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1. Introduction

1.1 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 sustainability, layout and design principles against which the Local Planning Authority will consider proposals;
- The works, which the developer will be required to undertake.

1.2 Prospective developers are advised that development proposals must have regard to this Development Brief if they are to receive planning permission or approval of reserved matters. This brief has been adopted by the District Council as a Supplementary Planning Document. The District Council encourages designs and uses that are consistent with this, the Middlemore Masterplan and other Local Plan policies. Sustainability and quality innovative design are a particular concern of this brief.

1.3 Developers are strongly encouraged, at an early stage, to discuss with the Local Planning Authority their initial response to this Site and Development Brief (Section 11 gives contacts). Prospective developers are also advised that all layouts submitted, including draft plans, shall clearly identify all plot numbers and their related parking plots.

Site 4 Consultation Process

1.4 A Consultation Draft of this document was placed before the District Council's Planning Committee on 12th January 2005 and Strategy Group on 13th January 2005. It was accompanied by a Sustainability Appraisal (Consultation Draft). Consultation took place on these documents for a period of 6 weeks until 4th March 2005. The consultation was in accordance with the Statement of Community Involvement. The final drafts of both documents returned to Planning Committee on 25th May 2005 and Strategy Group on 26th May 2005, with the Site 4 Development Brief being approved for final adoption as a Supplementary Planning Document under the Planning and Compulsory Purchase Act 2004 at Full Council on 28th July 2005.

Further Information

1.5 For any further information about this Development Brief, please contact :
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This document is available in large print, Braille, or on tape by request.

2. The Middlemore Development Area and Sustainable Communities

- 2.1 Daventry is an expanding town with firm proposals for further residential and business development that will create sustainable communities. It has a variety of shops and facilities, which service Daventry town and surrounding villages.
- 2.2 Daventry District is identified as part of the Milton Keynes and South Midlands Growth Area in the Sustainable Communities Plan *Sustainable Communities: Building for the Future* (ODPM February 2003). The Regional Assemblies for the East Midlands, South East and East of England produced a draft Sub-Regional Strategy for consultation in July 2003. This was followed by an Examination in March/April 2004. ODPM published a proposed changes report in October 2004, which was out to consultation until 23rd December 2004. The final Milton Keynes and South Midlands Sub-Regional Strategy was published in March 2005. This identified significant growth proposals for Daventry.
- 2.3 Development principles for the Middlemore Development Area are established in the Daventry District Local Plan (Adopted June 1997), with the framework for strategic development set out in the Middlemore Masterplan (Version 5, May 2005). The Middlemore Masterplan and Local Plan can be viewed at Planning Reception, Daventry District Council during normal opening hours.
- 2.4 Sustainability is the key theme for the Middlemore Development Area. A variety of principles have been incorporated into this Brief to help achieve this. These include promoting dwelling mix, where people can walk, cycle and access public transport services easily; using sustainable construction principles; harnessing solar power; enhancing biodiversity and promoting water efficiency.
- 2.5 An "indicative layout" for the whole area is provided in the Masterplan (Section 5, Fig. 7). This illustrates the infrastructure and open space network, along with some "notional layouts". The "notional layouts" have been designed to simply illustrate "a possible response" to each site. Reference shall also be made to the Masterplan - Figure 12, which shows the route of foul and surface water sewers crossing the site.
- 2.6 The whole of the Middlemore Development Area covers 30ha (75 acres). Land has been reserved for social infrastructure, particularly a new primary school at Site 10 and a convenience store to be provided by the developer of Site 3. 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.
- 2.7 The Middlemore Development Area 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.

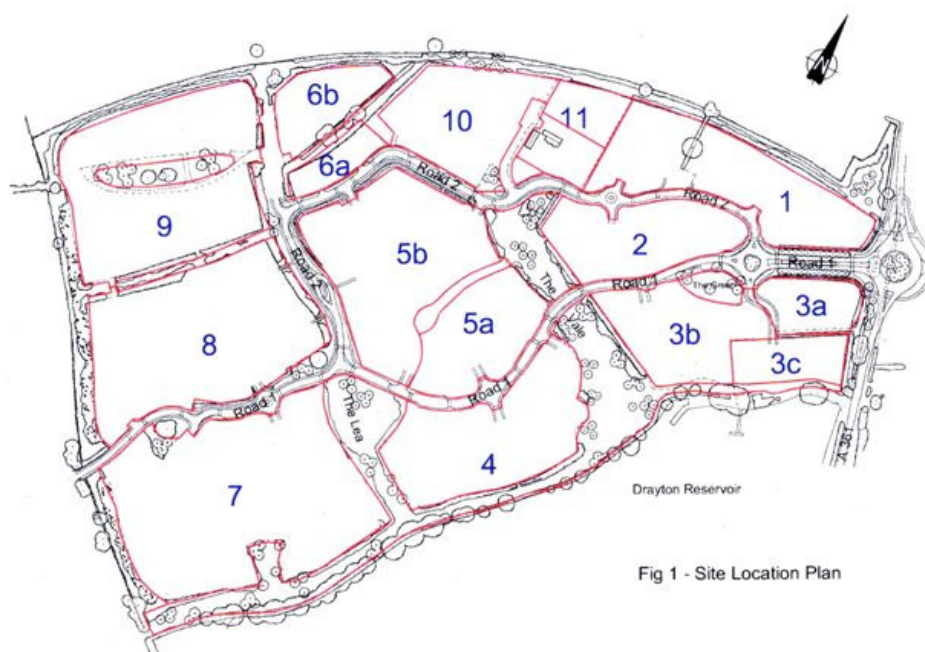
3. Ownership and Site Disposal

- 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 the adopted version of this Development Brief, as endorsed by Planning Permission (see 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 south and east boundary, existing planting will be adopted as public open space and maintained by DDC. Adjacent to the west boundary, the proposed planting will also be adopted and maintained by DDC.
- 3.5 Developers shall note and advise prospective/new residents that they will have no access or use rights to the nearby Drayton Reservoir. This will be at the discretion of British Waterways.

4. Sustainable Layout Principles (Plan 1, Plan 2 and Figure 1)

- 4.1 Site 4 covers approximately 1.73ha (4.27 acres). It has been farmed and there is no evidence of built development above ground. However, 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 also adhere to the terms of the Archaeological Watching Brief (Masterplan, Appendix F).
- 4.2 The Site lies in a prominent location at the southern edge of the Middlemore Development Area, bounded to the east by recent advanced planting and The Vale; to the west by an area of proposed planting and The Lea; to the north by Farnborough Drive and to the south by recent advanced planting adjacent to the recreational route and Drayton Reservoir. 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, with the steepest levels being adjacent to Farnborough Drive.
- 4.3 It enjoys a south facing aspect, commanding views of Drayton Reservoir. It is not within a Conservation Area and there are no environmental designations on site. However, Drayton Reservoir, which lies in close proximity to Site 4, is a designated County Wildlife Site (see para. 6.1). The site's location therefore requires development to be sensitively designed to a high environmental quality and sympathetically integrated into the surrounding landscape. In order to protect this local setting, the Local Planning Authority will set conditions to ensure that any development nearest to the reservoir cannot be further extended towards it in the future.
- 4.4 The developer is required to retain and protect existing off-site planting adjoining the boundary to the south and east (paras. 6.13, 6.16, 6.21). This advanced planting aims to partially screen the site in local views, give some landscape enclosure and create a predominantly soft effect to these areas of the site. To maximise the site's potential and local biodiversity, and to enhance the setting of the nearby County Wildlife Site, the developer shall supplement these areas with additional planting, to frame, extend and penetrate the development in the form of 'fingers' extending from this off site planting. The developer shall also introduce specimen tree planting into strategic locations of the dwelling and parking layout, wherever possible, in order to soften the impact of roof lines and built mass throughout the site.
- 4.5 The developer is required to provide Local Areas for Play (LAPs). 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. The developer must follow the guidance set out in Appendix D and The Six Acre Standard (National Playing Fields Association, 2001). It is expected that this site shall require the developer to provide at least 2 LAPs. Other local play areas are proposed off site: to the south of Farnborough Drive on The Lea, is a proposed Neighbourhood Equipped Area of Play (NEAP); off site to the north of The Vale is a proposed Locally Equipped Area for Play (LEAP) and off site to the south of The Vale is a proposed ballplay area, including a Teenage Meeting Point (refer also to Appendix D).

- 4.6 Site 4 shall be developed to create a mixed and inclusive community, by providing a choice of dwelling and lifestyle, in line with Planning Policy Guidance Note 3: Housing (DETR, 2000). There shall be a mix of size, type and affordability. The creation of large areas of similar dwellings will not be permitted (refer to Section 5).
- 4.7 It is important that the layout, architecture (in particular the roofscape and colour palette), choice and combination of materials and landscape works be designed to produce a varied, interesting, water and energy efficient development, which maximises the site's location. Development shall reflect local vernacular, character and appearance (Appendix C provides some examples) by combining these traditional elements with contemporary design. Innovative designs, which promote sustainability principles are welcomed. Design elements on a nautical/sailing/waterside theme shall be incorporated into dwellings, open space and parking areas etc nearest to the reservoir (see Appendix C for some design examples and refer to Section 5 for further details on design).



- 4.8 The layout shall create a strong frontage, terrace-style development, adjacent to the north-west boundary, to contain the outside edge of Farnborough Drive overlooking Site 5a to the north. The rest of the site shall provide a mix of dwelling types and styles at a lower density. In particular, larger plot sizes shall be provided towards the south and east boundaries. The Site shall consist of a mixture of 1, 2 and 2.5 storey dwellings taking advantage of the levels across the site. A predominantly strong hard edge appearance shall not be created adjacent to the south or east boundary. Instead, development here shall “crumble away” and be interspersed by soft landscaping (see also para. 4.4).

- 4.9 Development layout, height and design shall respect and compliment that on Site 5a. The developer shall request the details of this site from the case officer prior to undertaking their site design (see section 11).
- 4.10 Development adjacent to The Vale, The Lea and the recreation route shall be designed to provide for some surveillance over these areas. In particular, development shall provide for good surveillance over the proposed off-site ball play/Teenage Meeting Point area. It is envisaged that sympathetically positioned balconies could be a suitable design feature on this site and would assist in providing for some surveillance.
- 4.11 Gardens shall be designed to take advantage of the site's south facing aspect, wherever possible (see paras. 5.14 and 5.15).
- 4.12 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 (see also para. 4.15).
- 4.13 Landmark buildings shall define and terminate principal vistas. In particular, these shall be provided as a positive boundary feature to The Vale, The Lea, the Farnborough Drive roundabout and on sight lines from access points into the site. They may be individual or grouped buildings, which shall be of high quality, interesting design that form bold statements. Care shall be taken to ensure they are designed in sympathy with their location and the layout and design of the whole Middlemore Development Area. Oppressive or "blandly" designed buildings will not be acceptable.
- 4.14 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.
- 4.15 Crime prevention measures shall feature strongly throughout the site. In particular the developer shall enable good surveillance over open spaces, leisure and access routes, and parking areas to promote community safety. Developers shall refer to Supplementary Planning Guidance "Planning Out Crime" and further advice is also available from the Crime Prevention Design Advisor (CPDA) (see section 11). Developers shall ensure that any crime prevention measures do not compromise emergency access. Further advice may be obtained from the Station Manager, Northamptonshire Fire and Rescue, Daventry (see section 11).
- 4.16 Roads across the whole Middlemore Development Area shall be designed to 20mph standard. Developers shall ensure good access by a variety of modes to adjacent open spaces, play areas, leisure routes and access routes, and parking areas. The main access to the site shall be from the Farnborough Drive roundabout. The developer shall provide for a pedestrian/cycle access link from the site to the off site

southern recreational route (see Plan 1, 2, 3). The link onto the recreational route shall incorporate a gateway feature to permit disabled/pushchair access etc, whilst restricting motorcycle/unauthorised vehicle access. For crime prevention purposes, vehicular/cycle/pedestrian links shall not be provided in a straight/direct route leading from Farnborough Drive to the off site recreational route. In addition, the developer is required to provide a cycle link across the site to join with future tracks in The Vale and The Lea (see Plan 3).

- 4.17 Parking shall be innovative, for example providing integral garages, covered and open spaces.
- 4.18 Developers will be 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 (bus service)
 - Public Open Space (including provision and maintenance of on and off site areas, footpaths and cycle tracks)
 - Recreation (including provision and maintenance of play area equipment and contribution towards town centre recreation facilities).

5 Sustainable Design

General

- 5.1 A minimum net site density of 36 dwellings per hectare is required. The density of the site shall be highest adjacent to the north-west boundary with Farnborough Drive i.e a strong frontage, terrace-style development with an articulated roofline shall be provided. Lower density development incorporating a mixture of dwelling types e.g bungalow, house, flat shall be provided across the remainder of the site, with larger plot sizes required towards the south and east boundaries.

Affordable Dwellings

- 5.2 Affordable Housing Surveys and needs evidence results reveal the need for dwellings to meet identified needs. There is a requirement for 20% of the total dwellings on the site to be affordable.
- 5.3 The needs evidence shows a need for 435 affordable dwellings in Daventry Town for the period 2004-2007, of which 363 shall be rented and 72 shared ownership/low cost dwellings. Based on existing planning commitments, the evidence currently indicates a shortage of 327 rented dwellings and an oversupply of 13 shared ownership/low cost dwellings. When providing the affordable dwelling requirement, developers are encouraged to address the identified needs of the town. Developers are also encouraged to discuss the identified needs with their Registered Social Landlords partners.
- 5.4 Affordable dwellings 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. In order to contribute to the needs identified by the current Daventry Town Housing Needs Profile, of the 20% on site affordable dwelling provision required, the provision of two-thirds of this as 2 bed bungalows and one-third of this as 3 bed houses is considered to be appropriate and the preferred provision for this site. Affordable dwellings shall not be concentrated in one location, but shall be pepper-potted across the site.
- 5.5 The affordable dwelling element will be secured through a Section 106 legal agreement.

Design Statement

- 5.6 Applications for planning permission or reserved matters approval shall be supported by a Design Statement setting out clearly and concisely how the design, layout and landscape requirements of this Development Brief have been incorporated into proposals for the site.

Building Style and Efficiency (see also Section 4)

- 5.7 Dwellings with a mixture of 1, 2 and 2.5 storeys shall be provided. All are required to be high quality, sustainable designs that create visual interest. The developer shall reflect local vernacular, character and appearance by combining these traditional elements with contemporary design. Whilst not a local characteristic, weatherboard is considered to be a suitable design style to incorporate on Site 4. The developer shall

sympathetically incorporate weatherboard design in 15% of buildings on Site 4 to create visual interest, particularly towards the south of the site (see also para 5.12). It is envisaged that the developer may wish to use weatherboarding to clad an entire dwelling or may wish to use it to partially clad a dwelling to create a design effect i.e combined with brickwork or rendering. Appendix C provides some examples.

5.8 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 chimneys.

5.9 Sustainable development is a key objective for the Middlemore area. Developers are required to demonstrate that they have adopted sustainability principles and this shall be evidenced in the Design Statement submitted with the submission for full planning application or reserved matters approval.

Sustainability principles that developers are required to adopt include:

- Use natural resources efficiently.
- Use recycled and salvaged construction materials, wherever possible.
- Use natural materials sustainably, for example any wooden windows, timber cladding etc shall be sourced from sustainably managed woodlands/forests.
- Reduce pollution, for example use locally sourced materials to reduce transport impact.
- Make best use of natural lighting, ventilation and solar gain, for example dwellings shall be designed and sited to take advantage of the natural south facing aspect of the site. It shall be noted that this does not mean that all front elevations shall be south facing.
- Provide and promote energy efficient homes, for example the developer shall provide 2 dwellings with photovoltaic systems and a further 15% of dwellings with solar thermal systems. The developer is advised that DDC provide sustainable energy information and offer energy grants (see Section 11).
- Protect and increase biodiversity, for example the developer shall incorporate bat bricks in 10% of dwellings and swift bricks within a further 10% of dwellings. It is envisaged that dwellings nearest to the reservoir would be the most appropriate to incorporate these (see also Section 6). Developers are also required to provide information about the bricks and the relevant wildlife legislation to the new residents of dwellings containing the bat and swift bricks.
- Provide and promote water efficiency measures. The developer shall reduce per capita water consumption by 20%, for example by incorporating high efficiency

fittings, low or dual flush cisterns, spray taps, greywater recycling schemes. In addition, each dwelling shall be provided with a waterbutt. Where any flats are provided with a communal garden, these shall be supplied with a communal water butt.

- Waste shall be minimised and no hazardous waste shall be produced during site development. Any waste produced from the development must be reused, recycled or disposed of in accordance with waste management legislation and the Duty of Care.

5.10 Dwellings shall be designed to provide good security, surveillance and reduced fear of crime (see para. 4.15).

5.11 Facing materials shall be selected for attractive appearance and durability. Materials shall contribute to an overall theme, rather than be too starkly contrasting. At the detailed level, materials may vary between dwellings, but there shall be overall harmony.

5.12 Bricks and plain tiles/slates shall be the predominant external materials. However, up to 10% of buildings shall be rendered and 15% of buildings shall incorporate weatherboard design. Bricks shall be selected from red and red/brown ranges, with roofs of brown or grey. Rendering shall be off-white, while weatherboarding shall be off white, cream or Old English white. Brilliant white will not be acceptable. Weatherboarding shall be timber or concrete fibre. PVCu weatherboard will not be acceptable. New innovative materials, which promote sustainability principles are strongly encouraged and will be actively considered. The colouration of all dwellings shall have regard to and compliment the existing dwellings within the Middlemore Development Area. Colours shall blend and be sympathetic to the local setting, in order to reduce visual impact in distant views. Colours shall generally be "earth colours" and of a lighter tone where dwellings abut open space and/or are in close proximity to Drayton Reservoir, in order to enhance light reflected and avoid an oppressive feel.

5.13 Any design features, for example steps, railings etc shall not compromise adoptable areas. Consideration and allowance for such features shall be made at the initial design layout stage.

Gardens

5.14 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, although larger gardens shall be provided towards the south and east boundaries.

5.15 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.

- 5.16 The boundaries between public and private space shall be clearly delineated. In order to prevent public open space from being incorporated into private garden areas in the future, planning conditions will be set in place.

Means of Enclosure

- 5.17 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)

- 5.18 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. Where car ports are proposed, the Council may impose planning conditions to remove the appropriate permitted development right to install doors to the vehicular opening of the car port in the interests of highway safety. Cycles and powered-two-wheelers shall be accommodated within the curtilage of the property, wherever possible (see para. 7.31). Parking areas shall be overlooked by dwellings, attractively landscaped and well lit (see paras. 4.15 and 7.24).
- 5.19 Car parking which results, on average, in more than 1.5 off street parking spaces per dwelling will not normally be permitted. The Council will impose planning conditions to remove the appropriate permitted development rights that would provide additional off-street parking for a dwelling, that would result, on average, in development with more than 1.5 off-street car parking spaces per dwelling.

Waste

- 5.20 In terms of domestic waste, the Council operates a curtilage collection of wheeled bins and recycled boxes, in pursuance of Government policy set out in Waste Strategy 2000 - England and Wales (DETR, 2000). Residents are issued with 2 240 litre wheelie bins and 2 kerbside boxes. Residential development shall be designed to incorporate sufficient space to accommodate bins and boxes out of public view and shall provide

suitable access to enable bins to be easily wheeled over a short distance to the public highway for emptying. Where flats are to be provided, the District Council require provision of 1100 litre communal bins per 4 flats (based on 2-bed units) and sufficient capacity to allow the separate collection of recyclable and compostable items. Communal bins are to be stored in well-designed, secure, convenient and accessible bin stores. Section 11 provides contact details for further information.

Water

- 5.21 Developers are advised that Anglian Water's Operational Standard is that "Pressure at no less than 10 meters head shall be maintained to all customers at the boundary stop tap at a minimum flow rate of 9 litres a minute". Further advice re- water provision may be obtained from Anglian Water (see section 11). In addition, developers are advised that permeable paving and ground surfaces shall be incorporated across the site and developers shall ensure that they meet the requirements set out under "Flood Risk" - see Section 8.

6 Biodiversity, Open Space and Landscape Works

Biodiversity

- 6.1 Drayton Reservoir, closely adjacent to Site 4, is a County Wildlife Site. This is a local designation, which highlights significant wildlife sites in Northamptonshire. Consultants carried out a wildlife/habitat survey of the Middlemore Development Area in July 2000 – further details can be found on the Masterplan CD. That survey provided an initial indication as to what species were present or may be affected by development in the area and suggestions for mitigation. The developer is required to carry out an Ecological Survey for Site 4 and provide an Environmental Statement. This should include, for example the identification of habitat(s) and species on site, any mitigation proposed and how the developer plans to enhance biodiversity across the site.
- 6.2 Developers are required to retain and enhance biodiversity on site. This may be achieved in a variety of ways through, for example incorporating native, wildlife-friendly species into landscape works in private and public spaces, and providing suitable habitats, such as incorporating bat and swift bricks into dwellings. Further details and requirements regarding biodiversity are highlighted throughout this brief.

Open Space and Landscape Works - General

- 6.3 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.
- 6.4 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.
- 6.5 The developer's landscape works shall demonstrate the integration of dwelling 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.
- 6.6 Wildlife-friendly species shall be incorporated throughout the site.
- 6.7 The location of adoptable areas shall, as far as possible, avoid the need for retaining walls. If they are needed, these shall be kept to a maximum height of 1 metre. The developer shall also ensure that sufficient access is provided to them, to enable DDC to undertake future maintenance work.
- 6.8 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

- 6.9 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.
- 6.10 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.
- 6.11 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

- 6.12 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 groups of dwelling 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.
- 6.13 Existing planting generally has long life expectancy and is to remain unaltered by the developer (see para. 4.4).
- 6.14 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.
- 6.15 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 D).

Public Open Spaces, including Play Areas

- 6.16 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 para. 4.4). Where building and/or related enabling civil engineering or ground works fall within this zone, the developer shall liaise with DDC Development and Property Team to agree measures that ensure damage to planting and the period of disruption is reduced to a minimum.
- 6.17 The developer is required to provide a minimum of 2 LAPs on site (see para. 4.5) and contribute towards off site open space maintenance and recreation provision (para. 4.18).

Handover of Public Open Space, Play Area and Landscaped Areas

- 6.18 Developers will be required to enter into a Landscape 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.
- 6.19 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.
- 6.20 A lump sum is payable to DDC at handover to pay for future maintenance.

Retention and protection of existing planting

- 6.21 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. In order to protect planting on the site, 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 during the construction period. 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 Development and Property Team.

Protection of waterways

- 6.22 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 **Sustainable Transport** (see also Appendix E)

General

- 7.1 The developer's attention is drawn to the 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 20mph Zone. 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. Traffic calming shall form an integral part of the developer's layout and shall avoid the appearance of being contrived or superimposed. 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. The developer shall refer to Supplementary Planning Guidance – Parking (NCC, March 2003) for current parking standards and requirements.

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 be 5.5 metres.

Access Areas

- 7.13 Access areas may normally serve up to around 25 dwellings in locations without through traffic (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. There shall be no driveways or parking bays within the first 10 metres of a shared surface.
- 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 and these shall typically be bound by a dropped kerb with a 40mm face.
- 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 All structures must be set back a minimum of 2.5m from the edge of shared surfaces.

Private Drives

- 7.20 All private drives connecting to development or access collectors must be provided with on-site turning facilities to allow vehicles to enter and exit in forward gear.

Shared Private Drives

- 7.21 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.
- 7.22 The layout of private drives shall permit safe and convenient access. Situations where it is necessary to reverse excessive distances along the highway shall be avoided.

- 7.23 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. 4.15 and 5.18)

- 7.24 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.

- 7.25 Spaces shall be within 20 metres of the dwellings that they serve and clearly allocated.

Casual Kerbside Parking

- 7.26 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 within the adoptable highway area; visitor spaces within private areas will not count towards this requirement.

- 7.27 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. Visitor bays positioned at right angles to, and set back from, the shared surface will tend to fulfill this criteria although such bays must not obstruct visibility from driveways, cycle tracks, etc., or forward visibility splays. They shall also not conflict with pedestrian or cycle routes. Bays must have a minimum 1m overhang strip to the rear.

- 7.28 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 or refuse access etc.

Dedicated Parking Provision

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

Driveways & Parking Spaces

- 7.30 Driveways and parking spaces serving single dwellings must have a minimum width of 2.4 metres. It is not acceptable to provide "half-length" driveways in front of garages or carports.

Cycles and Powered-Two-Wheelers

- 7.31 These shall be accommodated within the dwelling, for example in a garage. Where a garage is not provided, these shall be accommodated in a well-surveyed area, with secure hitching rails. These shall be located conveniently adjacent to the dwelling. A minimum of 1 cycle space per unit and 1 powered-two wheeled space per 25 car parking spaces shall be provided.

Unadoptable Private Footways alongside Trafficked Areas

- 7.32 The developer shall 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 (see also para. 4.16)

- 7.33 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 shall 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 DDC Development and Property Team. The design of pedestrian routes shall comply with the principles set out in Providing for Journeys on Foot (IHT, 2000).

Bus Links (Plan 3)

- 7.34 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. The closest bus stops to Site 4 are on Farnborough Drive at The Green and The Lea. Developers shall be required to contribute towards provision, and this will be secured through a Section 106 legal agreement.

Construction

- 7.35 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 DDC Development and Property Team.

8 **Obligatory Works**

8.1 In addition to the specific site requirements highlighted throughout this Development Brief, the developer shall also adhere to the following:

Agreements

- 8.2 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 |

Flood Risk

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	0.69 ha
Maximum Discharge	96 litres/ second for a 1 in 2 year storm

Foul Water

Maximum Discharge	2.8 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. Sustainable drainage systems shall be incorporated, where possible. Further guidance can be found in "Sustainable Urban Drainage Systems: A Manual of Good Practice" (CIRIA/C523) and "A Design Manual for England and Wales" (CIRIA/C522). Advice on sustainable drainage techniques may also be sought from the Environment Agency, Highways Authority and water undertakers. Confirmation of discharges are to be supplied to DDC Development and Property Team.

- 8.5 Developers shall note that the maximum runoff figure given for Site 4 in Section 8.4 relates to the allowable discharge for the site within the context of the whole Middlemore Development Area. Individual sites drain to a network of sewers and appurtenant flow attenuation measures that have been designed to limit ultimate runoff from the development to within the limits identified in the Flood Risk Assessment. Runoff from Site 4 and other sites is controlled downstream at two flow attenuation facilities; one on the Middlemore Development Area, which maintains a controlled flow into Drayton Reservoir and one off site that limits discharge to an existing public sewer. Although the figure for Site 4 appears to be in excess of the allowable discharge when viewed in isolation, it shall be considered as one element of the design model for the Middlemore Development Area as a whole. In addition, the allowable discharge figure is intended to allow individual developers to make an informed decision on the consequences of increasing site densities above the recommended minimum.
- 8.6 The developer is required to construct a surface water outfall to the existing swale that lies parallel to the south-eastern site boundary (off site).

9 Services (Masterplan, Section 8)

- 9.1 The following services currently terminate at the site's access road, off the Farnborough Drive Roundabout:
- Gas
 - Water
 - Telecoms (ducting to site only)

Electricity terminates at the Farnborough Drive footpath, adjacent to Site 4.

A foul sewer crosses the site in a south-easterly direction from the roundabout on Farnborough Drive. Spurs have been provided at manholes for the connection of site sewers.

- 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 (para. 5.20 and Masterplan, Appendix B). The developer may, for example be required to provide for water hydrants on site to meet the needs of emergency vehicles.

Private Services

- 9.4 Dwelling layouts shall aim to minimise the extent of private services (e.g drains) laid 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 across the Middlemore Development Area 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 shall be submitted to DDC 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 Developers shall note that due to its geology, Daventry District is a Radon affected area (see Masterplan, Section 5). Full Radon Precautions shall therefore be provided to new dwellings unless Geological Assessment, in accordance with the recommendations of the Buildings Research Establishment (BRE) Report BR211 "Radon: Guidance on Protective Measures for New Dwellings" reveals that a lower level of radon protection is acceptable. Developers shall seek the advice of their Building Control Body, who can provide more guidance (see Section 11).
- 10.7 Site 4 was previously used for arable farming. It slopes in a south-easterly direction at approximately 1 in 10 (10%), but the slope is steeper adjacent to Farnborough Drive and varies up to 1 in 5 (20%).
- 10.8 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).
- 10.9 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.

Daventry District Council Tel: 01327 871100 (switchboard)

Middlemore Masterplan Steve Whelton (Engineer)

Development Brief Karen Britton (Senior Planning Officer)

Planning Application Georgina Harrison (Planning Officer) (*Site 4 Case Officer*)

Energy/Grants Dave Malone (Energy Advice Officer)

Building Control Reza Saneie (Building Control Principal)

DDC Refuse Enquiries Tel: 01327 300001

Planning Out Crime Mick Downing Crime Prevention Design Advisor
Tel: 01327 397927 (CPDA)

Supplementary Planning Guidance "Planning Out Crime" is available to view on :
www.northamptonshire.gov.uk/Environment/SPG

Supplementary Planning Guidance "Parking" is available to view on :
www.northamptonshire.gov.uk/Environment/SPG

Emergency Enquiries Tel: 01604 797004 Andy Hopkinson - Station Manager
Northamptonshire Fire and Rescue,
Daventry

BRE (Radon) Tel: 01923 664000 Switchboard

Environment Agency Tel: 01903 832073 (National Water Demand Management
Team)

Anglian Water Tel: 01480 323808

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/Sailing/Waterside Design
- D. Provision of Children's Play Areas
- E. Highway Design Criteria

Plans

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

APPENDICES

APPENDIX A

APPENDIX B

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 issues at an early stage. All layouts submitted, including draft plans, must clearly identify all plot numbers and their related parking plots. Layouts shall also identify which dwellings will incorporate the affordable element, bat and swift bricks, and solar systems.

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, Design Statement and Ecological Survey with accompanying Environmental Statement 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 etc

APPENDIX D

PROVISION OF CHILDREN'S PLAY AREAS

General

All childrens' play areas must be designed and located in accordance with the National Playing Fields Association's (NPFA) 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 dwellings 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 shall 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
- comply with the provisions of the Disability Discrimination Act 1995.

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 any nearby adjacent off site play areas). 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 shall 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.

Local Equipped Areas for Play (LEAP's)

A LEAP is an unsupervised play area, catering mainly for children aged 4 to 8, although consideration shall also be given to younger and older children. It shall offer at least 5 types of play equipment.

LEAP's shall have an area of around 400sq.m.

A minimum distance of 20 metres shall be provided between the edge of the play area and the boundary of the nearest residential property.

Double access maintenance gates and two individual self-closing pedestrian gates shall be provided.

Neighbourhood Equipped Areas for Play (NEAP's)

A NEAP is an unsupervised site servicing a substantial residential area, equipped mainly for older children (8-14 yrs), but with opportunities for play for younger children. A NEAP shall typically have an area of around 1000 square metres and a minimum of 8 types of play equipment. Where a LEAP and a NEAP are to be combined, these requirements will be reduced and will ultimately be dependent on the approved layout. A minimum distance of 30 metres shall be provided between the edge of the play area and the boundary of the nearest residential property. Double access maintenance gates and two individual self-closing pedestrian gates shall be provided.

Teenage Meeting Point and Ballplay Area

This is an area of public open space aimed to provide a place for teenagers to “hang out”. It is envisaged that it shall incorporate a seating area (youth shelter) where young people can meet and a ballplay area e.g basketball court. Teenagers will be actively engaged in the process of deciding what to provide.

For information - Daventry District Council will be providing the off site LEAP, NEAP, Teenage Meeting Point and Ballplay Area mentioned in para. 4.5 (see also Masterplan, Fig.10).

APPENDIX E

HIGHWAY DESIGN CRITERIA

Maximum Spacing of Speed Restraints

Access Collectors = 60 metres

Access Areas = 40 metres

Horizontal Curve Radii

Minimum horizontal kerb radii = 20 metres

Traffic Visibility

Junctions; 4.5m (X) and 33 m (Y) including roundabouts.

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 on all layouts.

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 maintained at a height not exceeding 0.6m above carriageway level.

Junction Radii

Typically 6 metres minimum.

Junction Spacings and Turning Heads

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

Daventry District Council operate a fleet of refuse vehicles with lengths of up to 12 metres. It is important that the highway layout takes this into account to enable refuse vehicles to easily and safely move around and through the area without the need for excessive reversing or shunting.

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.

Footpaths & Cycle Tracks: hinged 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 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 DDC Development and Property Team. 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 shall 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