNP will cover the period from 2025 to 2044. This version contains draft policies for determining planning applications for the use and development of land within Central Kettering during that period. In doing so it operates alongside other policies of the NNC development plan that relate to Central Kettering.

1.5 The KNP is published for statutory consultation under Regulation 14 of the Regulations. Comments on these are welcomed from everyone living and working in Central Kettering as well as local organisations and landowners. Comments must be made either by email to localplans@ketteringtowncouncil.gov.uk

or by post to:

Central Kettering Neighbourhood Plan, Kettering Town Council 10 Headlands, Kettering. NN15 7HP by the 23rd March 2026 at the latest. Any comments made after that deadline may not be considered by KTC

1.6 Anyone submitting comments to KTC must provide an email or postal address and contact name. KTC will keep this information confidential. However, it must forward information to NNC in due course for the sole purpose of notifying all those that have submitted comments that it has received a final version of the plan for examination.

1.7 KTC is working to this timetable:

- Formal consultation on pre-submission modified Plan (Regulation 14) February/March 2026
- Review of Regulation 14 comments/drafting of submission version of the Plan April 2026
- Submission version of Plan to NNC (Regulation 15) May 2026
- Regulation 16 consultation June/July 2026
- Examination Summer/Autumn 2026
- Referendum Autumn/Winter 2026

2. BACKGROUND

History

- 2.1 Kettering is in a central geographical position in England, situated on the old A6 road from London to Carlisle and midway between the M1 Motorway at Northampton and the A1 at Huntingdon, a position now further enhanced by the A14 linking the M6 motorway with the east of England.
- 2.2 The town lies at the heart of Northamptonshire – an under-rated county, known traditionally as the “county of squires and spires”, of pleasing countryside and stone-built villages and small market towns, a county marked by its great estates and country houses, such as locally Rockingham Castle and Boughton House. The Town is still dominated by the spire of the parish church and the important Heritage Quarter.
- 2.3 The landscape is gently undulating reflecting the south west – north east grain of the geology. With the higher ground to the north west of the country of Middle Lias ironstone, then the clayey limestones south east of this – and the Lias, the Northamptonshire sand and ironstone group with other sandy rocks, but importantly south of Kettering is the band of Lincolnshire limestone that stretches through the county and up to the Humber – the most famous of all English freestones, and with its variants known under different names including Ketton and Collyweston slate.
- 2.4 Kettering’s past has been marked by transition from a rural market Town into a busy modern commercial and Manufacturing centre – which with Northampton and Wellingborough once formed the heart of the shoe making area of Northamptonshire. The passing of the ironstone industry and a large part of the shoemaking industry has resulted in the loss of many of the town’s distinctive factories as well as some of the economic basis for the working population. the redevelopment of major parts of the Town centre (to the north and north west) in the 1970s/80s has locally eroded some of its distinctive character. But apart from this area Kettering still retains an enviable and distinctive architectural cohesion with an urban fabric noticeably more intact than other similar or larger towns

Profile

- 2.5 Central Kettering is home to around 18,000 residents across 8,100 households, making it a relatively densely settled urban area within the wider Kettering locality.
- 2.6 As a well-located settlement along the Oxford Cambridge Arc, Kettering is a focus for residential and employment growth, seen through the allocation of strategic sites such as [Hanwood Park](#) and [Kettering Energy Park](#), with further sites coming forward on the NNC Call for Sites in 2022, principally development of the urban extension at Hanwood Park.
- 2.7 Central Kettering has a notably high proportion of single-person households (38.0% vs 30.1% nationally.) This suggests a more urban, perhaps younger or more transient population, and housing stock that caters to smaller households. Two-person households are slightly less common than average, and larger households (4+ people) are also somewhat under-represented (16.9% vs 19.9%), reinforcing the pattern of smaller household units.
- 2.8 Car ownership in Central Kettering is significantly lower than the England average (30.9% of households have no car or van, compared with 23.5% nationally.) Households with 2 or more vehicles are meaningfully fewer (24.4% combined for 2+ vehicles vs 35.2% nationally). This reflects

characteristics typical of town-centre living with greater walkability and access to public transport, and differing income or lifestyle patterns.

2.9 Central Kettering has a high share of 1- and 2-bedroom homes with larger homes less common.

- 1 bedroom: 18.5% vs 11.6% nationally
- 2 bedrooms: 34.7% vs 27.3% nationally
- 4+ bedrooms: 10.9% vs 21.1% nationally

2.10 Property tenure is significantly different to the national average with much lower owner-occupation and higher private renting. This indicates a highly mobile or younger population base, greater demand for rental accommodation near the town centre, and a considerably smaller owner-occupier sector than the national average.

- Owns outright: 20.5% vs 32.5% nationally
- Owns with mortgage/shared ownership: 24.3% vs 29.8% nationally
- Private rented / rent free: 39.6% vs 20.6% nationally

2.11 Residents of Central Kettering tend to work closer to home than the national average with 46.5% travelling less than 10 km, compared with 35.4% nationally. Working from home is much less common with only 16.3% vs 31.5% nationally. This is a major deviation, suggesting either fewer office-based remote-work roles, a more service-oriented urban employment market, or housing constraints that make working from home less practical.

2.12 In terms of modes of travel to work, walking is much more prevalent (17.9% vs 7.6% nationally) Car sharing is greater (8.5% vs 3.9% nationally) with driving slightly higher than average (48.4% vs 44.5% nationally). Few residents use the train despite good rail connections to London although it was felt this figure was very likely to be higher in other residential areas of Kettering rather than the Town Centre.

2.13 In respect of economic activity Central Kettering shows higher employment rates among those aged 16+: (63.7% vs 57.4% nationally.) Unemployment levels are equal to the national average at 3.5%. This suggests a comparatively engaged labour force with fewer retirees, students, or long-term inactive individuals.

Strategic Planning Policy

2.14 The KNP has been prepared to be in general conformity with the strategic policies of the North Northamptonshire Development plan for the area, comprised of the Joint Core Strategy 2011-2031 (JCS) (Adopted 2016) and the Kettering Site Specific Part 2 Local Plan 2011 – 2031 (SSP2) (2021). The Local Plan and Core Strategy policies will eventually be replaced by an updated Local Plan, which will be undertaking Regulation 18 consultation at the beginning of 2026, aiming to submit before the December 2026 deadline, for adoption at the end of 2027.

2.15 A fuller explanation will be set out in the Basic Conditions Statement as part of the submission but the key policies affecting Kettering are:

Joint Core Strategy 2011-2031(JCS) (Adopted 2016)

- Policy 1 – Presumption in Favour of Sustainable Development
- Policy 2 – Historic Environment: protect and enhance heritage assets, Conservation Areas, and locally significant buildings.
- Policy 4 – Biodiversity and Geodiversity: requires net gains and habitat connectivity.
- Policy 6 – Development on Brownfield Land.
- Policy 8 – North Northamptonshire Place-Shaping Principles: Requires development to respond to local character, reinforce distinctive places, ensure quality design, and improve the public realm.
- Policy 9 – Sustainable Buildings: requires high environmental standards, orientation, and adaptability
- Policy 11 – Network of Urban and Rural Areas: identifies Kettering as a Growth Town and the principal focus for employment, retail, leisure, housing and service provision.
- Policy 12 – Town Centres and Town Centre Uses: requires maintaining Kettering's role as the largest retail centre in North Northamptonshire.
- Policy 15 – Well-Connected Towns, Villages and Neighbourhoods: prioritises walking, cycling and public transport.
- Policy 19 – Green Infrastructure: integrates with biodiversity and active travel corridors; encourages multifunctional green routes for movement and biodiversity.
- Policy 22 – Delivering Economic Prosperity: supports redevelopment of vacant premises and diversification of the economy.

It states: *Kettering will be the largest retail centre and its vibrant town centre, regarded for being characterful, distinctive and fun, will provide a focus for its surrounding market towns and villages. The town will be the focus for healthcare and will lead the way in renewable energy investment to strengthen the green economy. Its business community will capitalise on its excellent connectivity, including its position on the Trans-European (E24 route) A14 and on the electrified Midland Mainline rail route.*

Kettering Site Specific Part 2 Local Plan 2011 – 2031 (SSP2) (2021)

- NEH2 – Borough Level Green Infrastructure Network (BLGIN). Sets expectations to integrate with the borough GI corridors and prepare site-specific GI strategies for qualifying schemes—supports KNP movement/green links.
- NEH3 – Historically and Visually Important Local Green Space (LGS). Designates LGS and sets the protective policy test (very special circumstances)
- HWC1 – Health and Well-being. Supports provision of health facilities and encourages active/healthier lifestyles;

Kettering Town Centre Area Action Plan 2011 – 2021 (KTCAAP) (2011)

- Policy 1 – Regeneration Priorities (programme focus, key sites & delivery).
- Policy 2 – Urban Quarters, Urban Codes & Development Principles
- Policy 3 – Primary Shopping Area; Primary & Secondary Frontages; Evening Economy
- Policy 6 – Residential (supports new housing in the centre subject to amenity/quality).
- Policy 8 – Parking
- Policy 9 – Public Transport & Policy 10 – Pedestrian & Cycle Network (priority for bus, walking, cycling; links between quarters).
- Policy 11 – Public Realm & Public Art
- Policy 12 – Heritage, Conservation & Archaeology
- Policy 13 – Open Space, Green Infrastructure & Biodiversity
- Policy 18 - Restaurant Quarters

- Policy 20 Silver Street Quarter
- Policy 22 Cultural Quarter – civic/cultural focus around the Gallery/Library/Manor House; green setting.

2.16 NNC is bringing forward a new Local Plan but this is at a very early stage in its process. If more is published before the KNP is submitted, an explanation of how reasoning and evidence of the emerging Local Plan ties in with the KNP will also be included in the Basic Conditions Statement.

2.17 A Local Transport Plan (LTP) is being prepared to update the previous version in 2012. The baseline documents positions Kettering as the principal sustainable-transport hub in North Northamptonshire and seeking to address the following:

- Deliver LCWIP priorities including— segregated cycle links, junction upgrades, pedestrian crossings. Upgrade the Station Quarter interchange — improve walking and cycling approaches, secure cycle parking, wayfinding and bus connections.
- Expanding the EV charging network — build on the existing 18 sites and trial a rapid or hub-type facility in/near the town centre.
- Casualty reduction — traffic-calming and safer crossing points on main desire lines to the centre, schools and employment areas.
- Embedding climate resilience — apply SuDS by default in all highway and public-realm projects, adding trees and sustainable materials wherever possible

National Planning Policy

2.18 The KNP has also has regard for national planning policy and guidance as set out in the [National Planning Policy Framework \(NPPF\)](#). The Basic Conditions Statement (prepared at the submission stage)contains further details but the key policies are:

- §30 - neighbourhood planning gives communities the power to develop a shared vision for their area, which can shape, direct and help to deliver sustainable development, by influencing local planning decisions
- §74- giving consideration to allocating small and medium sized sites suitable for housing in the area.
- §83 – promoting sustainable development in rural areas.
- §98a – planning should provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship)
- §98c/d – planning should also guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs and should ensure that established shops, facilities and services are able to develop and modernise, and are retained for the benefit of the community
- §105 – protect and enhance public rights of way, including taking opportunities to provide better facilities by adding links to existing rights of way networks.
- §106 – Local Green Space designations
- §109e- identifying and pursuing opportunities to promote walking, cycling and public transport use.
- §216 – Non designated Heritage Assets.

It is noted that a draft 2025 NPPF is currently out for consultation. As such, the Basic Conditions Statement will also demonstrate consistency with the emerging plan and the National Decision

Making Policies contained within, to ensure the Neighbourhood Plan has functional weight post adoption.

2.19 The KNP must also demonstrate how its policies contribute to the achievement of sustainable development and how they will not cause any harm to important ecological areas (in respect of the Habitats Regulations). The Neighbourhood Plan has been screened out for the need for a Strategic Environmental Assessment and Habitats Regulation Assessment. Environmental matters are also addressed in the Basic Conditions Statement.

Project Progress

15 th February 24	Neighbourhood Planning Committee agreed a scoping document for the coverage, geography and objectives of a new neighbourhood plan
12 th June 24	Workshop with Councillors, facilitated by external advisors, about purpose, scope and geography of the plan, to inform Council
10 th July 24	Council agrees scope of plan and geography, and to ask NNC to designate the plan area and to seek tenders for planning consultancy support.
24 th October 24	Area of the plan designated by North Northamptonshire Council
30 th October 24	Tenders from consultants received and considered by committee who identified a preferred bidder and invited them to their next meeting on 20 th November 2024
20 th November 24	Constitution and membership of the Advisory Panel (comprising Councillors and community members) agreed by committee
11 th December 24	Council appoints ONH as planning consultants to project manage and help develop the plan.
30 th January 25	Project plan agreed by committee.
19 th February 25	Advisory Panel has first meeting and continues to meet monthly throughout 2025 to work on plan policies and evidence gathering. (10 meetings including 2 held jointly with the NP Committee
26 th February 25	Town Meeting took place with 50+ attendees, to start first stage engagement, in workshop format to consider scope and direction of plan.
6 th March 25	Similar session with Tresham students (50+ attendees) to progress engagement, supplemented by a session Tresham convened themselves with some adult learners.
February-March 25	Online public survey running
14 th June 25	Engagement with 90+ attendees at Kettfest on principles of plan and local issues to be addressed.
23 rd July 25	First draft of policy outline submitted to and agreed by committee.
	Revision to timetable to reflect withdrawal of government grant and need to stretch resources into following financial year.
29 th August 25	Screening Opinion for SEA and HRA submitted to NNC and then on to statutory consultees.
End September 25	Owners of buildings and land specifically mentioned in the plan written to by Town Council, seeking views on proposed designations (Key buildings, Local Green Spaces and Local Heritage Assets.
1 st October 25	Second Town Meeting (55 attendees) to consider policy areas and detail of policies in workshop format
To end October	Second online survey
13 th October 25	Screening opinion decision by NNC not to require an SEA or HRA

3. VISION, OBJECTIVES AND POLICIES

3.1 The Neighbourhood Plan vision for Kettering is:

“The plan aims to help create a sense of place for Kettering, to provide a town centre which is safe, a focus for community and social interaction, which is attractive and sustainable and green. A town where there is good quality housing choices, options to get around without relying on the car, and energy efficient buildings, where our history is preserved and new development is sympathetic to the town’s existing character”

3.2 The objectives of the Neighbourhood Plan, are:

1. *Character – Kettering town centre will be a place with its own distinct identity. Development will strengthen local character and identity, accentuate the positive features of Kettering and its people and enhance the setting of heritage assets.*
2. *Ease of movement – The town centre will be a place that is easy to get to and move through with increased connections and choice of routes for pedestrians. Well-designed streets and spaces will offer a safe and attractive environment for all, with people put before traffic.*
3. *Legibility – Kettering town centre will have a clear image and be easy to understand and navigate around. New or enhanced landmarks, gateways, focal points and views will help people find their way around via a visible choice of routes.*
4. *Continuity and Definition – The town centre’s streets and spaces will be clearly defined and structured, with public and private areas legible and well distinguished. Effective and efficient use of land, together with new development, will strengthen continuity and create well-defined street edges and gateways. Active frontages will animate the streets, increasing activity and supporting natural surveillance.*
5. *Quality of the Public Realm – Kettering town centre will be a place with attractive, vibrant and successful outdoor areas. Public spaces and routes will be safe, uncluttered and work effectively for all in society, including disabled and elderly people.*
6. *Adaptability – Kettering town centre will strengthen its adaptability and flexibility to enable it to respond to changing social, technological and economic conditions. Flexible buildings, allowing for adaptation over time, will be promoted. Space for a variety of uses and users will be provided, including small, start up and independent uses as well as high street retailers.*

3.3 The Neighbourhood Plan contains 12 policies, each of which is intended to contribute to one or more of these objectives. Each policy has a code number and title and the policy wording is in **Bold** text. Below each policy is some supporting text to explain the intent of the policy and how it should be understood by applicants and applied by NNC to planning applications. The justification of each policy will be contained in the Basic Conditions Statement. Where a policy applies to specific land or sites in Central Kettering this is shown on the Policies Map.

Policy KET1: KEY BUILDINGS

The Neighbourhood Plan identifies the following key buildings in Central Kettering, shown on the Policies Map. Development proposals will be supported provided they accord with the following site-specific requirements and with other relevant policies of the neighbourhood plan. Where proposals include residential development is accordance with Building for a Healthy Life principles, including space standards, access to private as well as communal and public amenity spaces.

- A) Former Magistrates Court and Police Station, London Road.
 - i) This 0.4-hectare site is designated for a residential led, mixed use development. The Class C3 (Housing) shall include a mix of open market and affordable apartments, in conformity with the tenure mix as set out in the local development plan.
 - ii) All apartments should be built to a minimum of M4(2) accessibility standards.
 - iii) To ensure resident wellbeing, a minimum of 10sqm private balcony space per apartment is required. The development should also provide appropriate shared amenity space which provides an abundance of planting, accessible paths and seating, areas of sunlight and shade, include space for children's play and lighting suitable within the conservation area.
 - iv) The development shall retain the historic buildings forming the frontage onto Market Street, to be converted for Class F2 (community) use including the provision of office space for Kettering Town Council and public toilets with an option to be transferred to the Town Council secured by legal agreement.
 - v) The development may include provision for E(d) indoor sport and fitness.
 - vi) Given the highly accessible town centre location of the development, it shall prioritise access and movement by active travel modes and seek to minimise use of the private car. This will include provision of space for car club schemes, secure covered cycle parking and storage, EV charging points
 - vii) Public realm improvements to introduce additional cycle parking in this location will be supported.
- B) 45- 49 High Street (Former Marks and Spencer)
 - i) The ground floor (approx. 7,500 sq ft) located within the Primary Shopping Area shall be retained for Class E retail uses.
 - ii) Redevelopment of the active retail frontage should fully accord with the Shop Fronts Design Guidance. It should repair and restore original features wherever possible, keep facias proportional to the elevation; use high quality, durable materials, respect the vertical rhythm across the wider frontage and adapt corporate branding to fit the building.
 - iii) Subdivision of the rear and upper floors (approx. 13,000sqft) of the building to enable opportunities for a mix of appropriate town centre leisure or community uses will be supported.
- C) 19 High Street (Former Gala Bingo)
 - i) This 0.26hectare site is designated for a mixed-use development.
 - ii) The eastern (front) section, comprising the front entrance, lobby, circulation areas and access staircases is designated town centre retail, commercial and leisure uses. Uses which support the evening economy, including cinema, arts or cultural uses, will be encouraged.
 - iii) Redevelopment of the eastern (front) elevation must retain the art-deco façade including the striking central cylindrical glass blockwork tower.

- iv) The active frontage must respond to the setting of the Conservation Area and the Grade II listed building at 16 & 18 High Street.
- v) Residential (Class C3) development shall only be located in the western (rear) portion of the building, comprising the auditorium area and the main open hall to the ground floor.
- vi) Access for the residential scheme shall be from Meadow Road.
- vii) Residential development shall include a mix of open market and affordable apartments, in conformity with the tenure mix as set out in the local development plan.
- viii) Residential development should be built to a minimum of M4(2) accessibility standards.
- ix) To ensure resident wellbeing, a minimum a minimum of 10sqm private balcony space per apartment is required, alongside an appropriate level of well landscaped shared amenity space.

D) The Royal Hotel, Market Place

- i) The site shall be retained as an hotel and leisure facility (use class C2)
- ii) proposals for the restoration of the stable block with redevelopment for use as ancillary accommodation for the hotel will be supported.
- iii) proposals to extend the hotel with the redevelopment of Westbury House to preserve the building and bring forward a viable use of this historic building, will be supported.
- iv) Proposals for the southern elevation of the stable block facing onto West Street should seek to reinstate the sections of the dutch gable roof which have been removed.
- v) Historic detailing such as the star shaped plates on the southern elevation, original and internal plates and tether rings and glazed brick detailing should be retained wherever possible.
- vi) proposals which include diversification of the hotel to include complementary uses such as shared workspace, meeting rooms and events space, will be supported.

E) Kettering Manor House (Museum), Sheep Street

- i) This building is designated for F1/F2 community uses as part of the wider “heritage quarter” offer, integrated with the library and art gallery.

F) Drovers Hall & Kettering Swimming Pool, London Road/Bowling Green Road.

- i) The area comprising the Drovers Hall and Kettering Swimming Pool is designated for F2 community use.
- ii) Proposals to redevelop either location should be comprehensively masterplanned to ensure efficient and optimal use of the site, including the curtilage of the current car park.
- iii) redevelopment of these locations should maximise the opportunity to reduce the visual impact of the large surface car park, which currently detracts from character and streetscape of the area.
- iv) the design of any replacement swimming pool building should minimise disruption to the historic unity of the area.
- v) Any redevelopment of Drovers Hall must respect the heritage significance of the building and retain the active Victorian frontage which curves around the junction.
- v) redevelopment should seek to improve pedestrian permeability and active travel connectivity with the surrounding area and the town centre.

3.4 The overwhelming concern of respondents to early engagement is how to ensure the future prosperity of the town. There was recognition for the need to undergo a period of transformation within the town centre to protect and enhance the traditional values of a market town, particularly

proving a place to bring people together, but with a new focus, shifting from the pure retail outlook and bringing together a mix of uses and social and community spaces alongside commercial and retail. The KNP therefore identifies these key buildings, which are either vacant or in need in refurbishment which are both significant and influential features in the Town Centre, due to their prominent size and/or location. This Neighbourhood Plan policy alongside the other Town Centre policies detailed below will form the foundations of future regeneration proposals and masterplanning work to be brought forward by NNC as part of their Corporate Plan. Their work is expected to commence in Spring/Summer 2026.

3.5 Each clause in KET1 creates principles for developing these key locations and the appropriate land use mix for each to encourage their restoration or redevelopment, to enhance the visual quality of the surrounding area and contribute to the promotion of civic pride.

3.6 The Neighbourhood Plan has contacted all of the landowners of the buildings within KET1 although it is understood that the ownership of The Royal Hotel has very recently changed. NNC own Kettering Manor House, Drovers Hall and Kettering Swimming Pool and have confirmed their intention to retain these facilities for community use. The owners of both the former Gala Bingo Site and the former Police and Magistrates Court sites both took part in the "Conversation 2" drop-in session in October to discuss their proposals with attendees.

3.7 It is noted that in relation to the Museum, which is currently closed, whilst there is an expectation that the location will be retained as the home to the town's artefacts, the use of the building may extend beyond this to include related community work, volunteering and tourism uses as appropriate.

Policy KET2: TOWN CENTRE LAND USE MIX

The Neighbourhood Plan identifies the Town Centre, as shown on the Policies Map. The following land use mix will be permitted in these locations, subject to conformity with other policies of the Development Plan, as follows:

- A) Proposals that will improve the viability and vitality of the shopping frontages in Sheep Street, Market Place, Market Street, High Street, Gold Street, Silver Street, Horsemarket, Montagu Street, Newlands Street and Lower Street, will be supported. Where planning permission or prior approval is required, proposals to change the use of the ground floor of a building with an existing active frontage in these locations to a residential or other non-active frontage use will be resisted.
- B) Market Place serves a social function with a restaurant/cafe and public realm focus which serves the local community during the day and is the cornerstone of the evening economy. Proposals for new town centre uses, particularly eateries or experiential businesses which support the evening economy in this area will be supported.
- C) London Road, Eskdaill Street and Rockingham Road comprise a mix of retail, commercial and business, service uses. Proposed change of use to residential, including at ground floor level, may be acceptable where retention of a town-centre use is no longer viable provided the design is in keeping with the surrounding area. Any loss of public parking spaces serving the town centre in these locations should be re-provided elsewhere in Central Kettering.
- D) All development proposals are encouraged to include measures to support and improve the public realm, particularly where it will which will encourage a longer dwell time, including opportunities for play and entertainment.

E) All development proposals within or adjoining the Conservation Area must demonstrate that their layout, design and architecture reflect its historic character.

3.8 Market towns, such as Kettering have traditionally thrived around their blend of history, local culture and vibrancy of their communities, drawn together through the provision of goods and services which could be procured from the town centre. The heritage assets in the Town Centre are clearly a headline attraction, recognised and appreciated by the community. The KNP will seek to navigate a path through preserving and enhancing not just the key landmark buildings but the wider heritage assets across the town centre and their setting through reuse and repurposing whilst promoting an attractive, fit for purpose streetscape to help revitalise the town centre so it can respond to its changing function, without losing its core purpose.

3.9 This policy provides a high-level spatial approach to ensuring that the defined town centre fulfils its role as a core retail focus for the wider town but also functions as its social and community heart; a place to bring people together to work, shop, visit and live. It defines the vision to create a vibrant mixed-use town centre, incorporating retail, commercial, culture, leisure, hospitality, residential uses (including potentially live/work units) in a more verdant, accessible and sustainable setting with a focus on wellbeing.

3.10 Kettering Town Centre is a traditional market town that will be boosted by the redevelopment of key buildings, defined in KET1. With more people living in and around the town centre and with the development of Hanwood Park, the town should be able to maintain the current number of retail units in the High Street and primary shopping frontage. Additional high quality cultural and social spaces will encourage creativity and community, more multiuse flexible and attractive public realm spaces designed for different uses at different times of the day, building on the success of Market Place, will encourage more people to visit and stay longer. The community is also keen to promote high quality public art within these spaces.

3.11 Since the adoption of the Kettering Town Centre Area Action Plan in July 2011 (KTCAAP) which defined the extent of the Kettering Town Centre area and its respective primary and shopping frontages, there have been significant changes in working and shopping habits which will continue require town centre evolution. As such, this policy seeks to address these changes which have seen the emergence of brands that are experience-driven and those that are connected with, and serve the local community coupled with an overall contraction in demand for purely retail space. Town Centre uses now need to be more flexible, dynamic and demand for local concepts may require changes to traditional approaches to the definition of the "High Street."

3.12 Kettering Town Centre has in some ways been ahead of the curve for some time. Historically it is a location which has always supported a mix of land uses including side streets of residential development to provide footfall from those living as well as those visiting the town centre. In a pedestrian friendly primary shopping area, where private vehicles is mostly absent, active travel opportunities, including a well-situated bus interchange, an excellent public realm space in the restaurant quarter and opportunities for pockets parks and green spaces connected to the centre of town, enables the town to respond to these changes, without radical intervention. Whilst the new "residential quarter" envisaged by the KTCAAP has not been realised, additional residential development in identified locations such as London Road, Rockingham Road and Eskdale Street, will enable the opportunity to maintain the Town Centre as highly sustainable as well as seeking to deliver an overall improvement in areas which are underused or detract from the overall appearance of the town. In some cases, it is hoped that residential development will also unlock public realm, social and community infrastructure improvements including new cultural facilities in the town centre.

- 3.13 Flexibility is critical, due to the shift, post covid, of people living and working locally. More people are shopping, working and exercising in their local community and as such the policy does not seek to be overly prescriptive but seeks to protect the core retail function of the town centre within the primary retail area whilst enabling the town centre to become a community hub, supporting opportunities to live well, interact and promote sustainable living.
- 3.14 Market Place is a great example of a multipurpose animated public realm space with its seating, stage and fountains. This example could be built on to include the introduction of more family friendly public realm spaces in other parts of the town centre such as Bakehouse Hill, including more play, interactive learning, public art and creative experiences, in a relaxed, safe environment, enabling people to socialise with attractive seating areas and green spaces.
- 3.15 There are also potential meanwhile uses of the Town Centre which are outside of the scope of the Neighbourhood Plan but could provide short term benefits whilst seeking to engage with investors and developers in the longer-term vision for the town, including the High Street Rental Auctions (HSRAs) government initiative aimed at tackling long-term vacant shops. Introduced in the Levelling up and Regeneration Act (2023), NNC has signed up as an Early Adopter and there should be opportunities within Kettering to auction off leases for properties that have been empty for over a year, encouraging local businesses, independents, and community projects to take a leading role in revitalising the town centre.
- 3.16 Other “meanwhile” uses such as pop ups, temporary community uses including a neighbourhood health centre/medical or even window displays and dressings will demonstrate to potential investors in the town centre that is welcoming and proactive will be supported and will help boost short term footfall

Policy KET3: CONSERVATION AREA DESIGN.

- A) The Central Kettering Neighbourhood Plan identified the Kettering Conservation Area, as shown on the Policies Map. Development proposals located within the Conservation Area will only be granted where it respects the scale, form and density of the historic pattern of development, where it protects views and roofscapes and where it preserves or enhances the key characteristics and appearance of the conservation area.
- B) Proposals to alter buildings in ways which diminish their special character pose the greatest threat to the integrity of the conservation area. As such, development proposals for new buildings, redevelopments and refurbishments, located in and within the setting of the conservation area, must demonstrate that they:
 - i) respect the scale and mass of traditional buildings within the locality.
 - ii) do not obscure views to the Church of St Peter and St Paul or be of a scale of height that competes with it.
 - iii) respect the historic pattern of plot boundaries within the conservation area.
 - iv) complement the historic and architectural character of the conservation area, in terms of plan form, elevational treatment and materials. In particular, principal elevations should always front the street.
 - i) follow the historic street frontage line; arbitrary setback and breaks in formally continuous frontages weaken the townscape qualities, conflict with local character and should not be permitted.
 - v) follow the hierarchy of the historic street pattern.

- vi) maintain the traditional rhythm and appearance of shopfronts in accordance with KET5
- vii) respect the height of traditional buildings within the locality. This will normally limit new developments to a three-storey maximum.
- viii) reconcile the need for external advertising with the conservation of buildings, streets and views so as to preserve or enhance the character of the conservation area. Where planning permission or advertising consent is required, proposals including the use of digital billboards will not be permitted.
- ix) sensitively manage the transition from busy urban town centre and the quieter leafy residential streets where proposals are located around the Heritage/Civic Quarter in their orientation, scale, materials, landscaping and respectful of the key historic buildings in the immediate vicinity.
- x) Retain, repair, replace to match the original, or reinstate original features. Removal of earlier unsympathetic alterations will also be supported.

C) Proposals to improve the character and appearance of the conservation area and its setting through the re-development of buildings which currently make a negative contribution will be supported, including, but not limited to:

- 1) Bus Depot, Northampton Road.
- 2) 3 Station Road, (Hearing and Mobility Centre).
- 3) The mid 20th century retail blocks on the west side of the High Street.
- 4) The frontage of the former Gala Bingo Hall, High Street.
- 5) The Newlands Centre, multistorey car park and the Telephone Exchange. Whilst outside the conservation area their massing, height, scale and materials have a negative impact on the setting Any redevelopment must be undertaken with the utmost sensitivity and respecting long distance views to the Parish Church and complimenting the town centre facilities rather than competing with them.
- 6) Dalkeith Place and Silver Street. This is an important area in the centre of the town whose sympathetic redevelopment could exert benefits across the whole of the town centre.
- 7) East side of the Horse Market, between Green Lane and Carrington Street will provide a unique opportunity for development which could contribute positively to the town centre and restore the sense of enclosure to the Horse Market.
- 8) 9 – 19 Montague Street. Sensitive redevelopment which follows the form, height and detailing of Montague Buildings and continues the horizontal rhythm of the street in this location.

D) Proposals for retrofitting which would result in considerable improvements to energy efficiency, carbon emissions and/or general suitability, condition and longevity of existing buildings in the Conservation Area will be supported, with significant weight attributed to those benefits. These benefits will be balanced against the NPPF, with weight accorded to the significance of those heritage assets.

E) Development proposals must integrate Secured by Design (SBD) principles where these are compatible with conservation policy and do not harm the architectural or historic significance of buildings or the Conservation Area as a whole. This includes:

- i) Enhancing natural surveillance without altering historic fenestration patterns.
- ii) Designing entrances, circulation routes and boundary treatments that improve safety while respecting traditional forms and materials.
- iii) Incorporating discreet security measures (such as non-intrusive lighting, traditional-style doors or windows with secure detailing) that do not detract from historic character.

Where a conflict arises between SBD measures and the preservation of historic character,

heritage considerations will take precedence, but applicants must demonstrate that security enhancements have been maximised within these constraints.

F) In the public realm, original features should be retained and repaired and new features introduced in sympathy with the original. This includes Yorkstone paving (as seen in Sheep Street) or small sets to replace modern tarmac (as seen in West Street) and street furniture such as bollards and public light fittings, all of which should all be designed or selected to enhance the unique character of the conservation area and the buildings to which it provides a setting. Tree planting, whilst a welcome addition, should not conceal good quality older retail frontages.

3.17 This policy is design to protect the conservation area and ensure no further erosion of its character and visual appearance takes place. By seeking to conserve traditional buildings and adding new ones that reinforce historic character, the relative impact of negative elements will be diminished. The key characteristics that contribute to the significance of its local architectural and historic interest are evident in:

- i) The Grade I listed Church of St Peter & St Paul, which is the oldest building in the town. It is key feature of the town, and its dominant, towering spire is visible from most directions.
- ii) The material palette, typified by traditional materials, generally local orange/red brick, with Ketton stone dressings, or stone and blue/grey Welsh slate.
- iii) The positioning of the main frontages of buildings built hard-up to the back of pavements maintaining a tight urban quality, reinforced in several streets which terminate with a well design building, feature or interrupted by an offset.
- iv) The intrinsic historic and/or social value and group value of its designated heritage assets, which serve as a reminder of the town's past.
- v) The decoration and detailing characteristic of commercial buildings in the town centre in the early twentieth century, such as open balustrade at rooftop level, robust strapwork decorative features and dramatic parapet rooflines and projecting bay windows at first floor level.
- vi) The verdant setting of the Cultural Quarter, in the southern part of the historic medieval core of the town (from Manor House Gardens, around the boundary of the NNC civic buildings to Corn Market) providing a green transition between the town centre and residential streets to the south. This is a key area visible from all main routes entering the town centre, at the node point of several longer views towards the spire of the Parish Church.
- vii) The existence of modest residential streets and buildings in the heart of the town, a signal both to Kettering's late industrialisation and growth as well as modern infilling.

3.18 There are also a number of listed buildings within the Conservation Area, several of which are concentrated around Sheep Street, the High Street and Horsemarket as follows:

The Church of Saint Peter & Saint Paul (Parish Church)
Alfred East Art Gallery, Sheep Street
Manor House Museum, Sheep Street
United Reformed Church, London Road
Former London, City and Midland Bank (HSBC)

Piccadilly Buildings, Sheep Street
Public Library, Sheep Street
The Rectory, Church Walk
NatWest Bank, High Street.



Figure 2. Concentration of Listed buildings in the Conservation Area around the Town Centre.

- 3.19 These buildings are a vivid, visual reminder of Kettering's past and form part of a wider special interest in Kettering which is considered not just through this policy but in KET4 Areas of Special Character and KET7 Local Heritage Assets.
- 3.20 The summary of the special interest of Kettering is set out in the 2007 Conservation Area Review which states:

Kettering remains an attractive and cohesive town with its town centre buildings and street pattern reflecting their medieval, market town origin, dominated by the medieval Parish Church of St Peter and St Paul, and with suburbs still little altered from their creation in the nineteenth century when Kettering rapidly expanded, particularly in connection with its thriving shoe industries. Reminders of this are all around, whether it be the former shoe factories in the suburbs, the rows of nearby artisan housing, or the more lavish residential areas laid out for wealthy managers and factory owners. This boom time is marked also in the handsome town schools and community facilities of the time – the churches and chapels, parish rooms and cooperative society shops and stores – and most famously in the later Wickstead Park of 1921. It was the era of the great business families of Kettering such as the Timpson's and Gotch's of shoe fame and Toller, leading solicitors.

Kettering was the birthplace of the Independent Baptist Missionary Society, no mere accident of history given the fervour of non-conformity in the borough in the nineteenth century – with several local evangelical figures including William Carey, missionary; William Knibb, missionary and emancipator (responsible for the liberation of some 300,000 slaves) and Andrew Fuller, Baptist minister. Sites or buildings connected with all three figures remain in Kettering together with a rich variety of churches and chapels.

There is a surprisingly rich stream of artists and architects connected with the town: John Alfred Gotch, leading architect and president of the RIBA and his brother Thomas Cooper Gotch a leading

artist, both sons of the Gotch shoe family. Above all looms Alfred East, metaphorically and physically. He was an important artist nationally of the late nineteenth century, knighted in 1901 and his gift of a gallery (with paintings) still graces the centre of the town, a memorial both to him and an important era of civic pride.

3.21 Clause C reflects Kettering Town Council's commitment, as part of its response to the Climate Emergency, to encourage local residents to use deep retrofitting (an in-depth renovation of a building with a focus on reducing the energy consumption as much as possible) as a way to reduce their carbon footprint and help save energy and money in heating and maintaining their homes.

3.22 The current planning system doesn't adequately ensure that extensions, and changes to houses are energy efficient, and makes energy improvements in the conservation area very difficult. Clause C therefore seeks to try to ensure that energy efficiency is taken into account during any building works, and to promote a positive approach to energy efficiency measures in houses in the conservation areas and listed buildings. 20% of total UK carbon emissions comes from existing (rather than new build) homes (source: ACAN Toolkit) but heritage and architectural constraints can make this challenging, particularly for residents living in listed buildings or properties located within the conservation area, to make changes. This policy acknowledges the need to balance the preservation of heritage assets with energy efficiency and seeks to encourage residents in conservation areas to consider modern methods of retrofitting which can minimise adverse visual impact.

3.23 Applicants who wish to submit proposals for properties within the conservation areas are advised to consider the methodology set out in the [ACAN Climate Energy Conservation Area Toolkit](#) (2022 or subsequent edition) which sets out ideas with worked examples for roofs, chimneys, porches, solar/heat pumps, windows insulation and rear extensions. For those residents living in listed buildings the [Historic England Adapting Historic Buildings](#) for Energy and Carbon Efficiency advice note (July 2024 or subsequent edition) can also help facilitate low carbon retrofitting. Proposed improvements could be demonstrated through the production of a current EPC or equivalent certification and using the government "Improve Energy Efficiency" online survey to illustrate the proposed savings.

3.24 In respect of Clause D, Secured by Design (SBD) principles play an important role in creating safe and resilient places, and early engagement highlighted community concerns relating to anti-social behaviour and safety within parts of the town centre. However, traditional security measures can sometimes conflict with the architectural qualities and historic fabric that define the Conservation Area. Policy KET3 therefore supports the use of SBD principles only where they can be sensitively integrated without harming the special interest of the area. In practice, this means prioritising measures that reinforce natural surveillance, improve lighting in a discreet and heritage-appropriate manner, enhance the security of entrances using traditional forms and materials, and design layouts that reduce opportunities for concealment. More intrusive interventions—such as roller shutters, external bars or prominent modern fixtures—will not be appropriate where they erode the character or appearance of historic buildings or streets. By encouraging context-appropriate SBD approaches, the policy seeks to balance the preservation of heritage significance with the community's need for safe, welcoming and well-used streets and spaces.

Policy KET4: AREAS OF SPECIAL CHARACTER

The neighbourhood plan identifies the following Areas of Special Character (AoSC) and shown on the Policies Map

- AoSC1: William Street
- AoSC2: Stamford Road Housing
- AoSC3: Rockingham Road (Park Road and Park View)
- AoSC4: St Peter's Avenue, York Road and Tennyson Way (to the junction of Gladstone Road)
- AoSC5: Oxford Street and Bayes Street.

A) Development proposals located within an Area of Special Character should demonstrate that they have had full regard to the characteristics that contribute to the significance of its local architectural and historic interest as set out in Appendix A.

3.25 This policy identifies 'Areas of Special Character' (AoSC) that the community and Advisory Panel felt had sufficient historic and heritage interest to be recognised through the Neighbourhood Plan. They do not have the same planning status as Conservation Areas but will raise the awareness of developers that there is local character in a few specified locations that should be given proper attention in the design of their proposals. For each 'area' the AoSC Study (Appendix A) describes the essential features of that local character.

Policy KET5: SHOPFRONTS

Proposals for new and altered shopfronts must be high quality and respect the local character of Kettering in their design, use of materials and scale in a way that enhances the streetscene. To achieve this, Shopfront proposals must have full regard to the design guidance set out in the Kettering Shopfronts Guidance in Appendix B.

3.26 Initial meetings with the Advisory Panel and the community revealed the concept of "Look up Kettering" and the heritage value of the often wonderfully preserved upper floor facades of local buildings. In seeking to protect the historic identity of the town, these buildings are to be celebrated. This policy therefore focuses on shop fronts both within and outside of the conservation area to show how they can support the visual aspect of the town's architecture, at ground level and above, as an attractive destination, through the creation of a StoryMap to provide illustrative guidance for Kettering Shopfronts.

3.27 Whilst a Kettering Shopfronts SPD has been in place for some years and some shopfronts have been very respectful of the identity of the town, there appears to have been an erosion of its architectural heritage at ground floor level in a number of instances. To seek to reinstate this sense of history and character in the town centre, this policy revisits the SPD and considers how better to protect the market town heritage of Kettering through its shopfronts. The highly visual StoryMap guidance document is designed to be less technically worded than the SPD in order to be better understood by the lay reader.

Policy KET6: BROWNFIELD DEVELOPMENT

Proposals that replace derelict or underused brownfield must demonstrate high-quality urban design and contribute to healthy, inclusive, and sustainable neighbourhoods. Proposals will be assessed against Building for a Healthy Life (BHL) principles. Development should optimise density in a manner that respects the scale and urban grain of the surrounding context, demonstrate a high standard of design and promote both sustainability and wellbeing.

A. Within the defined Town Centre and in appropriate locations as set out in KET2, as shown on the Policies Map, proposals:

- i) must be no more than three storeys in height, except where they are justified through a townscape and visual appraisal and designed reinforce legibility or mark key corners, vistas, or gateways
- ii) must respond positively to the established urban morphology, street pattern, and architectural rhythm of its immediate context.
- iii) must respect and enhance local character, materials, and detailing;
- iv) must provide active ground-floor frontages that contribute to a lively and safe public realm; and
- v) should integrate inclusive design and adaptable layouts capable of responding to changing needs over time.
- vi) should encourage low-car or car-free living, where supported by evidence of sustainable travel alternatives. Where parking is provided in the town centre this would be within allocated car park sites or subterranean parking integrated within new development. Dedicated spaces for car share or car clubs will also be supported.
- vii) must prioritise walking, cycling, and public transport connectivity, as well as including a minimum of 1 secure cycle storage space per unit.
- viii) should contribute to the improvement of the public realm and where appropriate provide, small-scale communal spaces, street trees, and green infrastructure features.
- xi) must ensure boundary treatments and surface materials reflect the character of the relevant Urban Quarter as defined in the Urban Codes SPD.

B. In the remainder of the Neighbourhood Plan area, proposals:

- a. must demonstrate how they respond to the established street pattern, building line, height, architectural qualities, spatial rhythm and materials of its surroundings.
- b. should generally be two storeys in height, with opportunities for up to four storeys where compatible with adjacent development and the wider townscape.
- c. must make provision for parking that is adequate and well-integrated within the site to avoid additional on-street parking pressures, located to the side or rear of dwellings where possible, with courtyard or mews arrangements preferred to frontage-dominated layouts.
- d. should enhance pedestrian and cycle connectivity to nearby routes and services, as well as including a minimum of 1 secure cycle storage space per unit.
- e. must use materials and boundary treatments that complement local character.
- f. should contribute positively to the visual quality and functioning of the street, including through public realm improvements, including enhanced lighting, planting, or boundary walls, where proportionate.
- g. must ensure satisfactory relationships with neighbouring properties, safeguarding privacy, outlook, and access to daylight.
- h. should ensure transitions in scale between new and existing buildings are managed through changes in height, setbacks, or landscaping.
- i. should conserve the local heritage of former factory/warehouse buildings through the reuse of such buildings wherever possible, which in turn will reduce the carbon impact of demolition and rebuild.

C. Development proposals which seek to provide smaller dwellings as a suitable, affordable alternative to HMOs for single persons and couples will be supported where it is demonstrated that they are well designed and meet appropriate minimum internal space standards and external private and communal amenity space standards. The demographic information bore out the case for this provision. A good example to follow was the development on Reservoir Rd

- 3.28 This policy balances the need to deliver new homes on previously developed land with the imperative to preserve and enhance the distinctive residential character of Central Kettering's established neighbourhoods. Quality in design is also about helping to create healthy communities.
- 3.29 Early work undertaken by the Advisory Panel and through community engagement identified a long list of brownfield sites considered to be underused or vacant which may be supported for residential redevelopment. Desktop evaluation and engagement with landowners of these sites indicated that a number were already at an advanced stage of the planning process or were actively being brought forward. As such, it was considered to be more appropriate to set out development principles for brownfield sites across wider locations neighbourhood plan area rather than creating a policy which set out specific locations which may already be consented prior to the Neighbourhood Plan being made.
- 3.30 Clause A recognises that Kettering Town Centre represents the most sustainable location within the Neighbourhood Plan area for new housing, where residents can access a wide range of services and public transport. It supports the reuse of brownfield land as a key regeneration objective, in line with Policy 6 (Development on Brownfield Land) and Policy 8 (Place Shaping Principles) of the JCS, and the design objectives of the Urban Codes SPD, including its emphasis on emphasis on continuity, enclosure, and adaptability.
- 3.31 The emphasis on modest height, strong street definition, and active frontages will ensure that redevelopment contributes to a vibrant, walkable, and distinctive town centre that reflects Kettering's unique character and heritage.
- 3.32 Building for a Healthy Life is a design code used across England to structure conversations and decisions about the quality of new neighbourhoods, endorsed and used by Homes England. It is focused on creating Integrated neighbourhoods, with homes for everyone with access to active travel and natural connections as well as local facilities and services. It advocates for distinctive, characterful places with easy to navigate streets, with healthy streets with appropriate parking for vehicles and bicycles and access to green and blue infrastructure.
- 3.33 Applicants of major schemes (10+ units) should prepare a short BHL Statement explaining how their scheme addresses each of the 12 considerations (grouped under Integrated Neighbourhoods, Distinctive Places, Streets for All), with plans/sections/visuals as needed, making reference to the following:
 - walking and cycling desire lines, public transport access, and proximity if everyday facilities & services (e.g., schools, shops, health);
 - how the scheme makes the most of what's there (topography, landscape, heritage, street patterns), creates well-defined streets & spaces with active frontages, and supports legible wayfinding;
 - where appropriate, illustrating Street design that delivers Healthy Streets (low speeds, safe crossings, shade/shelter), cycle & car parking that doesn't dominate, and robust green/blue infrastructure (SuDS, street trees, biodiversity) and;

- how homes provide choice and inclusion (mix, accessibility, tenure integration) and front-of-home quality (doors and windows to the street, refuse/EV/storage handled neatly).

For minor schemes a short report noting only the relevant considerations is encouraged. Where appropriate, reserved matters and design code submissions should cross-reference BHL to show continuity from outline to delivery.

3.34 Clause B supports regeneration and the reuse of previously developed land within established residential areas, helping to deliver new homes while protecting neighbourhood character and amenity. It recognises that parking pressures and design compatibility are critical issues in Central Kettering's established streets, where Victorian and Edwardian housing predominates.

3.35 Clause C seeks to encourage the use of brownfield sites to provide quality but affordable single person accommodation as an alternative to HMOs. The demographic information supports this provision. A good recent example to follow are the two blocks of attractive one and two-bedroom flats which sit side by side on Reservoir Road, Cole Court and Knoll Court. They are a mix of rented and owner-occupied and are reasonable priced. Both have allocated off-road parking for each flat, and the long frontage of these buildings means there is also some on-street parking for visitors and deliveries. Both blocks have separate storage areas for bins and cycles and include soft landscaping.



Figure 3. Images of Cole Court and Knoll Court, Reservoir Road (courtesy of Clive Thorley)

3.36 By requiring careful attention to materials, boundary treatments, and the rhythm of frontages, this policy ensures that redevelopment contributes to cohesive, attractive streetscapes and supports the design objectives of the Urban Codes SPD and JCS Policy 8 (Place Shaping Principles).

Policy KET7: LOCAL HERITAGE ASSETS

A. The Neighbourhood Plan identifies the following buildings and structures as Local Heritage Assets, listed below, detailed in Appendix C and shown on the Policies Map:

1. Rockingham Road Pleasure Park Bandstand
2. Loakes Building, (Park Street and Wood Street elevations only)
3. Rockingham House, Corner of Dryden Street and Field Street,
4. Branson Court Corner of Cobden Street and Field Street,
5. Beech Cottage, Tanners Lane.
6. Wellington Works, junction of Montagu Street and Wellington Street
7. St Andrews old and new vicarage.
8. Toller Church, junction of Gold Street and Meeting Lane
9. Cross Keys Temperance Tavern, 19 Dalkeith Place
10. Methodist Church, School Lane
11. Carey Baptist Church, King Street
12. Park Infant Academy, Park Avenue
13. All Saints Church, William Street
14. William Knibb Centre, Montagu Street
15. Drovers Hall, junction of Bowling Green Road and London Road
16. Orient House, corner of Cobden Street/Field Street

B. Proposals which would affect these non-designated local heritage assets and/or their settings will be permitted where they:

- i) Demonstrate a thorough understanding of the significance of the non-designated heritage asset affected by the proposal, including any contribution made to significance by setting, how this has informed the proposal, and how the proposal would impact on the significance of assets affected. Information submitted will be proportionate to the importance of the non-designated heritage asset(s) and the potential impact of the proposal;
- ii) Ensure that proposals including new buildings, external works, extensions, alterations and/or changes of use respect historic layout, scales, form, fabric (materials, finishes, design and detailing) and any other characteristics that contribute to the significance of the non-designated heritage asset(s)
- iii) Achieve a high-quality design which is respectful of heritage significance and local character, and makes a positive contribution to local character and distinctiveness and;
- iv) Preserve and enhance the significance and character of historic buildings and places when considering alternative uses, make sensitive use of redundant historic assets, and promote the viable use of non-designated heritage assets consistent with their conservation.

3.37 This policy therefore identifies and seeks to protect other buildings that have local heritage interest in the neighbourhood plan area principally because of their architecture or historic connections. For each building, a description of the essential features of that local interest can be found in Appendix C which has been prepared by the Advisory Panel in line with the methodology advocated by Historic

England and all landowners were contacted prior to the Regulation 14 consultation. Identifying these assets will raise the awareness of developers that a building has some local heritage interest that should be given proper attention in the design of their proposals. The list will be reviewed at the same time as the Neighbourhood Plan (discretionary but recommended every five years).

Policy KET8: HOUSES IN MULTIPLE OCCUPATION

A) Development proposals for Houses in Multiple Occupation (HMOs) will only be supported where the following criteria are met:

i) the proportion of HMO dwellings does not exceed 10% of the residential properties within a 100m radius from the application site. Where the circle does not include a minimum of 10 residential properties, the threshold will apply to the 10 residential properties nearest to the application site. When the threshold has been breached already, planning permission will only be granted in exceptional circumstances.

ii) the development does not result in any residential property (C3 use) being 'sandwiched' between two HMOs.

iii) The development would not result in the creation of more than two adjacent properties in HMO use;

B) Notwithstanding the threshold limit and exceptional circumstances, other material considerations (such as intensification of use, highway safety, residential amenity of future and existing occupiers) arising from the impact of the proposal will be assessed in accordance with NNCs relevant development management policies and guidance.

C) Proposals for HMOs are strongly encouraged to include provision for cycle parking, bin storage and space for car club parking.

3.38 It is recognised that HMOs play a key role in providing accommodation for students, but they also provide homes for those on lower incomes and those who are not in a position to rent or own their own individual home. However, an overconcentration in an area can lead to unacceptable impacts on neighbouring amenity which is considered harmful to local communities. Therefore, in striking a balance to ensure that housing need is met and to ensure that those HMOs which are subject to planning control (currently 7+ occupants) this policy legislates for the overall number and concentration in any given location to encourage a more even distribution across the neighbourhood plan area.

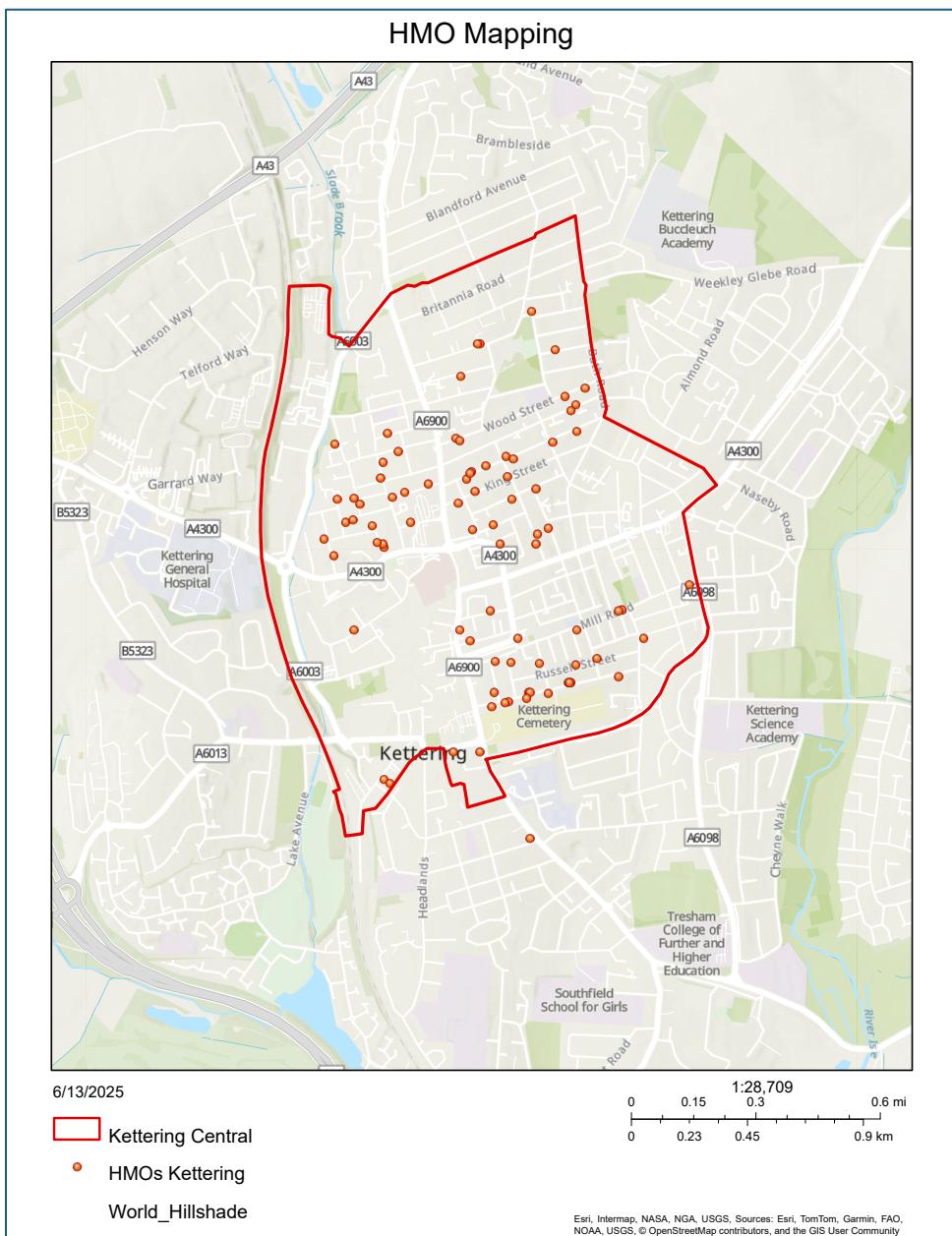


Figure 4 HMO Mapping

3.39 This policy area could also provide an appropriate evidence base to request the inclusion of an Article 4 Direction, such as that introduced in [Corby](#), to bring all HMO applications into the planning regime, irrespective of the number of occupants.

3.40 Issues in respect of HMOs can include disturbance arising from the intensification of use of a home by the greater comings and goings associated with occupiers living independently of each other in comparison to a typical a family unit. There can also be a greater demand on street parking in neighbourhoods with heavily parked streets where occupiers of HMOs would independently use their own vehicles, leading to a negative impact on amenity by the displacement of street parking available for other local residents within close walking distance of their homes.

3.41 The Advisory Panel identified that a number of the streets with HMOs are very narrow. Due to excessive parking and inappropriate placement of bins, this leads to safety issues on the pavements for pedestrians forced into the road as footway access is restricted.

Policy KET9: ENERGY EFFICIENCY

A. Proposals for new and refurbished buildings must demonstrate that the building(s) have been designed and constructed to minimise the performance gap between predicted and actual energy use. A planning condition will be imposed requiring the submission of a Post-Occupancy Evaluation (POE) Report to the Local Planning Authority within an agreed period following first occupation for each building type, unless exempted by Clause B. Where the Report identifies poor energy performance and makes recommendations for reasonable corrective action, the applicant must demonstrate that those actions have been implemented before the condition is discharged.

B. The requirements of Clause A will not apply to:

- i. buildings which are to be certified to the Passivhaus standard (or equivalent) with a space heating demand of less than 15kWh/m²/year; or
- ii. non-residential or mixed-use buildings which are to be independently assessed and certified to achieve a minimum BREEAM rating of “Excellent” overall and a rating of at least “Outstanding” (or, where this category is updated, the highest available rating) for the Energy section.

In such cases, pre-construction compliance checks and post-construction certification shall be secured by condition.

C. Major non-residential development (and non-residential elements of mixed-use development) should be designed to achieve as a minimum BREEAM “Very Good” and will be strongly encouraged to achieve “Excellent” or higher. Where it is demonstrated through a proportionate viability and/or feasibility assessment that this cannot reasonably be achieved, proposals must show how the design has nonetheless maximised performance in the BREEAM Energy, Water, and Health & Well-being sections.

D. All development should be ‘zero-carbon ready’ by design, minimising the amount of energy needed to heat and cool buildings through landform, layout, building orientation, massing and landscaping. Consideration should be given to resource efficiency at the outset, including whether existing buildings can be re-used as part of the scheme to capture their embodied carbon.

E. All planning applications for major development are required to be accompanied by a Whole Life-Cycle Carbon Emission Assessment, using a recognised methodology, to demonstrate actions taken to reduce embodied carbon resulting from the construction and use of the building over its entire life.

F. A Climate Change Statement should be submitted to demonstrate compliance with this policy (except for householder applications). The statement will include:

- i. a passive-design capacity assessment showing how opportunities to reduce the energy use intensity (EUI) of buildings over the plan period have been maximised in accordance with the energy hierarchy;
- ii. an evaluation of operational energy use using realistic information on the intended use, occupancy and operation of the building to minimise any performance gap; and
- iii. for non-residential and mixed-use proposals, the target BREEAM rating and a BREEAM pre-assessment (where applicable), with an undertaking to submit the final BREEAM certificate to the Local Planning Authority following completion.

3.42 The policy is in six parts, the combination of which is intended to deliver a step change in the energy performance of all new developments in Central Kettering and, in doing so, encourage and incentivise the use of the Passivhaus or equivalent standard of building design. The policy has been informed by the Ringwood Neighbourhood Plan Policy R11 and clarification has recently been given by The Court of Appeal (25 July 2025) R (Rights: Community: Action Ltd) v Secretary of State for Housing, Communities and Local Government [2025] EWVA Civ 990 which held the 2023 Written Ministerial Statement doesn't prevent LPAs from setting higher standards than National policy which is only guidance and can be departed from in local circumstances. Whilst this policy does not set a higher standard, it is intended to incentivise, not require, higher standards, by releasing such schemes from a post-occupancy evaluation. The post-occupancy clause of the policy is intended to try to deal with the performance gap, not set a particular standard. Schemes can continue to choose whichever energy efficiency standard they see fit. Post-occupancy evaluation simply provides a procedure for schemes to demonstrate that their schemes are performing the way in which they anticipated at the design stage. The purpose of the policy is to incentivise developers to choose higher standards, such as Passivhaus which are guaranteed will not fail in this way.

3.43 Similarly, for larger non-residential developments, BREEAM is used as a recognised route to high performance. A minimum expectation of BREEAM Very Good, with a clear policy preference for Excellent, ensures that schemes systematically address energy, water, health and wellbeing and other sustainability criteria from the outset, while allowing flexibility where site-specific viability or feasibility constraints are demonstrated.

3.44 There is a growing evidence base to suggest that buildings do not perform as well as anticipated at design stage. Findings demonstrate that actual energy consumption in buildings will usually be twice as much as predicted. This passes on expensive running and retrofitting costs to future occupants. Clause A of the policy therefore requires that every building design type in a consented development scheme of any size is subject to Post-Occupancy Evaluation (POE) including actual metered energy use, and to submit the report to the local planning authority. It will be implemented by attaching a planning condition, which will only be discharged once the report has been submitted and any recommended actions to rectify any performance gap with the design stage assessment are carried out by the developer.

3.45 Please note building design type refers to each of the different designs of terrace, apartment, semi, detached or bungalow within a scheme and the size and layout of the property. This is intended to reduce any resourcing constraints, enabling the developer to undertake a POE on a single property within each category, i.e 2 bed detached, 3 bed semi etc..

3.46 For non-residential and mixed-use schemes, BREEAM provides a widely-used, independent framework for assessing environmental performance. The policy therefore uses BREEAM both as a benchmark for higher-performing buildings and as an incentive, by exempting non-residential developments achieving BREEAM Excellent overall and Outstanding in the Energy section from the POE requirement in Clause A. In those cases, the BREEAM process itself provides robust design and post-completion checks on performance.

3.47 There is no current adopted development plan policy which seeks to deal with the performance gap. In the absence of supplementary guidance from NNC on POE, guidance has been included in Appendix D Passivhaus or BREEAM certified schemes will not fail in this way and they are therefore exempted from this policy requirement. PassivHaus is the most common and rigorous design approach, although the build cost is slightly higher than normal, the ongoing energy cost to occupiers is a fraction of the cost now (so avoiding fuel poverty).

3.48 A condition requiring the submission of a Post Occupancy Evaluation (POE) report can satisfy all six tests in the NPPF, provided it is clearly worded, proportionate, and aligned with local planning objectives. It is a justified and effective mechanism for supporting sustainable development and ensuring continuous improvement in housing quality, matters which are sought as part of NNC's corporate responsibilities and within the adopted development plan.

3.49 Clause D of the policy requires developers to ensure they address the Government's climate change targets and energy performance at the very initial stages of design. 'Zero Carbon Ready' by design means making spatial decisions on layout and orientation of buildings at the outset to maximise the passive design benefits ('free heat') of a site and avoids leaving this to technical choices and assessment at the Building Regulation stage, by which time the opportunity may have been lost. Applicants are directed to the Net-Zero Carbon Toolkit created by Cotswold District Council and two partner councils, WODC and Forest of Dean District Council. The toolkit is available as a resource for private and public sector organisations to use .

3.50 Proposals seeking to apply the Passivhaus Planning Package (PHPP) must be able to demonstrate that the Passivhaus standard can be achieved. Prior to commencement a 'pre-construction compliance check' completed by a Passivhaus Designer accredited by the Passive House Institute (PHI) will be required and secured by condition. Upon completion a Quality Approved Passivhaus certificate for each building will be required prior to occupation, again secured by condition

3.51 Clause E requires all development proposals that are not householder applications to be accompanied by a Whole Life-Cycle Carbon Emissions Assessment (use if the RICS methodology is preferred). The assessment will enable the design team to understand and respond to the lifetime consequences of their design decisions and to design for adaptability, longevity and disassembly; contributing to resource efficiency and contributing to the 'circular economy'. This requirement will be added to the NNC Council Validation Checklist for outline and full planning applications applying to proposals in the Neighbourhood Plan area until such a time that there is a local authority wide requirement.

3.52 In respect of Clause F, North Northamptonshire Council's validation list currently requires sustainability and energy information for certain applications. The Climate Change Statement requested by Policy KET9 is intended to subsume these requirements where applicable, ensuring a single, proportionate submission rather than multiple separate documents. The Climate Change Statement should cover the following:

- an assessment of the proposal to minimise regulated and unregulated emissions, the embodied emissions and the emissions associated with maintenance, repair and replacement of the new building(s), as well as its dismantling, demolition and eventual material disposal.
- a calculation of the energy and carbon emissions covered by the Future Homes Standard and Building Regulations and, separately, the energy demand and carbon emissions from any other part of the development that are not covered by the Future Homes Standard or Building Regulations.
- that the proposal aims to reduce carbon emissions beyond the Future Homes Standard and Building Regulations through the energy efficient design of the site, buildings and services
- that the proposal seeks to further reduce carbon emissions through the use of zero or low emission decentralised energy where feasible.
- that the proposal seeks to further reduce carbon emissions by maximising opportunities to produce and use renewable energy on-site, utilising storage technologies where appropriate.
- the proposal includes a demand-side response, specifically through installation of smart meters, minimising peak energy demand and promoting short-term energy storage.
- an analysis of the expected cost to occupants associated with the proposed energy strategy.

3.53 For non-residential and mixed-use schemes, the Climate Change Statement is also the vehicle for setting out the target BREEAM rating, accompanied by a pre-assessment at application stage and a commitment to submit certification post-completion. This keeps the BREEAM process integrated with the overall energy and carbon strategy, rather than as an add-on.

3.54 Every new build or redevelopment project in the Neighbourhood Plan area provides an opportunity to make a difference and a contribution towards meeting our climate change targets for 2050. This new information requirement need not be an unreasonable expectation of even the smallest schemes for new buildings.

Policy KET10: BIODIVERSITY

The Neighbourhood Plan designates the Kettering Green and Blue Infrastructure Network, as shown on the map below.

- A. Landscaping schemes must be appropriate for their surroundings and respond to climate change. This includes being drought resistant, harming potential active travel routes, ensuring community safety objectives are considered, the use of appropriately positioned native trees which provide food for wildlife, away from footways and ensuring new tree planting avoids future root damage to pavements and buildings at their maturity.
- B. Save for householder applications, development proposals that lie within or adjoining the Network shall have full regard to maintaining and improving its functionality in the design of their layouts, landscaping schemes and any public open space provisions. Proposals that will harm the functionality or connectivity of the Network, will not be supported.
- C. New development will also be required to retain trees and hedgerows and to secure opportunities to create connected habitats suitable for species adaption to climate change. Where they are unavoidably lost due to health and safety reasons, replacement trees and hedgerows using native species should be planted. All proposals for development in the Plan area must ensure that any potential impacts upon rare and threatened species and habitats are fully assessed, and that, where necessary, mitigation measures are incorporated to safeguard and protect those species and habitats.
- D. Development is strongly encouraged include the provision of wildlife friendly features to improve habitats, such as hedgehog highways, owl, bird and bat boxes. In particular, Swift bricks should be incorporated into all new dwellings and buildings. Redevelopment sites with proven nest sites should avoid the use of scaffolding between nesting periods (late April to early September) or ensure that ingress to the nesting sites are not obscured.
- E. Save for householder applications, development proposals on sites within the Town Centre as defined on the Policies Map, and on sites below 0.5 Ha, are required to maximise the opportunities available for canopy cover, including tree retention and planting or the provision of other green infrastructure (e.g. green roofs, walls and rain gardens). Outside of the defined Town Centre on sites of 0.5 ha or more, shall be required as a minimum to achieve a future canopy cover of 20% of the site area principally through the retention of existing trees and the planting of new native trees. Where it can be demonstrated that this is impracticable, the use of other green infrastructure (e.g. green roofs and walls) can be used where they are capable of offering similar benefits to trees.

F. The following opportunities to enhance biodiversity will be supported, where they conform with the other policies of the development plan:

- i) The creation of Pocket Parks which introduce more accessible green spaces into the urban environment enhancing the streetscape, including at Bakehouse Hill and to access Slade Brook at Meadow Road Park
- ii) The implementation of schemes identified through the North Northants Local Nature Recovery Strategy.
- iii) The use of Sustainable Urban Drainage Systems (SuDs) incorporated into the design of the green infrastructure network to mitigate any flooding issues.
- iv) Deliver the Slade Brook Green Infrastructure corridor project

3.55 Green Infrastructure is a term that covers a wide range of natural, ecological and recreational features, including parks, woodlands, water bodies, hedgerows, mature trees, lines of street trees, allotments etc that combine to create important habitat networks. All those features have been mapped to show not just where they are but also to point to where the network may be improved to be better connected if land is developed or redeveloped.

3.56 The policy seeks protects the existing green and blue infrastructure in Kettering from harmful development and to encourage its improvement and better connectivity when future development does take place. In most cases the network has multi-functional value including nature conservation, recreational and amenity

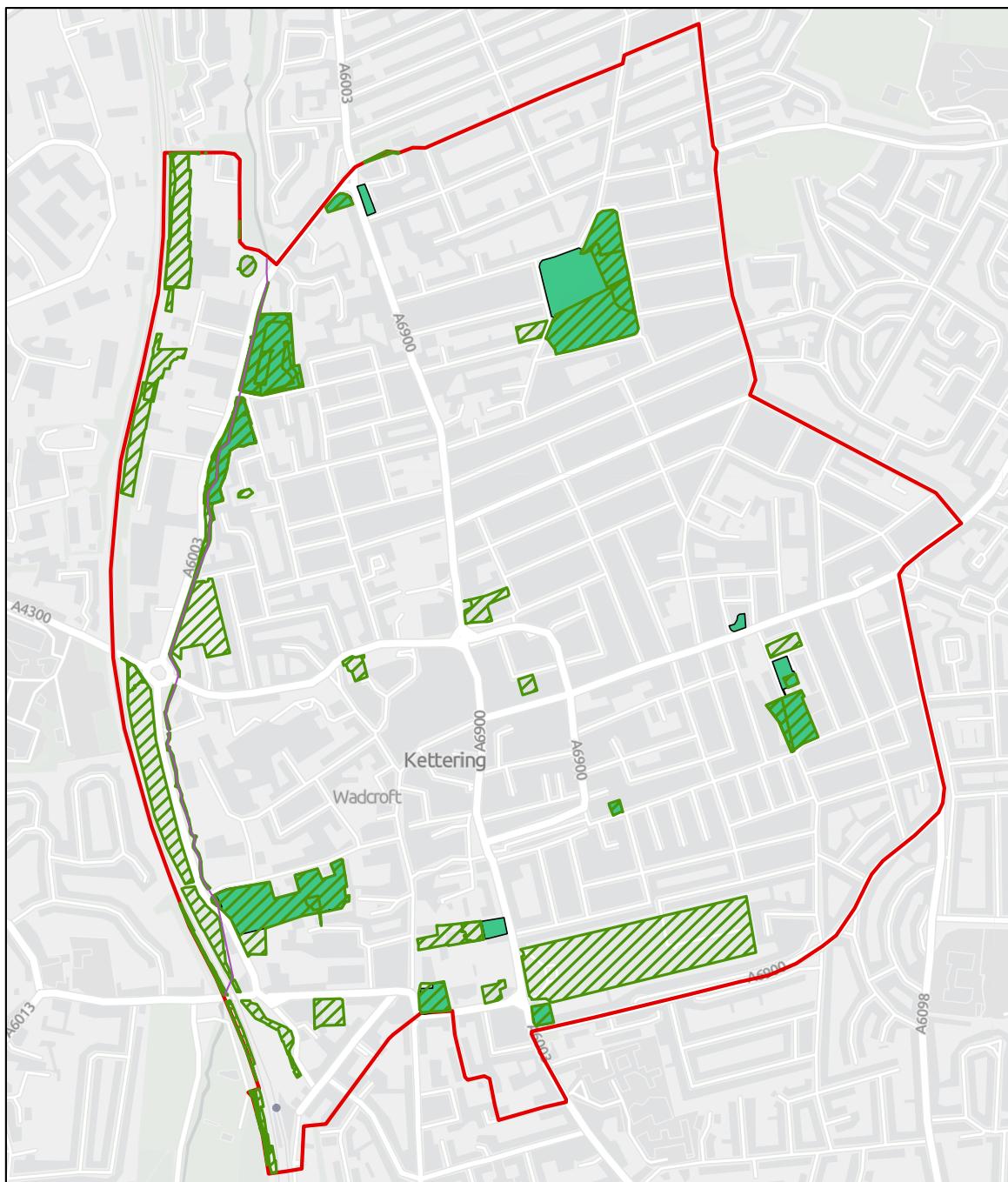
3.57 In Clause A community safety objectives include installing low-growing shrubs near entrances or pathways to allow for clear lines of sight to aid natural surveillance and reduce anti-social behaviour with taller trees placed further away to avoid obstructing views

3.58 In respect of Clause D, Swifts are red listed birds (endangered) and migrate to the UK in late April/May from Sub-Saharan Africa to nest and rear Swiftlets. They return to Sub-Saharan Africa by September. Swifts return to the same nesting sites in the UK every year and they are colonial nesters (preferring to nest within the vicinity of other Swifts). They also pair for life and have a maximum brood of two/three within their season in the UK. Further information can be found here:

[Swift Bird Facts | Apus Apus](#)
[Action for Swifts](#)

3.59 There is a UK website (and App) that individuals can document nesting Swift sites and other Swift activities such as Screaming Parties. When Screaming Parties of Swifts are witnessed there is a strong probability that Swifts are nesting nearby. This website (and App) is called [Swift Mapper](#) and is open for all to access (citizen science).

Kettering Green and Blue Infrastructure Network



12/19/2025

1:11,017
0 0.07 0.15 0.3 0.6 km
0 0.15 0.3

- KET10 Slade Brook
- KET10 Green and Blue Infrastructure
- KET11 Local Green Spaces
- Kettering Central Neighbourhood Plan Area

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Figure 5 Green and Blue Infrastructure Network

3.60 In respect of Clause F, the Slade Brook Green Infrastructure corridor project shall include the in-channel restoration of Slade Brook at Meadow Road to improve ecological status and a reduction in erosion and/or introduction of a SuDS as well as opportunities to support the reduction of upstream nutrient loads, increase channel morphology and increase numbers of ecological niches, important flora and invertebrates.

3.61 The Urban Codes SPD notes the project will:

- a. *Open up the Slade Brook watercourse and its amenity, aesthetic and biodiversity potential;*
- b. *Create an attractive green setting along the Slade Brook to help to create a new character for the town centre;*
- c. *Create a linked series of multifunctional open spaces with recreation, amenity, flood management and biodiversity benefits;*
- d. *Seek to re-naturalise the river with bank and channel improvements to soften and enhance its setting and ecological value;*
- e. *Provide accessible, pleasant, safe, active and overlooked pedestrian and cyclist connections into the new Meadow Road urban park, inner town centre and surrounding areas; and*
- f. *Provide space for flood mitigation measures.*

Policy KET11: LOCAL GREEN SPACES

The Neighbourhood Plan designates Local Green Spaces in the following locations, as shown on the Policies Map, listed below and detailed in Appendix E

- 1) Mill Road Park and Sports Facilities (ballpark/skate park beyond in Carey St)
- 2) Mill Road Pocket Park (Small green space in Mill Road leading to Tudor Court)
- 3) Rockingham Road Pleasure Park
- 4) Reed Close Play Area (bottom of Britannia Road)
- 5) Corner of Rockingham Road/Northfield Avenue
- 6) Grafton Street Park
- 7) Meadow Road Park
- 8) Manor House Gardens
- 9) Garden of Reflection (Park to the north of Corn Market Hall)
- 10) Corner Stamford Road/Catesby Street
- 11) Jubilee Gardens (either side of St Marys Rd where it joins London Rd)
- 12) Union Street Copse.

A) New development will not be permitted on land designated as Local Green Space except in very special circumstances or where it is ancillary to the use of the land for public recreational purposes.

B) The area in the southeast corner of Meadow Park, shown hatched on the policies map, is excluded from the Local Green Spaces designation due to the potential need for the creation of a new access road to Saunders Close and/or works to Slade Brook Corridor as set out in KET10. Development proposals which result in the net reduction of as public open spaces on this site must demonstrate how the land has been re-provided within walking distance of the site, ideally through the creation of a Pocket Park as identified in KET10 F1).

3.62 The green and blue infrastructure network includes some land that qualifies as a Local Green Space. These spaces are particularly special and cherished by the local community. They play an important

role in helping to define the character of the parish, as well as being an important social and environmental resource for the health and wellbeing of the community and would be especially missed if they were to be lost to development.

3.63 In 2012, the National Planning Policy Framework (NPPF) introduced Local Green Space as a way for communities to identify green areas of particular importance and to provide special protection against development. They can only be designated through either Local or Neighbourhood plans. The principle of Local Green Space has remained unchanged in subsequent updates to the NPPF, which states that policies for managing development within a LGS should be consistent with those for Green Belts. Each location has been justified using the National Planning Policy Framework criteria that the location shall be:

- a) in reasonably close proximity to the community it serves.
- b) demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and
- c) local in character and is not an extensive tract of land.

3.64 The Planning Practice Guidance provides a helpful steer as to the considerations for Local Green Space identification. Green areas can include land where sports pavilions, boating lakes or structures such as war memorials are located, allotments, or urban spaces that provide a tranquil oasis. The proximity of a Local Green Space to the community it serves will depend on local circumstances, including why the green area is seen as special, but it must be reasonably close. For example, if public access is a key factor, then the site would normally be within easy walking distance of the community it serves. There are no hard and fast rules about how big a Local Green Space can be because places are different, and a degree of judgment will inevitably be needed. Finally, there is no requirement for the Local Green Space to have public access.

3.65 In respect of Clause B, discussions with North Northamptonshire Council, owners of Meadow Park, have identified the potential need to create an access for the redevelopment of Council property in Saunders Close for the redevelopment of a brownfield site. As such, it was felt appropriate to exclude the corner of the park to allow for this purpose. Should the site not come forward for redevelopment, a subsequent review of the KNP could look to incorporate this area into the wider Meadow Park Local Green Space designation. In addition, the opportunity to improve the Slade Brook Corridor in this area, as set out in KET10, including potential de-culverting, should ideally be facilitated and in any event not precluded, through the creation of any access track.

Policy KET12: MOVEMENT AND CONNECTIVITY

The Neighbourhood Plan identifies the existing Active Travel Network (“Network”) and opportunities for improvements, as shown on the Policies Map for the purpose of prioritising active travel in Kettering, encouraging the use of public transport and protecting and enhancing Public Rights of Ways.

A. Development proposals on land that lies within or adjacent to the Network should avoid harm, should sustain and where practicable enhance the connectivity of the Network by virtue of their layout, means of access and landscape treatment, including the creation of safe and suitable links to the existing footways, footpaths and walking routes.

B. The Kettering Local Cycling and Walking Infrastructure Plan (LCWIP) identifies opportunities where public realm improvements are required to improve highway and pedestrian safety. Development

which lies within or adjacent to areas identified within the LCWIP must avoid measures which would adversely affect the ability to implement these proposals.

C. The Active Travel Network also identifies opportunities where public realm improvements are required to enhance the walking, wheeling and cycling environment, improve residential amenity and highway safety. Proposals which deliver opportunities for such improvement will be supported where proposals also accord with the other policies of the Development Plan.

These opportunities are:

- 1) The improvements identified by the Kettering Town Centre Travel Plan (2023-24) at Horsemarket, Market Street/ Market Place, the corner of Gold and Silver Street, and Lower Street/Trafalgar Road. (see figure 3)
- 2) The re-development of the Bus Depot in Northampton Road to promote electric vehicles and associated infrastructure.
- 3) Encouraging mixed mode travel by increasing cycle storage facilities near the main bus hub on Horsemarket and Newland/Eskdale Street, ensuring cycle racks are in overlooked places to improve security.
- 4) Cycling within the pedestrianised High Street, but with clear signage to make pedestrians aware.
- 5) Extend the cycle network to include Northall Street and improve cycle provision along Bowling Green Road to help cycling and wheeling around the town.
- 6) Extend the cycle network out towards the Kettering General Hospital.
- 7) The creation of specific parking locations for e-scooter and e-bike parking.
- 8) The creation of secure covered cycle hangers in new flatted and terraced developments
- 9) Improvement of the junction of Bowling Green Road and London Road to improve pedestrian safety.
- 10) Improvement of the layout under the railway bridge at Northampton Road to improve safety for pedestrian and cyclists.
- 11) Improvement to the cycle network from Montagu Street along Stamford Road to link into Avondale Grange.

3.66 The neighbourhood plan seeks to encourage safe, accessible and convenient means of walking, wheeling and cycling through the Town and improve access to and frequency of bus services around the Town.

3.67 The existing Active Travel Network includes walking routes, cycling and wheeling routes, bus routes and train routes (including the LCWIP routes and NNC Greenway Strategy) and uses the status of the KNP to draw to the attention of developers where this network is so that they can take it into account in designing their proposals, and especially how their schemes are accessed if they are located next to the network.

3.68 The Policies Map therefore shows the full extent of the existing Network and uses the status of the KNP to draw to the attention of developers where this network is so that they can take it into account in designing their proposals, and especially how their schemes are accessed if they are located next to the network. Where proposals include provision for landscaping, new means of access or new layouts, there may be an opportunity to relate the land better to the Network and/or improve the attractiveness of routes. At the very least, the policy requires that proposals that will undermine the existing value of the Network will be refused permission.

3.69 The map has also identified opportunities for improvement to encourage a higher uptake of active travel modes of transport, to assist decision makers and developers in prioritising funding when investing in the network. The Advisory Panel have noted that lack of clear signage and accessibility difficulties have been noted in Kettering, particularly around lack of provision of drop kerbs. As such,

developers and those involved in improving and enhancing active travel routes are directed to use the [Healthy Streets Indictors Assessment](#) tool to ensure that the whole community is able to access and enjoy the network. The tool includes planning safe routes which avoid severance including the removal of physical barriers wherever possible, making crossings easy and considering the appropriate placement of new street furniture as well as providing adequate spaces to rest or shelter. Proposals for new active travel routes should also seek to ensure they do not result in the loss of important biodiversity, including rare habitats and wildlife.

Town Centre Audit- Healthy Streets

The Brightwayz team conducted a Healthy Streets audit on four main town centre locations. This provided an insight into how the facilities, design and maintenance of the streetscape affects how people use it and how 'active/sustainable travel-friendly' the area is. Below are example findings. For the full report visit www.brightwayz.co.uk/healthy-streets-kettering

Horsemarket - 18 December 2023

- Good places to stop and rest.
- Public transport well-used.
- Good lighting on main square but not on route towards main car park.
- Many cyclists on pavement shows need for safe cycle paths.
- Intimidating traffic speed.
- Very noisy.
- Smell of traffic fumes.



Market Street/Market Place - 30 December 2023

- Safe and overlooked, well lit, good seating, attractive buildings, low noise.
- Wide, smooth high standard paths.
- Cars manoeuvring dangerously mixed with people walking in and out of pedestrian area.
- No public transport, train 10 min walk.
- No shelter, little shade.



Corner of Gold Street/Silver Street - 18 December 2023

- Easy to cross at zebra crossing.
- Cyclists on pavement as no cycle path
- Cars ignoring bus only signage into Newlands St.
- Cars reversing on pedestrianised area to park.
- A lot of traffic noise.
- Cycle rack broken.



Lower Street/Trafalgar Road corner - 15 February 2024

- Cycle racks.
- Zebra crossing.
- Planters.
- Low traffic noise.
- Cyclists on pavement as no cycle path.
- Intimidating speed on road.
- No seating.
- No public transport.





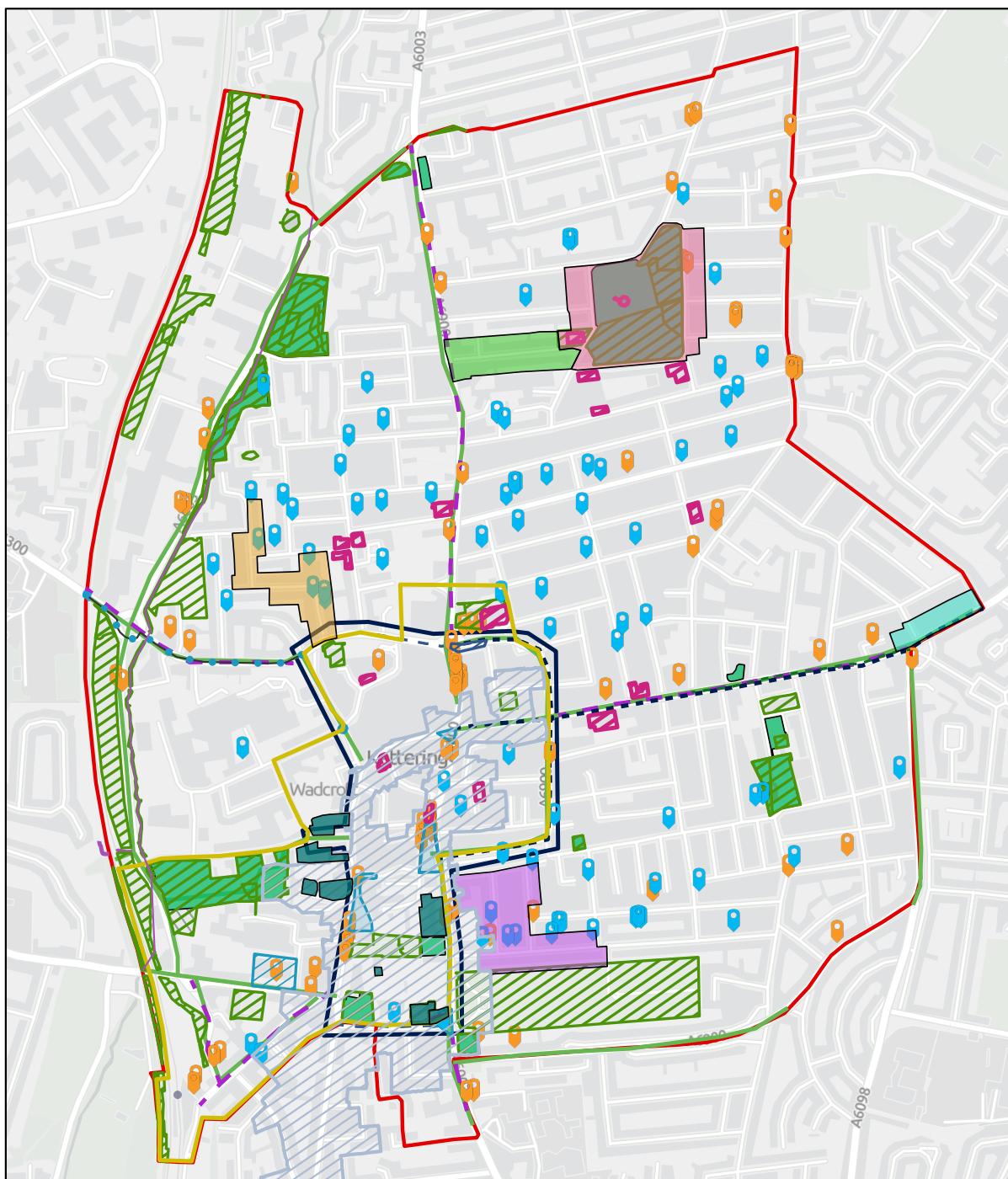
This audit is based on the Healthy Streets Index designed by Lucy Saunders, healthystreets.com

Figure 6 Image copyright Kettering Town Centre Travel Plan

Kettering Neighbourhood Plan Policies Map

For an interactive version of the map, with functionality to isolate layers please go to <https://ketteringcentralplan.co.uk/policy-map/>

Kettering Policy Map



1/7/2026

1:10,517

0 0.1 0.2 0.3 0.4 mi
0 0.15 0.3 0.6 km

- KET10 Slade Brook
- KET1 Key Buildings
- KET3 Conservation Area
- KET4 St Peters Avenue - York Road
- KET4 Rockingham Park
- KET4 Leicester Street - Bayes Street
- KET4 CA4 William Street
- KET2 Town Centre
- KET4 Stamford Road
- KET7 Local Heritage Assets
- KET8 HMOs Kettering
- KET10 Green and Blue Infrastructure
- KET11 Local Green Spaces
- KET11 Meadow Road Park LGS excluded area
- KET12 (1) Travel Plan Improvements
- KET12 (2) Bus Depot
- KET12 (3) Cycle Storage
- KET12 (4) Extended Cycle Network
- KET12 (5) Hospital Cycle Route
- KET12 (6) Junction Improvement
- KET12 (10) Northampton Rd Bridge
- KET12 (11) Cycle Network Improvement
- KET12 Bus Stops
- KET12 Public Right of Way Footpaths
- KET12 Corridor 3 to Kettering Central
- KET12 Walking Routes
- KET12 Cycling Routes
- KET12 Kettering Core Walking Zone
- Kettering Central Neighbourhood Plan Area

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4. INFORMATION

- 4.1 The Neighbourhood Plan will be implemented through North Northamptonshire Council (NNC) consideration and determination of planning applications for development in the Town. The Town Council will monitor the effectiveness of the policies through the development management process. In addition, NNC monitor the implementation of Neighbourhood Plan policies, once adopted, through the Authority Monitoring Report which is published annually. This report is prepared in consultation with relevant town council each year.
- 4.2 The Town Council will use a combination of the Local Plan and this Neighbourhood Plan policies to inform and determine its planning application decisions. The Town Council is a statutory consultee on planning applications made in the Town and it will be made aware of any future planning applications or alterations to those applications by the planning authority. It will seek to ensure that the Neighbourhood Plan policies have been identified and applied correctly by applicants and by officers in their decision reports.
- 4.3 The success or otherwise of the policies will feed into the assessment of the need for a review of the Plan.
- 4.4 Opportunities may arise through S106 agreements or through the Community Infrastructure Levy (CIL) to secure financial contributions to invest in improving local infrastructure.
- 4.5 The Town Council will prioritise the following in spending S106 funds:
 - **Public realm improvements** - to complete the public realm improvements in the town centre, which were started with the Heritage Action Zone investments in 2021-2. To support a project to improve shop fronts.
 - **Green space improvements.** Greening of the town centre, creating new green spaces, improving and protecting existing green spaces and linking existing green spaces up will all feature in the neighbourhood plan. The Slade Brook corridor should be an early priority, including flood mitigation and protection works
 - **Town centre facilities**
Public toilets.
Cycling routes and facilities (to accord with KET12 and the LCWIP)
Improved way finding signage, especially linking the railway station to town and supporting pedestrian and cycle movements.
More electric vehicle charging points
 - **Renewal of Key Buildings.** To facilitate the redevelopment of buildings in KET1 where they will bring aspects of the buildings into community use and bring directly benefits the town centre and its users. Examples being the Gala Bingo site, the M&S Building and aspects of the Royal Hotel site – i.e the former stabling block.
 - **Investment in major public facilities**
Swimming pool improvement or reprovision
Museum improvement or reprovision

4.6 KTC kindly acknowledges the help of the following in the production of the KNP:

- North Northamptonshire Council
- [Locality](#)
- [ONH Planning for Good](#)

5. APPENDICES

5.1 KTC has referred to the following documents as its evidence to support the policies of the Neighbourhood Plan:

- Appendix A - KET4 Areas of Special Character Report (supplied separately due to size)
- Appendix B - [KET5 Shop Fronts Guidance \(weblink\)](#)
- Appendix C - KET7 Local Heritage Assets Report (supplied separately due to size)
- Appendix D - KET9 Post Occupancy Evaluation
- Appendix E - KET11 Local Green Spaces (supplied separately due to size)

APPENDIX D – POST OCCUPANCY EVALUATION GUIDANCE

This guidance note sets out how Post-Occupancy Evaluation (POE) should be undertaken and is derived from published guidance and best practice.

1. Post-Occupancy Evaluation (POE) is the method of obtaining feedback on a building's energy performance 'in use', to ensure it measures up to the commitments made by the team that designed and built it. It offers significant potential to address the performance gap and occupant satisfaction.
2. Where a monitoring regime to ensure the 'as designed' building performance targets are achieved in practice for all new and refurbished buildings is required, it is important that data is collected robustly, following good practice POE principles. It is therefore recommended that for residential development the POE methodology in section 11.4 of the Home Quality Mark ONE: Technical Manual: England, Scotland & Wales SD239 (2018)⁵⁸, or as updated, is used as a guide for meeting this requirement. For non-residential buildings the BSRIA Soft Landings and Design for Performance framework (BG 76/2019), or as updated, may be used.
3. Applicants are required to set out in their Energy Statement how their monitoring regime, based on the HQM, BISRIA or similar methodology, will work in practice and be independently verified by a third party. The Energy Statement to be submitted with the planning application.
4. As each new or refurbished building comes into use, the developer must ensure performance monitoring and data collection for all relevant parameters for one whole year is carried out once the building is substantially occupied, in line with good POE practice for residential or non-residential uses. This verification process should entail, after appropriate commissioning has taken place, comparison of the 'as designed' parameters (energy, carbon, air quality and overheating risk) to monitoring data under the same categories, to assess and compare actual performance.

5. In order to account for seasonality, a minimum of 12 months monitoring data is required. On the other hand, to account for actual weather, the modelling results can be adjusted with degree days for the relevant year. A ‘performance gap metric’, which will compare designed and actual performance (e.g. a percentage difference) for each of the 4 required parameters (energy, carbon, air quality and overheating risk) should be issued at POE stage. This needs to be issued for both the ‘central’ scenario and the ‘lowest acceptable performance /reasonable worst-case scenario’ as a minimum, with multiple scenarios considered if at all possible. The process and reporting methodology used for the POE will need to be repeatable, so that performance can be monitored for at least 2 annual space heating cycles.

6. A report will then be required to be submitted to both building owners/occupiers and to Council, which states the performance gap metric and identifies any reasons for deviation from predicted energy usage, carbon emissions, indoor air quality and overheating performance, as well as recommendations for reasonable corrective action that will be taken to reduce or eliminate the performance gap.

7. The submission of the monitoring report to owners/occupiers and the council must be secured by a planning condition, to be determined at the time of application based on case-specific factors. The applicant must demonstrate that the reasonable corrective actions committed to in the monitoring report, and subsequently agreed by North Northamptonshire Council have been implemented through another annual heat cycle before the condition will be discharged.