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1 Introduction

- 1.1 Daventry is an expanding town with firm proposals for further housing and business development. It has a variety of shops and facilities, which service Daventry town and surrounding villages.
- 1.2 Development principles for Middlemore are established in the Daventry District Local Plan (Adopted June 1997), with the framework for strategic development set out in the Masterplan (Version 4, May 2003). These documents must be read in conjunction with this Brief.
- 1.3 The whole of the Middlemore Development Area covers 30ha (75 acres) of which Site 3c is 0.52ha (1.28 acres) (Plan 1). The site has the benefit of outline planning permission DA/2002/0073. A copy is attached as Appendix A. Full planning permission or approval of reserved matters will need to be obtained by the developer.
- 1.4 Land has been reserved for a new primary school at Site 10 and a convenience store will be provided by the Developer of Site 3b (details in Site 3b Development Brief). Education and other facilities for new residents will be based on existing local provision, until those proposed at Middlemore are completed. Informal recreation is provided nearby at Lang Farm Northern Valley Park to the east; the former railway line to the west; the Grand Union Canal to the north; and Daventry Country Park just over a mile to the south-east. The nearest existing retail and education facilities are just over a mile to the south-east at Ashby Fields. Developers are expected to contribute towards social infrastructure that is necessary for a successful Middlemore community, pursuant to Local Plan Policy GN3. This will include contributions towards:
 - Public Transport
 - Public Open Space
 - Recreation
- 1.5 The setting of this site requires it to be sensitively developed to a high environmental quality and effectively integrated into the surrounding landscape. The site lies adjacent to recent boundary planting to the east and a proposed cycle/recreational route to the south, with Drayton Reservoir beyond. Plan 1 and Figure 1 show the site location and context.
- 1.6 The site shall be developed to create a mixed and inclusive community, by providing a choice of housing and lifestyle, in line with Planning Policy Guidance Note 3: Housing (DETR, 2000). There should be a mix of size, type and affordability. The creation of large areas of similar housing will not be permitted. It is envisaged that a -scale, high quality linear development will be created to face the reservoir.
- 1.7 The purpose of this Development Brief is to provide prospective developers with guidance on the development of this site, prior to the submission of applications for full planning permission or reserved matters approval. It describes:
 - The site and its surroundings;
 - The opportunities and constraints for development;
 - The layout and design principles against which the Local Planning Authority will consider proposals;

- The obligatory works, which the developer will be required to undertake.
- 1.8 Prospective developers are advised that development proposals must have regard to this Development Brief if they are to receive planning permission. This Brief is Supplementary Planning Guidance, and as such, the Town and Country Planning Act, 1990 and the Local Plan (Adopted June 1997) indicate that such Briefs will be a material consideration in determining planning applications. The District Council encourages designs and uses that are consistent with this, the Masterplan and other Local Plan policies. Design is a particular concern of these Plans.
- 1.9 Developers are strongly encouraged, at an early stage, to discuss with the Local Planning Authority their initial response to the Site and Development Brief (Section 11 gives contacts).

2 Site Details

- 2.1 This site covers approximately 0.52ha (1.28 acres). It has been farmed and there is no evidence of built development. It enjoys a south facing aspect, commanding views over Drayton Reservoir. Plan 1 and Figure 1 highlight the site location and context.
- 2.2 The site is bounded by recent planting, a cycle path and the Ashby Road (A361) to the east, and trees and a cycle/recreational route, adjacent to Drayton Reservoir, to the south.
- 2.3 The existing planting adjoining the boundary to the east is to be retained. Off site, residential development is proposed to the north and west.
- 2.4 Due to the history of Middlemore, it is possible that small concentrations of archaeological remains may survive. Developers shall refer to the archaeological survey details on the CD, which is supplied with the Masterplan. Developers must adhere to the terms of the Archaeological Watching Brief (Masterplan, Appendix F).

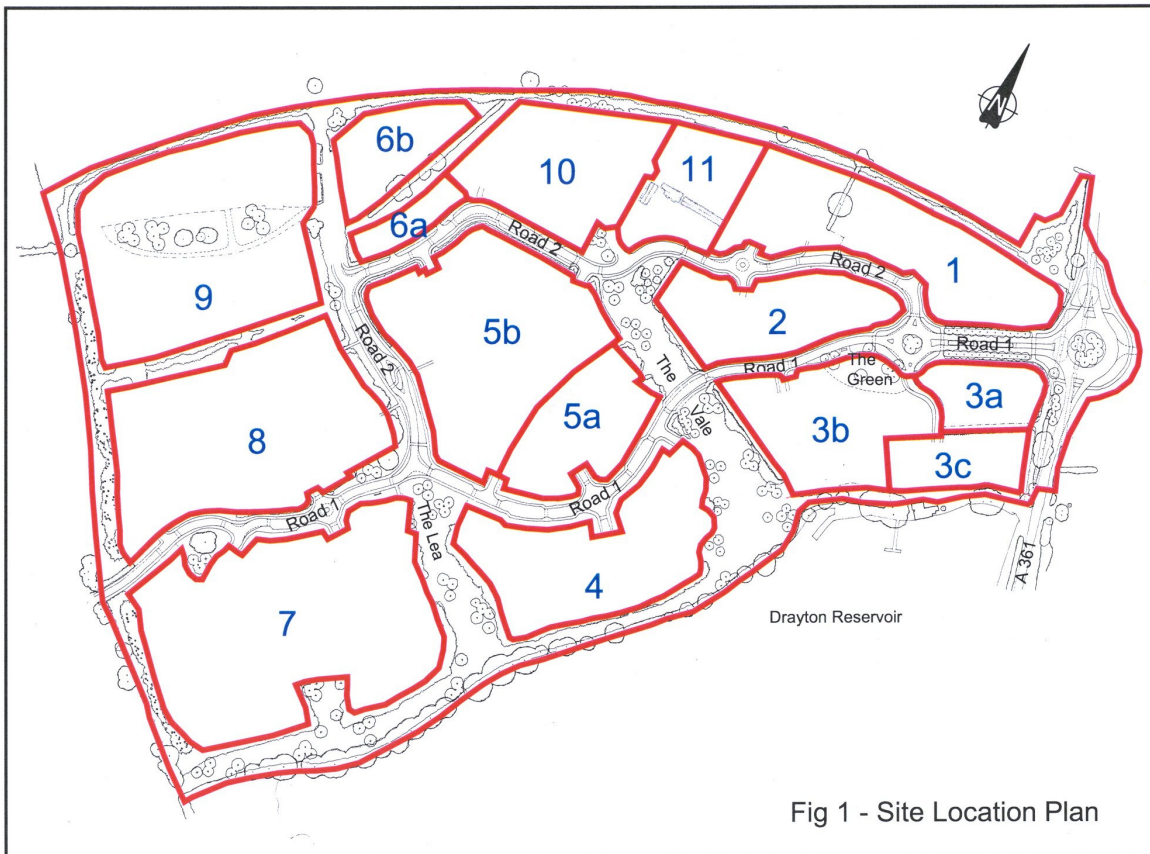


Fig 1 - Site Location Plan

3 Ownership and Site Disposal

- 3.1 The site is currently owned by Daventry District Council (DDC). The freehold will be sold on the basis that its subsequent development accords with the Masterplan and this Development Brief, as endorsed by Planning Permission (Appendix B).
- 3.2 The site highway layout, excluding private roads and drives, is to be adopted by DDC in their capacity as agent for the Highway Authority (Northamptonshire County Council).
- 3.3 Means of enclosures along highway boundaries shall be wholly conveyed to nearby occupiers/plot holders, so that maintenance and upkeep is clearly their responsibility. The Highway Authority will not have any ownership responsibilities for such enclosures.
- 3.4 Adjacent to the east boundary, existing planting will be adopted as public open space and maintained by DDC.

4 Layout Principles (Plan 2)

- 4.1 Developers shall note that the general principles for the Middlemore Development Area are set out in a series of Development Codes in the Masterplan (Section 5).
- 4.2 An indicative layout for the whole area is also provided in the Masterplan (Section 5, Fig. 7). This illustrates the road infrastructure, open space network and notional layouts, which have been designed to demonstrate "a possible response" to each site. Reference should also be made to Masterplan Figure 12. This shows the route of foul and surface water sewers crossing the site.
- 4.3 Site 3c is in a prominent location, lying close to Drayton Reservoir and the Ashby Road (A361). It is in a highly visible position from both within and beyond the Development Area, and there is a change in levels across the site. This site is not within a Conservation Area and there are no environmental designations on site, however Drayton Reservoir to the south is a County Wildlife Site. Off site, there is recent advanced planting, adjacent to the east boundary, which the developer shall protect (paras. 6.11, 6.15, 6.23 and 8.1). Between the site boundary and Drayton Reservoir, a recreational route has been designed by DDC to provide links to the east and west of the Middlemore Development Area. The recreational route also forms a corridor for public sewers. Off site, beyond this to the south, is a sailing club building, boat park and informal parking area.
- 4.4 It is important that the layout, architecture (in particular the roofscape), choice and combination of materials and landscape works be designed to produce a varied and interesting development, which maximises the strategic location, adjacent to Drayton Reservoir.
- 4.5 Due to the location of this site, it is envisaged that the majority of the development will be small-scale i.e 1 or 2 storey dwellings, although 2.5 storey accommodation (i.e 3rd storey in the roof) would be suitable away from the south boundary of the site, in order to provide a lively and interesting roofscape without countering the natural landform that the site enjoys.
- 4.6 The site benefits from recent advanced planting to the east boundary, partially screening it in local views and giving some landscape enclosure to the site. To maximise the site's potential, the developer shall supplement these areas with additional planting to provide a co-ordinated landscape design. In particular the developer shall provide a low-level soft margin to give a coherent south boundary edge. This will help to soften the site's impact in distant views and improve the off site microclimate to the reservoir frontage from the exposure of cold, north-east winds. Tree planting shall also be introduced into strategic locations of the housing layout, where it can soften the impact of roof lines and built mass, in particular to the reservoir edge and within the context of the wider landscape.
- 4.7 The main access to the site shall be from the road that the developer will construct. This shall lead off the Farnborough Drive (Road 1) roundabout. Speeds across the whole Middlemore Development Area shall be restricted to 20mph. Developers shall ensure good access by a variety of modes to adjacent open spaces, play areas, leisure

routes and access routes, and parking areas (Figure 1, Plan 1 and Plan 3). In particular, the developer shall provide well-designed, direct and safe routes to link residential development to the school (Site 10); The Vale; The Green and bus stop; the convenience store and the recreational route, adjacent to Drayton Reservoir.

- 4.8 Residential development shall create a varied and interesting ridgeline, in sympathy with the wider landscape context. To maximise the site's potential, dwellings shall be designed to look over the reservoir from upper floors and/or south facing balconies. A varied and interesting elevational frontage shall overlook Site 3a to the north, and the reservoir to the south. It is envisaged that due to the change in levels across the site, a series of interesting spaces could be created through terrace-style housing layouts. A nautical/sailing theme shall be incorporated for house designs and landscape works near to Drayton Reservoir (see Appendix C). Gardens and play areas shall be designed to take advantage of the site's south facing aspect.
- 4.9 Residential development must be designed to provide access to the front and rear of dwellings and their respective private amenity space. The use of back alleys shall be avoided and it is envisaged that dependent upon the developer's layout design, and particularly where terraced development is proposed, shared access routes could be provided from the front of dwellings through archways. Where rear pedestrian access routes/ "back alleys" are the only practical solution, measures to prevent actual crime and fear of crime must be incorporated into the layout, for example lighting, provision of security gates etc.
- 4.10 Parking shall be innovative, for example providing integral garages (garages below sun terraces), covered and open spaces (see Appendix C).
- 4.11 Landmark buildings shall define and terminate principal vistas. These may be individual or grouped buildings, which shall be of high quality design and form bold statements. In particular, these shall provide a positive boundary feature to the site from the A361, and Drayton Reservoir.
- 4.12 The layout and design of walls and fences shall form an integral part of the development. Their siting and design shall be simple, functional and durable, yet attractive. A nautical/sailing theme is encouraged for designs near the reservoir.
- 4.13 Crime prevention measures shall feature strongly throughout the site. In particular the developer shall enable good surveillance over open spaces, play areas, leisure and access routes, and parking areas to promote community safety.

5 Building Design

General

- 5.1 A high density, small-scale, predominantly linear, terrace-style development, with an articulated roofline of a variety of designs and uses shall be created. A minimum net site density of 37 dwellings per hectare is required.

Affordable Housing

- 5.2 Affordable Housing Surveys have been conducted and results reveal the need for housing to meet identified needs. There is a requirement for 15% of the dwellings on the site to be affordable, however this 15% requirement can be provided in the form of a commuted sum. If provided on site, affordable housing shall be designed to Housing Corporation Development Standards, to the same high quality as other residential development on the site, as specified in this brief. If provided by commuted sum, the commuted sum will be calculated by undertaking a valuation of the area, which would have been used for the affordable housing. This will be achieved by calculating the land value of this area for both private residential and affordable housing purposes. The commuted sum will be the difference between these two figures. The affordable housing element will be secured through a Section 106 legal agreement.

Design Statement

- 5.3 Applications for planning permission or reserved matters approval should be supported by a design statement setting out clearly and concisely how the design, layout and landscape requirements of this brief have been incorporated into proposals for the site.

Elevations and Materials

- 5.4 Dwellings with a mixture of mainly small-scale 1 or 2 storey, with some 2.5 storey accommodation in height shall be provided (see also para. 4.5). All are required to be high quality, innovative designs that create visual interest. These shall reflect local character, vernacular and appearance (see Appendix C). The developer is expected to refer to these architectural details within their residential designs. In addition, nautical designs shall be incorporated within dwellings near to the reservoir and south-facing balconies may be included (see Appendix C).
- 5.5 The skyline is particularly important in this development. The roofline shall be articulated to provide an interesting ridgeline in response to local topography and landscape context. Pitches and eaves shall be varied to create an interesting streetscape, with a minimum 35 degrees pitch. At least 25% of dwellings on the site shall have chimney features.
- 5.6 Sustainability is a key objective for the Middlemore Development Area and developers shall be required to promote sustainable designs which, for example:
- make efficient use of natural resources
 - employ materials from sustainable sources
 - use recycled and salvaged construction materials
 - promote energy and water efficiency (sustainable energy information and grants are available from DDC – see Section 11)
 - reduce pollution, for example use local materials to reduce transport impacts

- make use of natural lighting, ventilation and solar gain
- enhance biodiversity, for example the developer will be required to incorporate bat bricks within a minimum of 25% of dwellings

Dwellings shall, for example be designed and sited to take advantage of the natural south facing aspect of the site. It should be noted that this does not mean that all front elevations shall be south facing. The use of natural materials will also be encouraged, for example wooden windows, timber cladding etc obtained from sustainable sources.

- 5.7 Dwellings shall also be designed to provide good security, surveillance and reduced fear of crime. Further advice is available from the Police Architectural Liaison Officer – see Section 11.
- 5.8 Facing materials shall be selected for attractive appearance and durability. Materials shall contribute to a single overall theme, rather than be starkly contrasting. At the detailed level, materials may vary between dwellings, but there shall be overall harmony.
- 5.9 Bricks and plain tiles/slates shall be the predominant external materials, with some buildings being rendered. Bricks shall be selected from red and red/brown ranges, with roofs of brown or grey. Rendering shall be off-white. Brightly coloured materials shall be avoided, in order to reduce visual impact in distant views. However, a palette of more light-reflecting materials and colours may be considered for dwellings adjacent to the reservoir margins.
- 5.10 Any design features, for example steps, railings etc should not compromise adoptable areas. Consideration and allowance for such features should be made at the initial design layout stage

Gardens

- 5.11 Each dwelling shall be provided with private amenity space, although flats can alternatively be provided with amenity space in communal parcels. Gardens of varying size and shape are expected to reflect the size and position of the dwellings.
- 5.12 The developer shall ensure that garden provision meets the following aims:
- variation to respond to varied occupier demands
 - avoid awkward shapes and/or levels
 - add interest to the residential layout, and
 - are positioned to ensure privacy of rear gardens and avoid direct overlooking of neighbouring gardens.

Means of Enclosure

- 5.13 The type of means of enclosure used in the development shall be in accordance with the following format:
- Front gardens on to public highways and open spaces shall be enclosed by well-designed brick walls or walls/railings, and in some cases supplemented by planting. Within visibility splays they shall not exceed 0.6 metres high. In all other

cases they shall be between 0.75m and 1m in height, as appropriate to their location.

- Rear garden boundaries that abut private space shall be screened with 1.8 metre high timber fences.
- Private garden boundaries (not including front gardens) that abut or are visible from public space (including highways, rear parking courts, public open space, play areas etc) shall be screened with 1.8 metre high well-designed brick walls.
- Means of enclosure to rear/communal parking areas, abutting or visible from public space, shall be provided by railings or wall/railing combinations. Such areas need to have good surveillance to reduce crime and fear of crime.

Parking (see also Section 7)

- 5.15 Motor vehicles shall not dominate over the built form, therefore parking provision within the site shall be as low as possible and provided through a mixture of garages, covered spaces and open spaces. Cycles and powered-two-wheelers shall be accommodated within the property or conveniently adjacent to it. Parking areas shall be overlooked by dwellings, attractively landscaped and well lit (see paras. 4.13 and 7.23).
- 5.16 Car parking which results, on average, in more than 1.5 off street parking spaces per dwelling will not normally be permitted.

Refuse Collection

- 5.17 The Council operates a wheeled bin collection service and a recycled materials collection box system, in pursuance of Government policy set out in Waste Strategy 2000 - England and Wales (DETR, 2000). Residents are issued with 2 bins and 2 boxes. Residential development shall be designed to incorporate sufficient space to accommodate bins and boxes out of public view.

6 Open Space and Landscape Works

General

- 6.1 The landscape works within the Middlemore Development Area are an integral part of the overall design and shall have equal status to the built elements.
- 6.2 A detailed landscape scheme and a detailed planting plan(s) with specifications for plant material type, size and number, soil preparation, cultivation and maintenance will be required at the time of submission for full planning permission or reserved matters approval.
- 6.3 The developer's landscape works shall demonstrate the integration of housing layout, roads and paths with existing/retained planting, new tree and shrub planting, grassed areas and bulb planting. It shall indicate, where appropriate, the protection of existing trees/planting and hedgerows, topsoil depths, maintenance and replacement of planted and grassed areas. It shall also include a list of theme planting species with sizes, planting densities and mix proportions for each category of planting. It is strongly recommended that professional advice be sought in the preparation of the detailed scheme.
- 6.4 Wildlife-friendly species shall be incorporated throughout the site, where appropriate.
- 6.5 The location of adoptable areas should, as far as possible, avoid the need for retaining walls. If they are needed, these should be kept to a maximum height of 1 metre. The developer should also ensure that sufficient access is provided to them, to enable DDC to undertake future maintenance work.
- 6.6 DDC may require some of the landscape works to be adopted as public open space. Depending on the nature and scale of such areas, these may be subject to a Landscape Adoption Agreement. The division between private property and public landscape works shall be clearly delineated.

Strategic structure/specimen tree planting and foundation design

- 6.7 Virtually all of the major strategic planting works within the Middlemore Development Area shall consist of native tree and shrub species in mixed proportions similar to those listed in the Masterplan (Appendix E, Figure E1). This will extend and maintain the visual continuity of the existing landscape. These works include belts of planting, which may form primary and secondary shelter belts (Masterplan, Appendix E, Figure E1) and so modify and improve the local micro-climate; as well as adding to visual amenity. The strategic structure planting will be in species mixes that reinforce and enhance the existing character zones of the site. Developers shall note the position(s) and mature height and water demand of tree species within the matrix of existing planting and make allowances for foundation design, as appropriate.
- 6.8 The developer's planting plan(s) shall adhere to these general principles in regard to the major elements of structural planting, but shall also demonstrate an equally careful planting structure and themes for the more ornamental plantings, for example in shared/public spaces.

- 6.9 Where strategic specimen tree planting may be of potential benefit to some of the new urban space structure as a whole, the developer shall make allowances for these opportunities in detailed engineering design. The size and choice of tree species shall not be constrained by standard foundation depths.

Landscape Design

- 6.10 High quality landscape design shall form an integral element of the overall residential development. The site layout shall respond to the physical constraints of the site, its contours, aspect and boundaries. The detailed design shall achieve clear and definable planting themes within which are distinctive character zones i.e relating to housing groups and to individual spaces. The plant species shall be appropriate to their context and be a viable choice for the long term success and maintenance of the scheme as a whole.
- 6.11 Existing planting generally has long life expectancy and is to remain unaltered by the developer. The developer shall provide additional planting, particularly to the south, north and east boundaries of the site, to frame, extend and penetrate the development in the form of 'fingers' extending from the strategic planting works.
- 6.12 The landscape design shall aim to effect a gradual transition from native planting near the edges of the site to more formal, quality ornamental planting within the site, linking the existing structural landscape works to public open spaces and other planting areas. Species for the native planting shall be appropriate to the site's landscape character zones (Masterplan, Appendix E). The developer shall propose ornamental planting species.
- 6.13 Hard landscape works are equally important in achieving character and quality. Boundaries shall be well designed and detailed, and constructed using high quality materials. They shall form an integrated part of the space-defining elements, along with the buildings and garages etc. Surface finishes for roads, parking areas and footpaths shall be both durable and attractive, co-ordinated in appearance, and take their cue from those proposed for the collector roads of Middlemore, as a whole (see Section 7). Street furniture shall be similarly co-ordinated and provided in public open spaces and at convenient points within the development. Street lighting columns/lanterns and litter bins shall have a colour finish in accordance with the Masterplan, (Appendix C).

Public Open Spaces, including Play Areas

- 6.14 On site provision of public open space, including childrens' play areas and amenity areas, help to meet the recreational needs of the new community and soften built development. These areas shall be identified on the developer's landscape scheme.
- 6.15 The developer is required to retain and protect existing and recent advanced landscape works within and bordering the site, for example buffer strips of 10m shall be managed either side of retained landscape works, during the construction period (see paras. 4.3 and 8.1). Where building and/or related enabling civil engineering or ground works fall within this zone, the developer shall liaise with DDC Transportation and Technical Services to agree measures that ensure damage to planting and the period of disruption is reduced to a minimum.

- 6.16 The developer shall provide Local Areas for Play (LAP'S). These are small areas of unsupervised open space specifically designed for younger children, close to where they live. In broad terms, every property shall be within 1 minute's walking distance of a LAP.
- 6.17 The developer must follow the guidance set out in Appendix D and The Six Acre Standard (National Playing Fields Association, 2001). The total number of LAP's provided must be in accordance with the NPFA guidelines (see para. 8.2 and Appendix D).
- 6.18 Off site, it is envisaged that facilities for teenagers will be provided to the south of The Vale, adjacent to Site 3b, with facilities for younger children (aged approximately 4-8 years old) to the north of the Vale, adjacent to Site 5b.
- 6.19 Developers shall be required to contribute towards open space maintenance and recreation provision, and this will be secured through a Section 106 legal agreement.

Handover of Public Open Space, Play Area and Landscaped Areas

- 6.20 Developers will be required to enter into a Landscaped Areas Adoption Agreement with DDC covering the design, phasing of implementation, specification and maintenance of public open space, play areas and associated equipment, and landscape works within public highway areas on site; it shall include provision of seats, litter bins and other furniture in the public open space, all of which are to be subject to a bond for the full value of the works involved. This agreement shall be completed before work commences. The provision and implementation of soft landscape works shall be in accordance with the District Council's Standard Landscape Specification.
- 6.21 After completion of all grass, tree and shrub planting in easily definable and complete areas, these may be offered for handover, provided that all planting has received the 2 years maintenance specified in the DDC Standard Landscape Specification.
- 6.22 A lump sum is payable to DDC at handover to pay for future maintenance.

Retention and protection of existing planting during construction

- 6.23 No development shall be permitted closer than 1.5 metres outside the maximum canopy of retained trees and within 3 metres of existing hedgerows and/or recent advanced landscape works. Developers shall note the relationship of tree planting to foundation design (see para. 6.7 above). In order to protect planting on the site during construction, care shall be taken to ensure that ground and soil conditions in the vicinity of the trees remain unaltered. The developer shall allow for supplying, erecting and maintaining temporary fencing to BS1722 Part 1, 4 or 7. Within this fenced off area:
- no building materials or spare soil shall be stored;
 - vehicles or machinery shall not be stored or operated;
 - fires shall not be lit; and
 - there shall be no excavation or alteration of ground levels or surface material.

All earth-moving machinery shall be kept a minimum 5.0m away from trees, hedgerows and shrubs to be retained.

The developer shall refer to NHBC Standards - "Building near Trees" (NHBC, 1992) when considering foundation types. Details of recently planted specimen trees are available from DDC Transportation & Technical Services.

Protection of waterways during construction

- 6.24 During the construction period, developers shall ensure that all precautions are taken to prevent pollution of streams, reservoirs and storm water attenuation ponds in and surrounding the Middlemore Development Area.

7 **Highways and Access** (Appendix E)

General

- 7.1 The Highway Authority (NCC) has agreed to broaden their current standards with respect to the Middlemore Development Area and apply the standards contained in DB32, where appropriate. The developer's attention is also drawn to the companion guide to DB32, "Places, Streets and Movement" (DETR, 1998), which emphasises the following:
- a greater response to the site and its setting to achieve a better balance between highway requirements and other factors
 - the need for the highway to be designed as an integrated element of the spatial and architectural design of the development as a whole
 - an emphasis on achieving a sense of place and community, with movement networks to enhance those qualities
 - a reduction in the dominance of the motor car in highway areas and greater freedom and security for pedestrians and cyclists. (The design shall seek to balance the reasonable future demands of all highway users and make use of innovative, but well proven, methods of traffic calming and control. The use, however, of visually intrusive and uncomfortable methods shall be avoided, in favour of those, which evoke an appropriate natural response from drivers).
- 7.2 There are many other publications available to provide valuable guidance and inspiration to developers, such as "By Design" (DETR, 2000). It is recommended that developers make full use of such resources, in order that attractive, high-quality, sustainable places are created. Developers shall also ensure that they utilise sustainable construction materials, as far as possible, in liaison with the Highway Authority.
- 7.3 The whole of the Middlemore Development Area will be classified as a 20 mph Zone. Therefore, traffic calming shall form an integral part of the developer's layout and shall avoid the appearance of being contrived or superimposed. Developers shall approach the layout of their development in such a way that, by the use of highway layout and features, speeds are restricted to 20mph. Emphasis shall be placed on the arrangement of dwellings, landscape works and road alignment. Road humps are not acceptable. Measures which are deemed to fulfil these speed control criteria may include:
- gateway features
 - small radius bends with mountable shoulders
 - carriageway narrowings
 - horizontal displacements
 - speed tables
 - shared use surfaces in access areas
 - rumble strips
 - changes in materials and textures as may be authorised

- other suitable features as used on development collectors.

There shall be visual links between the types of materials and speed control devices used on the Middlemore development collector roads and the site's internal roads.

- 7.4 Highway layouts and all traffic calming works must comply with the requirements of the Regulation 14A of the Traffic Signs Regulations and General Directions, 1994 (as amended) for a 20mph Zone and the Highways (Traffic Calming) Regulations, 1999 and Highways (Road Hump) Regulations, 1999 with reference to a 20mph zone.

Road Hierarchy

- 7.5 The road hierarchy throughout Middlemore will be as follows;

Development Collector → Access Collector → Access Area → Shared Private Drive

Development Collectors

- 7.6 These have been previously constructed by DDC and serve as the main distributor roads around Middlemore; linking directly with the A361.
- 7.7 Typically the highway corridor will consist of a 6 metre wide carriageway, with footways either-side and parking bays for casual callers. These shall be provided by DDC as part of the infrastructure works.
- 7.8 Speeds are to be limited to 20mph on development collectors by means of:
- roundabouts
 - traffic control islands
 - lozenges
 - small radius bends
 - changes in materials and textures
 - visual cues, for example close frontage development.
- 7.9 These measures have been designed to be as natural as possible and not contrived, with the intention being to create the perception for the road user that higher speeds are not comfortably practicable or acceptable.

Access Collectors

- 7.10 Access collectors link development collectors to access areas. Speeds shall be kept to 20mph by keeping unrestrained road lengths to no more than 60 metres.
- 7.11 Typically an access collector will have footways along both sides. Where footways are not provided because they are deemed to be unnecessary, a minimum 1 metre wide verge shall be provided.
- 7.12 Road widths shall generally be 5.5 metres, but narrowings and constrictions to assist with reducing vehicle speeds will be considered.

Access Areas

- 7.13 Access areas may normally serve up to around 25 dwellings in a cul-de-sac (around 50 dwellings where junctions with roads with footways are located at each end of the

shared surface) via surfaces shared by pedestrians and vehicles, which shall be laid out in an informal manner.

- 7.14 Speeds shall be kept to well below 20mph by keeping unrestrained road lengths to no more than 40 metres.
- 7.15 The design of access areas shall cater for the needs of the anticipated uses of these areas by pedestrians (children and elderly in particular), cyclists, casual visitors, emergency and service vehicles. There is a need to further reduce vehicle speeds (with corresponding reduction in visibility) and deny drivers the perception of a path through the area, which is dedicated to vehicles only. This change in priority must be clearly indicated at the threshold of the area at which point safe routes for pedestrians must be incorporated.
- 7.16 Subject to approval, objectives for access areas may typically be achieved by:
- variations in widths, horizontal alignment and vertical profiles
 - surface textures and colours
 - adjoining elements such as hedges, fences, walls, and buildings, used at or in proximity to highway boundaries
 - hard and soft landscape works, street furniture etc.
- 7.17 A minimum width of 7 metres shall form the basis of a shared surface layout.
- 7.18 It is essential that private areas are clearly distinguishable from public highway. This applies throughout Middlemore, but particularly in relation to shared surface areas.
- 7.19 Subject to the approval of the Statutory Undertakers, an adoptable service strip behind the kerb will not be required. It will be necessary, however, to accommodate lighting columns within the adoptable area and they shall be positioned so as not to be at risk from vehicular impact.

Shared Private Drives

- 7.20 Shared private drives shall not serve more than 5 dwellings and must not exceed 40 metres in length. They shall be laid out in an informal manner and have turning facilities. Shared private drives connecting to development collectors shall be 4.5 metres wide for a distance of 10 metres from the carriageway. Shared private drives connecting to access collectors or access areas may be 4.1 metres wide. The changeover between private drives and the highway shall be clearly delineated.
- 7.21 The layout of private drives shall permit safe and convenient access on/off the drives from the highway. Situations where it is necessary to reverse excessive distances along the highway shall be avoided.
- 7.22 The Statutory Undertakers prefer that all mains and services for more than one property shall be located in communal land.

Communal Parking Areas (see paras. 4.13 and 5.14)

- 7.23 Communal parking areas must be properly surfaced, well lit, adequately supervised from ground-floor windows, and subject to a maintenance agreement that ensures a good standard of upkeep.
- 7.24 Spaces shall be within about 20 metres of the dwellings that they serve.

Casual Kerbside Parking

- 7.25 Casual kerbside parking shall be provided without hindrance to access by emergency vehicles. A minimum of one space for every three dwellings shall be provided.
- 7.26 Within shared surface areas, casual parking spaces shall be clearly delineated and shall not be positioned so as to be detrimental to the aesthetic quality of the street, or to the function of the space for pedestrians. Positioning parking spaces in localised road widenings will tend to resolve these issues.
- 7.27 On access collectors, it may be permissible for casual kerb-side parking to take place within the standard carriageway width (as opposed to lay-bys or localised road widenings) provided that the developer can demonstrate that such an arrangement will not compromise road safety, access to properties, emergency access etc.

Dedicated Parking Provision

- 7.28 Catering for those with disabilities and young children is important in parking design. 10% of all car parking space should be provided to mobility standards (minimum width 3.6 metres).

Access Widths

- 7.29 Individual accesses serving single dwellings must have a minimum width of 3 metres and a maximum width of 3.7 metres at the highway boundary. Where a driveway to a dwelling also serves as the principal means of pedestrian access, its width must be increased to a minimum of 3.2 metres (DB 32).

Cycles and Powered-Two-Wheelers

- 7.30 These should be accommodated within the dwelling, for example in a garage. Where a garage is not provided, these should be accommodated in a well surveyed area, with secure hitching rails. These should be located conveniently adjacent to the dwelling. A minimum of 1 space per unit should be provided for each of these modes of transport.

Unadoptable Private Footways alongside Trafficked Areas

- 7.31 The developer should design these to a minimum width of 1.8 metres, with a 0.8 metre strip, where appropriate for vehicle overhang.

Footpath and Cycleway Links

- 7.32 The developer shall design and construct footpath and cycle networks within the site with reference to guidance set out in Planning Policy Guidance Note 13: Transport (DETR, 2001). Routes must meet anticipated desire lines and shall be designed to be convenient, pleasant and safe. They should link to existing and proposed routes set out in Plan 3. The design of cycleways shall meet the standards set out in DDC's "Cycling

in New Developments", a copy of which is available from the Directorate of Transportation and Technical Services. The design of pedestrian routes shall comply with the principles set out in Providing for Journeys on Foot (IHT, 2000).

Bus, Cycle and Recreational Links (Plan 3)

- 7.32 Public transport to serve the development has been considered at the outset. Shuttle buses are a particular feature of Daventry's public transport system and consultation with Northamptonshire County Council and bus operators aims to ensure services to residents are provided during the first phase of development (see Masterplan, Section 5.8). The layout has been designed to provide adequate bus pick-up and set-down points, so that the development can be conveniently linked with the existing public transport system. Developers shall be required to contribute towards provision, and this will be secured through a Section 106 legal agreement.

Construction

- 7.33 The constructional design of prospective highway areas shall be in accordance with Northamptonshire County Council's guide "Estate Road Construction" June 1999, except in so far as it may conflict with any specific directions within this brief. A copy of the guide is available from the Directorate of Transportation and Technical Services.

Agreements

- 7.34 The following agreements are to be completed before any work commences;
- | | | |
|------------------------------|---|---|
| Section 38 | - | with DDC on behalf of the Highway Authority |
| Section 104 | - | With Anglian Water |
| Landscape Adoption Agreement | - | with DDC |

8 **Obligatory On Site Works**

Obligatory On Site Works

- 8.1 The developer is required to retain and protect advanced planting bordering the site (paras 2.3, 4.3, 6.11, 6.15 and 6.23), for example 10m wide buffer strips shall be maintained either side of retained hedgerows throughout the duration of the construction works.
- 8.2 The total number of LAP's provided must be in accordance with the NPFA guidelines (see paras. 6.16, 6.17 and Appendix D).
- 8.3 DDC have commissioned a Flood Risk Assessment Report, which has been prepared in accordance with the "Strategic Review of Development and Flood Risk, Nene Catchment, Northampton and Upstream" (Environment Agency, 1999), and Planning Policy Guidance Note 25: Development and Flood Risk (DTLR, 2001). This identifies the need for storm attenuation measures, which are to be provided by DDC. In addition, it places specific requirements on the individual sites, to ensure that the risk of property flooding is minimised.
- 8.4 The developer is therefore required to meet the following criteria:

1. The maximum discharge and the maximum impermeable area for the development site shall be:

Surface Water

Maximum Impermeable Area	0.2 ha
Maximum Discharge	27.8 litres/ second for a 1 in 2 year storm

Foul Water

Maximum Discharge	0.7 litres / second
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2. All properties within the development must have a minimum floor slab level of 134.8 metres Above Ordnance Datum.
3. Provide measures to ensure a low potential risk of flooding from overland flows.

In order to address these points, the developer shall produce a design that demonstrates that the developed layout and plot drainage is designed so as to provide for overland flows in extreme rainfall events. This must ensure that potential routes for overland flows are not impounded by any individual group of properties. Advice on sustainable drainage techniques may be sought from the Environment Agency, Highways Authority and water undertakers.

9 Services (Masterplan, Section 8)

9.1 The following services currently terminate at the Farnborough Drive Roundabout:

- Gas
- Electricity
- Water
- Telecoms (ducting to site only)

Foul and Stormwater sewers cross the site and are also laid off-site parallel to the south boundary. Connection spurs have also been laid towards the south-east corner of the site to enable the connection of on-site drainage.

9.2 The mains electricity supply has been sized to assume that developers will use gas central heating. If any developer proposes to use electricity central heating it will be their responsibility for any costs associated with upgrading the electricity supply. The developer shall liaise with the East Midlands Electricity Board on this matter. Service connections will only be permitted at the site access points except where otherwise agreed with DDC.

9.3 Prospective developers are advised to contact all Statutory Undertakers to ascertain what protective measures need to be undertaken, and to determine whether service requirements can be met (Masterplan, Appendix B).

Private Services

9.4 Dwelling layouts should aim to minimise the extent of private services, for example drains laid out within adoptable areas.

10 Ground Conditions and Topographical Surveys

- 10.1 The developer shall be wholly responsible for assessing the ground conditions of the site and the provision of topographical survey information. Visual inspection is recommended.
- 10.2 A three dimensional topographical survey has been conducted and is available on the Masterplan CD in AutoCAD Release 14.dwg format. The Council cannot be held responsible for any inaccuracy.
- 10.3 Ground investigation analysis and contamination tests were undertaken by Engineering Services Laboratory and the completed reports are available on the Masterplan CD. The Council cannot be held responsible for any inaccuracy.
- 10.4 In summary, no specific remedial measures for contamination are required. However, the developer is required to demonstrate, by means of risk assessment and further investigation as necessary, that their proposals shall not pose any significant hazard to health. The investigations report should be submitted to the Council's Environmental Protection Team.
- 10.5 The Council's Building Control Team have published "A Simple Guide to Levels" to assist developers in preparing planning applications. Geological maps can also be viewed by appointment with the Building Control Team.
- 10.6 The site was previously used for arable farming and in general, the slopes are gentle, being around 3⁰ to 5⁰.
- 10.7 An archaeological evaluation was carried out by Northamptonshire Archaeology, which identified past human activity, particularly in the Roman period. The evaluation findings are contained on the Masterplan CD. Developers are required to adhere to the Archaeological Watching Brief (Masterplan, Appendix F).
- 10.8 Prospective developers are advised to contact the Statutory Undertakers to ascertain whether any protective measures need to be undertaken and to confirm the accuracy of the advice given in this brief (Masterplan, Appendix B).

11 **Further Information**

- 11.1 Prospective developers are invited to contact Daventry District Council on any matter concerning the proposed development of the site.

Key contacts:

Masterplan	Steve Whelton	(Engineer)
Development Brief	Karen Britton	(Senior Planning Officer)
Planning Application	Roy Hammond	(Senior Planning Officer)
Energy Information	Dave Malone	(Energy Advice Officer)
Planning Out Crime	Mick Downing	(Police Architectural Liaison Officer)

Full contact details are listed in the Masterplan (Appendix B).

Appendices and Plans

Appendices

- A. Outline Planning Permission
- B. Details Required in Support of Applications for Full Planning Permission, and/or Reserved Matters Approval
- C. Examples of Local Vernacular Architecture and Nautical Design
- D. Provision of Play Equipment
- E. Highway Design Criteria

Plans

- 1. Location and Context
- 2. Layout Principles
- 3. Bus, Cycle and Recreational Links

APPENDICES

APPENDIX A

DETAILS REQUIRED IN SUPPORT OF APPLICATIONS FOR FULL PLANNING PERMISSION, AND/OR RESERVED MATTERS APPROVAL

Prospective developers are encouraged to discuss their proposals for the site prior to making a formal planning application, in order to resolve any particular difficulties at an early stage. It is in the developer's interest to ensure that the applications to be submitted are complete in all respects, i.e. correct forms and certificates have been used, all questions have been answered and the plans are sufficient to describe the whole development, including its relationship with existing development. A Detailed Landscape Scheme must be provided as part of the submission.

Applications for Full Planning Permission or Reserved Matters Approval

Four copies of Part 1 Form are required, and four copies of each of the following plans shall be submitted:

Location Plan: minimum scale 1:1250 or 1:2500 showing -

1. Area of site (including obligatory works areas) edged in red.
2. Any other adjoining land in the ownership or control of the applicant, edged in blue.
3. Names of adjoining roads.
4. Location of surrounding and adjoining development.

Site Layout Plan: minimum scale 1:500 accurately showing -

1. Area of site (including obligatory works areas) edged in red.
2. Any other adjoining land in the ownership or control of the applicant, edged in blue.
3. Position and size of existing buildings within and adjacent to the site.
4. All means of access to the site, existing and proposed, including the layout of roads, footpaths and car parking.
5. The size and position of all existing and proposed foul and surface water sewers on the site, and the points of connection to sewers constructed by DDC and to be adopted by the Water Authority.

6. Details of existing and proposed finished levels, including any differences in level between the site and adjoining land.
7. Position, type and height of all existing and proposed walls and other means of enclosure, including retaining walls.

Landscape Drawing: minimum 1:500 accurately showing -

1. Trees and hedges within and adjoining the site, their location, height, spread and type, indicating clearly which are to be retained and which are to be removed.
2. Details of proposed planting, landscape works and surface treatment, indicating the number, species, height and position of all trees and shrubs to be planted, together with the surface treatment of all roads, drives, footpaths and open spaces. Details of maintenance arrangements.

Cross Section Drawing: showing –

1. Cross sections at regular intervals – north to south across site.

Detailed Plans: normally at scales between 1:50 and 1:200 showing -

1. Plans and elevations of all proposed buildings, including garages/car ports, bin stores etc.
2. Details of the proposed facing materials and roof coverings.

APPENDIX C

EXAMPLES OF LOCAL VERNACULAR ARCHITECTURE AND NAUTICAL DESIGN

PROVISION OF CHILDRENS' PLAY AREA

General

All childrens' play areas must be designed and located in accordance with the National Playing Fields Association's (NFPA) recommendations contained within their document "The Six Acre Standard" (2001).

The following text either supplements or reinforces the NPFA's document, but does not replace the developer's obligation to comply with the recommendations as far as is practically possible.

All play areas must :

- be reasonably flat and well drained
- be sited in open, welcoming locations
- be located to allow informal supervision, for example by being overlooked by nearby houses or from well-used pedestrian routes
- be accessible by hard surfaced footpaths
- be linked as far as possible with other recreational or open spaces, footpath systems, amenity planting areas and other devices to provide maximum separation from nearby residences
- be fenced and have 2 self-closing entrance gates
- have a minimum of 2 benches, (unless otherwise specified), one litter bin and an information sign
- have seats and bins located away from fences (to deter use as a means for access into/out of the play area)
- have bins located away from entrance areas (wasps/rubbish at entrances can discourage users)
- incorporate play equipment that complies with relevant British Standards – equipment should be predominantly of steel only
- incorporate multi-coloured safety surfacing to relevant British Standards - Play tiles are preferred. Grass or loose surfacing within play areas is not permitted
- provide for children with special needs
- provide metal grills at entrances to discourage dogs
- have adequate safety measures to minimise the risk of road-related accidents and potential dangers from nearby water courses, etc.

Note: The provision of play equipment will be dealt with on a site-by-site basis. The developer shall therefore discuss particular requirements with the Local Planning Authority at an early stage.

See Masterplan (Appendix C) for material specifications.

Purchaser Awareness

All of the developer's advertising literature must show the proposed position of play areas within their site (and adjacent off site play areas where applicable). Their literature must state that they will be equipped childrens' play areas.

At the commencement of house building, a sign must be erected (and subsequently maintained) on the site of all the developer's play areas which clearly displays to prospective purchasers that it is the future site of an equipped children's play area.

Local Areas for Play (LAP's)

A LAP is a small area of unsupervised open space specifically designated for young children for play activities close to where they live. LAPs mainly cater for children up to 6 years of age, although they would attract other children in slightly older and younger age groups. LAP design shall discourage their use by older age groups by limiting their size and reducing opportunities for activities for older children.

LAP's shall be provided throughout the development in accordance with the 'Six Acre Standard' published by the National Play Fields Association. In broad terms, this will ensure that every property has a LAP within 1 minute's walking distance.

LAP's shall contain features that enable children to identify the space as their own domain, for example, a footprint trail, a mushroom-style seat, or a model of an animal or insect. They shall contain demonstrative features, rather than equipment and shall be designed to encourage informal play and social interaction. They shall also provide opportunities for children to bring and to use their own toys and games.

Traditional bench-style seating should be avoided.

LAP's shall be appropriate for low-key games such as tag, hopscotch, French cricket, or play with small toys.

It is recommended that LAP's shall have an area of around 100sq.m. It may be acceptable to reduce this area, to assist with other site constraints, providing that the LAP still meets its objectives.

A minimum distance of 5 metres must be provided between the edge of the play area and ground-floor windows of adjacent dwellings.

HIGHWAY DESIGN CRITERIA

Maximum Spacing of Speed Restraints

Access Collectors = 60 metres

Access Areas = 40 metres

Horizontal Curve Radii

Minimum horizontal curve radii = 20 metres

Traffic Visibility

Junctions; 4.5m (X) and 33 m (Y)

Vertical Range of Clear Vision; 0.6m – 2m

Stopping Sight Distance (vertical); 1.05m driver eye height to 0.6m object height.

Stopping Sight Distance (Bend Sight Line); 33 metres, measured 1.5m from channel.

In access areas, it may be acceptable to reduce visibility standards in accordance with DB32.

Adoptable visibility splays to be shown where appropriate.

Pedestrian Visibility

Pedestrian visibility splays of at least 2.4m x 2.4m must be provided on each side of vehicular accesses where they meet footways (private and adoptable) and shared surfaces. These measurements are taken from and along the highway boundary. The areas of land forward of these splays must be reduced to and maintained at a height not exceeding 0.6m above carriageway level.

Junction Radii

Typically 6 metres minimum.

Junction Spacings

Generally 30-40 metres between adjacent junctions, measured centreline to centreline. No parking spaces or access roads shall be provided within 20 metres of the Farnborough Drive.

Frontage Development

Refer to Layout Principles (Plan 2).

Materials

All to be in accordance with the Masterplan (Appendix C).

Street Lighting

To be planned as an integral part of the layout, in accordance with BS5489 and the Masterplan (Appendix C). All columns painted dark blue, in accordance with the Masterplan. (Appendix C)

Carriageway: 5 or 6 metre galvanised tubular steel column with 0.5m bracket set at 5% fitted with 35 watt SOX lighting unit with one-part photocell at 70Lux.

Footway: 5 or 6 metre galvanised tubular steel column with 35 watt SOX side-entry lantern with integral spigot adaptor for post-top mounting complete with one-part photocell set at 70Lux.

Special consideration must be given to the illumination of speed control measures.

Column style shall include embellishments in accordance with the Masterplan (Appendix C).

Pedestrians and Cyclists

All shared-use footpath/cycle tracks shall be 3.0 metres wide within a (minimum) 5.0 metre wide landscape corridor. Overall, the design of cycleways shall meet the standards set out in DDC's "Cycling in New Developments", which is available from the Directorate of Transportation and Technical Services. This document contains standards for cycle visibility splays that the developer must consider from the outset to avoid abortive work.

Footways to be 1.8 metre wide. Routes for pedestrians shall be designed and constructed in accordance with "Guidelines for Providing for Journeys on Foot" (IHT, 2000).

Verges to have a minimum width of 1 metre alongside carriageways.

Gradients

The maximum longitudinal gradient of any new estate road shall be 2.5% (1 in 40) for a distance of 20 metres from the nearside edge of the junction carriageway from which the level is taken. No junctions with other roads or accesses to driveways are allowed within that 20 metres. Thereafter the maximum gradient may be 7% (1 in 15) and the minimum gradient 1% (1 in 100). Grades shall be connected by vertical curves not less than 10 metres in length.

Cycleway gradients shall be in accordance with DDC's "Cycling in New Developments".

Footpath gradients shall comply with "Guidelines for Providing for Journeys on Foot", but should not exceed 5% (1 in 20).

Private Drives

The communal area of a shared private drive shall be constructed to a standard not less than Northamptonshire County Council's specification for heavy duty footways. Single private drives shall be constructed to a standard not less than their specification for normal duty footways.

Other

No trees to be planted within 2 metres of the carriageway. Where trees may lie in the sight line, they must have a minimum of 2 metres vertically to the base of the canopy.

Reference shall be made to DB32 for all other design criteria.

PLANS