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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 obligatory 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 was adopted by the District Council as a Supplementary Planning Document on 1 March 2007, and as such, it is a material consideration in determining planning applications. The District Council encourages designs and uses that are consistent with this, the Middlemore Masterplan and other planning policies. Sustainability and high quality design are a particular concern of this brief.
- 1.3 Developers are strongly advised to discuss with the Local Planning Authority their initial response to this Site and Development Brief at an early stage (Section 11 gives contacts). Developers shall note that at the time of preparation of this Brief, it was unconfirmed as to whether the Planning Application will be dealt with by Daventry District Council or the West Northamptonshire Development Corporation. Developers are therefore advised to initially contact the District Council as the first point of contact. All layouts submitted, including draft plans, must clearly identify: all plot numbers and their related parking plots; which plots are affordable housing; which have chimneys; which have renewable energy schemes and what types; bat tubes; stone; render; brick etc; house types; storey heights.

Consultation

- 1.4 A Consultation Draft Development Brief was placed before Planning Committee on 15 November 2007 and Strategy Group on 23 November 2007. It was accompanied by a separate Sustainability Appraisal (Consultation Draft). Consultation took place with organisations and local residents on these documents for a period of 6 weeks until 12 January 2007. These documents returned to Strategy Group on 15 February 2007. The consultation was in accordance with the Council's Statement of Community Involvement. Full Council approved the document for Final Adoption on 1 March 2007. A copy of the report of consultation is available on the District Council's planning website or from Daventry District Council on 01327 302559.

Monitoring

- 1.5 The Development will be monitored in the following way:
- The proposals will be monitored on an annual basis as part of the Annual Monitoring Report for the Daventry Local Development Framework;
 - The process of the control of development through planning applications, applications for approval of reserved matters and controls on the use of materials

secured by planning condition, will assist with monitoring, along with the submission of an Access Statement and Design Statement. An Environmental Statement and an Energy Statement shall also be prepared and these shall be submitted in the form of 2 separate and clear sub-sections within the Design Statement.

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 housing 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 Development principles for Middlemore are established in the Daventry District Local Plan (Policy HS4) (Adopted June 1997), with the framework for strategic development set out in the Middlemore Masterplan (Version 7, July 2006). Daventry District Local Plan and the Middlemore Masterplan can be viewed at Daventry District Council during normal opening hours. The Local Plan is also available at: http://www.planningportal.gov.uk/wps/portal/genpub_DevelopmentPlans
- 2.3 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 Spatial Strategy for the East Midlands (March 2005)*, Milton Keynes and South Midlands Sub-Regional Spatial Strategy (March 2005), the Review of the Regional Spatial Strategy (October 2005) and the Review of the East Midlands Regional Plan to 2026 (October 2005) include significant growth proposals for Daventry. *Developers may wish to refer to the Regional Spatial Strategy policies 4,18,27,28,32,33,36,38,39,42,44)
- 2.4 Sustainability is the key theme for the Middlemore Development Area (MDA). A variety of principles have been incorporated into this Brief to help achieve this. These include, for example promoting a housing mix, where people can safely and easily walk, cycle and access public transport services; using sustainable construction materials; improving energy efficiency and waste minimisation; enhancing biodiversity and promoting water efficiency.
- 2.5 An indicative layout for the whole Middlemore area is provided in the Masterplan (Section 5, Fig. 7). This illustrates the infrastructure, open space network and notional layouts, which were designed to demonstrate "a possible response" to each site, when the area was first considered. The developer is not expected to mimic these notional layouts. Reference shall also be made to the Masterplan - Figure 12, which shows the route of foul and surface water sewers serving and crossing the development area.
- 2.6 The whole of the Middlemore Development Area covers 30ha (75 acres). Its location in relation to the town is identified in Appendix G. 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 Grand Union Canal to the north; and Daventry Country Park just over a mile to the south-east. The nearest existing retail, education and medical 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 as varied by DA/2005/0653. Copies are 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 (Appendix B).
- 3.2 The site highway layout, excluding private roads and drives, is to be adopted by 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 A number of the site boundaries are contiguous with areas of open space, which have been or will be landscaped in the future. These areas will be adopted as public open space and maintained by DDC. *(They are identified on drawing A453/64 Contract Plan as part of the site sale documentation).*

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

- 4.1 Site 6 is divided into two distinct areas (A and B). Area A covers 0.30 Ha (0.74 acres) in size and Area B is approximately 0.60 Ha (1.48 acres). A mature hedgerow physically divides these two areas. 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 adhere to the terms of the Archaeological Watching Brief (Masterplan, Appendix F).
- 4.2 The Site lies towards the northern edge of the Middlemore Development Area, bounded by the bridleway/recreational route to the north, Claydon Road to the west; the Site 10 school site to the east. Site 5b lies just across Hidcote Way, which bounds the site to the south. An avenue of trees is to be planted in the verge between Site 5b and Site 10. 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 towards the eastern part of the site.
- 4.3 Site 6 lies at the highest point of the MDA. Area B faces a primarily northern direction with extensive long views towards Braunston and countryside to the north. Area A is primarily south facing. Site 6 is not within a Conservation Area and there are no environmental designations on site.
- 4.4 It should be highlighted that the Middlemore Masterplan sets out the strategic framework for the provision of green infrastructure across the MDA. In addition, the Northamptonshire Green Infrastructure Strategy (November 2006) (www.rnrp.org) highlights the Daventry Spur Sub Regional Corridor and enhancement of green space on the northern perimeter of the town. For Site 6, the developer is required to retain and protect any existing off-site planting adjoining the boundary (paras. 6.13, 6.16, 6.20). This advanced planting aims to partially screen the site in local views, give some landscape enclosure and create a predominantly soft boundary effect to these areas of the site. It also provides wildlife corridors and habitats. To maximise the site's potential, the developer shall supplement these areas with additional planting, particularly to the north and north-east boundary of the site, to frame, extend and penetrate the development in the form of 'fingers' extending from the off site planting and to link to this green infrastructure. The developer shall also introduce specimen tree planting into strategic locations of the residential and parking layout, wherever possible, in order to soften the impact of roof lines and built mass. Plan 1 also illustrates locations of lighting columns to assist in the design of planting schemes (refer also to SPG Planning Out Crime in Northamptonshire page 55 (NCC, Feb. 2004).
- 4.5 The Developer shall also provide green infrastructure off site: they shall provide a rustic bench to the north-east in the open space. The specification will be supplied by DDC; in addition they are required to provide landscape works adjacent to the Site 6 boundary, to the north-west. Again, the design shall meet the specification that will be supplied by DDC.

- 4.6 The developer is required to 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. 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 1 LAP (para. 6.15). Other local play areas are proposed off site to the north of The Vale (a LEAP) and The Lea (a NEAP). To the south of The Vale is a proposed ballplay area. Appendix D provides more details about play facilities.
- 4.7 Site 6 shall be developed to create a mixed and inclusive community, by providing a mix of dwelling size, type and affordability. The creation of large areas of similar housing will not be permitted (refer to Section 5).
- 4.8 Area A shall create a vertical terrace effect to the hillside. This will reduce the visual impact of the development and make the best use of natural light/heat and associated reduction in energy use. Area B shall be created on a courtyard design to minimise the impact of cool northerly winds and again associated energy use. Developers shall note that the location of illustrations on Plan 2 in terms of these features is indicative.
- 4.9 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, interesting and sustainable development, which maximises the site's location. Development shall incorporate and reflect local design characteristics (Appendix C provides examples, as does the Masterplan (Section 5). New innovative designs, which combine local design characteristics with strong sustainability principles will be encouraged. Further details about the site design requirements are contained in Section 5.

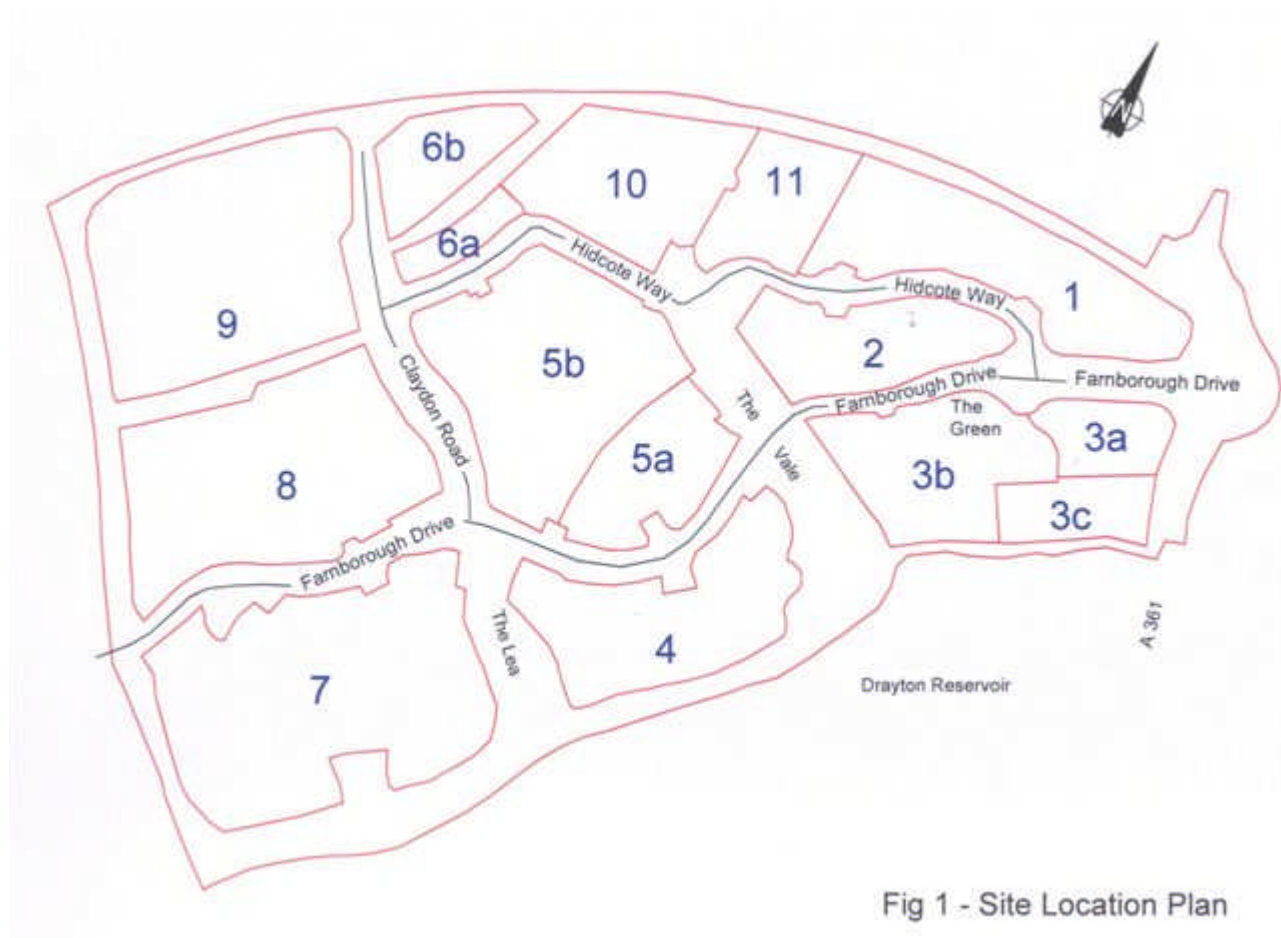


Fig 1 - Site Location Plan

4.10 The developer is required to retain the mature hedgerow running north-east to south-west, which lies between Areas A and B. This shall be achieved by incorporating it into the highway design layout, for example as a verge border or footway border feature. The removal of a small section of the hedge will be permitted, as this will be necessary to enable the only access point in to the whole of Site 6 (off Clayton Road) to be routed in to Areas A and B. The location and amount of hedgerow removal should be discussed and agreed with the Local Planning Authority during the early preparation of plans for the Site. Other existing on site planting/hedgerows shall be incorporated into the developer’s design wherever possible.



Mature hedgerow splitting areas A and B to be retained

- 4.11 The developer shall provide a creative frontage on Area B overlooking Claydon Road. Creative frontages will be achieved by locating buildings adjacent to the pavement edge. These shall reflect the curvature of the road and changes in levels. This is a local, vernacular layout, which provides a strong streetscape. However, to provide variety in the street scene, the developer may choose to incorporate within this layout some dwellings having small landscaped spaces between the building and the pavement edge. These shall be a maximum of 1 metre in depth and act as a small “threshold space” to the dwelling. The creative frontage development shall be attractively designed so as not to provide an overbearing feeling. This shall also be designed to ensure the protection and enhancement of the long, distant views out of the MDA towards the north.



Long distance views out of the MDA to be protected and enhanced

- 4.12 Due to the Site’s height and location, the Developer is required to create an interesting skyline feature that will contribute to the overall character and act as a MDA landmark feature. This might be a clock tower or turret design, for example. It shall reflect local vernacular architecture and provide a wildlife habitat, for example through incorporation of bat bricks. It shall be located within Area B close to both the entrance in to the site and Claydon Road.

- 4.13 Site 6 shall consist of a mix of 2 and 2.5 storey dwellings. 3 storey dwellings will not be acceptable. An exception to this will be the landmark feature, which may be up to 3.5 storeys high. It should be noted that only the landmark feature itself may be this high i.e if this feature forms part of a dwelling/unit, that dwelling/unit shall remain no more than 2.5 storeys in height.
- 4.14 Development layout, height and design shall respect that on Site 5b. The developer shall request the details of Site 5b area from the planning application case officer (see section 11) prior to undertaking their site design.
- 4.15 The layout on Area B shall provide for good surveillance of the off-site bridleway/recreation route; the off-site open spaces to the north-east and north-west and the on-site LAP(S), footpaths and parking areas.
- 4.16 A pedestrian link shall be provided to connect Site 6 to the off-site north-east open space and bench.
- 4.17 Gardens shall be designed, wherever possible, to take advantage of the site's south facing aspect.
- 4.18 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.
- 4.19 Landmark buildings shall define and terminate principal vistas. These will act as strategically placed reference points, in order to improve people's ability to orientate themselves within the Middlemore Development Area. Landmark buildings may be either individual or grouped buildings, which shall be of high quality design and act as focal points in the streetscape. This does not mean that they are to be overly dominant and/or tall buildings. In particular, landmark buildings shall be provided on main access points into the site and key corner points along Claydon Road and Hidcote Way, and terminate principle vistas, including those looking in to the site from the off-site bridleway/recreation route.
- 4.20 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 (para 5.17).
- 4.21 Crime prevention measures shall feature strongly throughout the site. In particular the developer shall enable good surveillance over open spaces, leisure and access routes, parking areas and bus stops to promote community safety. Developers shall demonstrate in the Design Statement how they have adopted the principles of

Supplementary Planning Guidance “Planning Out Crime” and that they have consulted the Crime Prevention Design Advisor (CPDA) (see Section 11). Developers shall ensure that any crime prevention measures do not compromise emergency access. Further advice on this may be obtained from the Station Manager, Northamptonshire Fire and Rescue, Daventry (see Section 11).

- 4.22 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 is from Claydon Road. In particular there shall be a good access link provided to the off-site open space to the north-east.
- 4.23 Parking shall be innovative, for example providing integral garages, covered and open spaces.
- 4.24 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 (recently established bus service linking Middlemore to the town centre)
 - Public Open Space (including provision and maintenance of on and off site areas, footpaths and cycle tracks)
 - Recreation (including provision and maintenance of play equipment and contribution towards town centre facilities).

5 Sustainable Design

General

5.1 The minimum net site density shall be Area A 30 dwellings per hectare (i.e a minimum 9 dwellings) and Area B 35 dwellings per hectare (i.e a minimum 21 dwellings). Development shall incorporate a mix of dwelling types across the site.

Affordable Housing

5.2 Affordable Housing Surveys and needs evidence results reveal the need for housing to meet identified needs. The whole MDA has an affordable housing requirement of 29%. Each site has then been allocated an element of affordable housing, to ensure that when added together all sites will achieve the total 29% requirement. On Site 6, therefore there is a requirement for 35% of the total dwellings on the site to be affordable. One-third of these are to be provided on Area A and two-thirds on Area B.

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 housing requirement, developers are required to address the identified needs of the town, hence developers are required to provide rented affordable housing accommodation. Developers are also encouraged to discuss the identified needs with their Registered Social Landlords partners.

5.4 Affordable housing shall be designed to Housing Corporation Development Standards, to the same high quality design as other residential development on the site, as specified in this brief. Affordable housing shall not be concentrated in one location, but shall be pepper-potted across the site. In order to contribute to the needs identified by the current Daventry Town Housing Needs Profile, of the 35% on site affordable housing provision required, the appropriate and preferred provision for this site is set out below:

The needs assessment specifies that all of the 1-bed flats be provided as social rented, with 50% of the 2-bed flats and 50% of the 2-bed houses provided as social rented accommodation - the remaining 50% of each type respectively to be provided as Homebuy.

% of Affordable Dwellings	Type of Dwelling
40%	2-bed houses
20%	1-bed flats
40%	2-bed flats

5.5 The affordable housing element will be secured through a Section 106 legal agreement.

Access and Design Statements

- 5.6 Applications for planning permission or reserved matters approval shall be supported by an Access Statement and a Design Statement setting out clearly and concisely how the design, layout, landscape and sustainability requirements of this brief have been incorporated into proposals for the site. The Design Statement should also contain information on how the developer has considered health and crime issues within their proposals.

Building Style and Efficiency

- 5.7 Dwellings with a mixture of 2 and 2.5 storeys shall be provided (see para. 4.10). Development of 3 storeys or higher are not acceptable, apart from the landmark feature (para. 4.13). All are required to be high quality, innovative designs that create visual interest. These shall incorporate and reflect local design characteristics (see Appendix C). The developer shall refer to and reflect these architectural details within their residential designs. New innovative designs, which combine local design characteristics with strong sustainability principles will be welcomed, for example those incorporating innovative energy saving/ renewable energy measures.

- 5.8 The skyline is particularly important and visible 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 advised to refer to The National Green Specification and the Energy Savings Trust for ideas and information www.greenspec.co.uk and www.est.org.uk respectively. Developers will be required to demonstrate that they have adopted sustainability principles and this shall be clearly evidenced in the submitted Design Statement (para. 5.6). In addition, the developer will be required to provide a "Sustainable Showhome" on site (para. 8.4 and Appendix F).

- 5.10 The following points highlight the minimum sustainable development standards that the Developer is required to incorporate:

- Use all resources efficiently. The developer shall have in place a recognised Environmental Management System and pay particular attention to sustainable procurement and the chain of suppliers
- Use local materials wherever possible, in order to provide materials sympathetic to the local area, reduce vehicle miles and pollution and stimulate local employment

continued...

- Use recycled and salvaged construction materials, wherever possible. In addition, developers shall highlight what measures are to be taken in clearing the site and construction to minimise waste generation, management and disposal. Where any “waste” is produced during clearance and construction, a re-use should be found for it on or off-site, and if this is not possible make every effort to recycle
- Use materials from sustainable sources, for example any wood products must carry a sustainability certificate, such as the Forest Stewardship Council (FSC) certificate (or equivalent)
- Use sustainable natural materials, for example wooden windows, timber cladding etc shall be used, rather than UPVC
- Make use of natural lighting, ventilation and solar gain - Dwellings shall, for example be designed and sited to take advantage of the natural south facing aspect of the site. South-facing windows, for example shall generally be larger, whilst north-facing windows shall generally be smaller to increase solar gain/ reduce heat loss. It shall be noted that this does not mean that all front elevations shall be south facing
- Promote energy efficiency and reduce carbon dioxide emissions. Residential development of 10 or more dwellings shall achieve Code Level 3 of the Code for Sustainable Homes (DCLG, December 2006). An Energy Statement is required to highlight how this is to be achieved, and this shall form a clear sub-section of the Applicant’s Design Statement. Developers shall refer to the Energy and Development Supplementary Planning Document (March 2007) for further guidance and details about the energy requirements for this Site.
- Provide a net gain in Northamptonshire Biodiversity Habitat Plan (March 2002) species and habitats. The developer shall, for example incorporate bat tubes in 30% of dwellings on Site 6*. The developer must also provide the new residents with information about the bat tubes and the residents’ legal responsibilities towards this species. In addition the developer shall ensure that at least 70% of any plant, shrub and tree species used in private garden landscaping shall be wildlife-friendly and drought resistant species (see Masterplan, Section 5.01). Mitigation measures shall be implemented to avoid, reduce and remedy any significant adverse effects to any species found within the vicinity of the proposed development. *A separate planning advisory note has been prepared, which provides more information on how these requirements shall be implemented and is available on request from DDC.

- Promote water efficiency. The developer is required to meet Code Level 3 of the Code for Sustainable Homes (*as highlighted above under the energy requirements*) i.e. designed to use no more than 105 litres of water per person per day. To contribute towards this target, the developer is required to provide the following: a rainwater storage system for every dwelling (excluding flats) and supply each private garden with a water butt, including a communal water butt for any flats. In addition, to achieve this Code Level they could incorporate high efficiency fittings and appliances, such as provide 6/4 dual flush toilets, flow reducing/aerating taps etc. It should be noted that water efficient fittings and appliances supplied must have a performance comparable to standard ones. Permeable paving and ground surfaces shall also be provided across the site.
- Waste/Recycling/Composting – refer to Paras. 5.22 – 5.30 for requirements.

- 5.11 Dwellings shall be designed to provide good security, surveillance and reduced fear of crime (see para. 4.21).
- 5.12 Facing materials shall be both attractive and durable. 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.
- 5.13 Bricks and plain tiles/slates shall be the predominant external materials. Up to 10% of the buildings on site shall be rendered. Half rendered/ half brick-style designs will only be acceptable in locations where they compliment buildings on adjacent sites. Rendering shall be off-white. Bricks shall be selected from red and red/brown ranges, with roofs of brown or grey. Developer's layout and materials shall enhance the stone terrace to be constructed on Site 5b opposite Site 10. Honey-coloured ironstone is a local characteristic building material and developers are expected to use this material to highlight some of their landmark buildings (see Appendix C for examples). Alternative materials, which promote strong sustainability principles are positively encouraged and will be actively considered. Brightly coloured materials shall be avoided, in order to reduce visual impact in distant views. The colouration of all dwellings shall compliment existing dwellings within the Middlemore Development Area.
- 5.14 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

- 5.15 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.
- 5.16 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

- 5.17 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.
- 5.18 In order to retain the designed vision for the site's private and public landscape areas, the Council may impose planning conditions to remove the appropriate permitted development rights for the removal or addition of fences, as appropriate.

Parking (see also Section 7)

- 5.19 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 (para. 7.31). Parking areas shall be overlooked by dwellings, attractively landscaped and well lit (see para. 7.24).

- 5.20 Car parking which results, on average, in more than 1.5 off street parking spaces per dwelling will not normally be permitted. However, they may be adjusted for safety reasons. 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.
- 5.21 Parking is to be designed so as not to impede access for other vehicles, for example emergency and refuse vehicles.

Waste

- 5.22 Approximately 50% of UK CO² emissions come from energy produced from non-renewable sources & consumed in building services (DTI website, 2006). Use of resources and waste is therefore a big issue in the construction industry. To assist in monitoring and reducing construction waste, developers are required to prepare a Site Waste Management Plan. Further advice on this can be obtained from DTI Site Waste Management Plans (SWMP) - Guidance for Construction Contractors & Clients (DTI, 2004).
- 5.23 Developers shall also design positively for waste collection and recycling, for example all dwellings, including any flats, shall be designed to incorporate split kitchen waste bins to encourage recycling i.e 4 compartments are to be provided for: paper; plastic bottles and cans; compostable; and residual waste.
- 5.24 The developer shall provide a home composting bin within the garden of each dwelling having 2 or more bedrooms (excluding flats).
- 5.25 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 x 240 litre wheelie bins and 2 kerbside boxes. Properties with five or more occupants are issued with a 360 litre wheelie bin for residual waste. Residential development shall be designed to incorporate sufficient storage space to accommodate the relevant number and size of bins and boxes out of public view.
- 5.26 If any flats are provided, the District Council will provide communal euro bins for the collection of residual and compostable waste, which will be either 660 or 1100 litres in capacity. Capacity will be provided equivalent to 240 litres per dwelling for both residual and compostable waste. For example, 4 flats would require 960 litres of capacity for residual waste and 960 litres of capacity for compostable waste. This figure will then be rounded to the nearest available bin size, hence in this instance 2 x 1100 litre communal euro bins would need to be accommodated by the developer.
- 5.27 If any developments of 5 or less flats are provided (either located in one building or in closely located buildings), the developer shall incorporate storage space within each unit for 2 recycling boxes.

- 5.28 Developments of 6 or more flats (either located in one building or in closely located buildings) shall be provided with communal facilities for the separation of paper, plastic bottles and cans, and glass bottles and jars. These shall be as follows: 1 x 240 litre euro bin for paper, 1 x 240 litre bin for plastic bottles and cans, and 3 x 240 litre bin for glass bottles and jars (1 for clear glass, 1 for brown glass and 1 for green glass). All receptacles for the collection of communal residual, compostable or recyclable materials shall be located within communal bin stores. Communal bin stores shall be well-designed, secure, convenient and easily accessible by both the occupiers and the collection operatives.
- 5.29 Communal and private bin storage areas shall be designed to avoid the need for residents and collection operatives to move bins long distances; over steps and/ or over steep/awkward levels. The maximum distance from communal bin stores to the refuse vehicle shall be 5 metres. Any pathways between the communal bin store and the public highway shall be a minimum of 1.5 metres wide. Likewise, the maximum distance that residents shall move bins from their private storage area to the point of collection shall be 5 metres. Any pathways between these private bin storage areas and the point of collection shall be a minimum of 1 metre wide.
- 5.30 Any waste disposal shall be in accordance with current legislation and the duty of care. Waste Section 11 provides contact details should developers wish to seek further information.

6 Biodiversity, Open Space and Landscape Works

Biodiversity

- 6.1 Drayton Reservoir and the disused railway line, adjacent to the MDA, are County Wildlife Sites. 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 and provide a brief Environmental Statement, which identifies habitat(s) and species on site, any mitigation necessary and how the developer plans to enhance biodiversity across the site. This Statement shall be submitted as a clear sub-section of the Applicant's Design Statement.
- 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 tubes 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 important integral part to 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 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.
- 6.6 Wildlife-friendly plant, shrub and tree 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. Where areas have been identified as receiving future planting, developers may refer to the strategic planting scheme for the whole development to identify locations where high water-demand trees are likely to be incorporated (contact Steve Whelton for further information).
- 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 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.
- 6.13 Existing planting generally has long life expectancy and is to remain unaltered by the developer. The developer shall provide additional planting, particularly to the north and north-east of the site, to frame, extend and penetrate the development in the form of 'fingers' extending from the off site planting, in particular. Tree planting shall also be introduced into strategic locations of the housing and parking layout, where it can soften the impact of roof lines and built mass.
- 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 within any courtyard areas and avoid an over reliance on evergreen species at the expense of deciduous shrubs, ground cover and herbaceous plants that will provide seasonal variation.

- 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.
- 6.15 The developer is required to provide a minimum of 1 LAP on site (see para. 4.6) and contribute towards off site open space maintenance and recreation provision (para. 4.24). In addition, they are required to provide specific off site landscape works (see para.4.5).

Handover of Public Open Space, Play Area and Landscaped Areas

- 6.16 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. The Agreement shall include the 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.
- 6.17 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.
- 6.18 A lump sum is payable to DDC at handover to pay for future maintenance.

Retention and protection of existing planting during construction

6.19 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 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 Development and Property Team.

In particular, developers are highlighted to consider their building layout and construction in relation to the retention and protection of off-site planting (planned and existing) on the north boundary of the site i.e the bridleway/recreation route area and the existing on site retained hedgerow.

Protection of waterways during construction

6.20 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. Developers are reminded that they may be subject to prosecution by the Environment Agency, should they cause pollution.

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 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 shallers
 - 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 Schedule 2 of the Traffic Signs Regulations and General Directions, 2002 (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 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. 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. 4.21 and 5.19)

- 7.24 Communal parking areas for residents must be clearly identified, 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.

Casual Kerbside Parking

- 7.26 Casual kerbside parking shall be provided. 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. Casual visitor parking areas shall be laid out to be away from pedestrian/cycle routes in close proximity to the southern recreational route/reservoir area. This aims to minimise the potential misuse of these parking areas by people wishing to access the southern recreation track/reservoir.
- 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 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 Secure, covered accommodation for 1 cycle and 1 powered-two-wheeler shall be provided within the curtilage of each dwelling, for example in a garage. In developments with 25 or more car parking spaces, for example shared parking areas for flats or dwellings, there shall be 1 dedicated powered-two-wheeler parking space per 25 car parking spaces. In addition, there shall be 1 cycle space provided per unit for residential schemes without garages, for example flats. These shall be securely

accommodated in a well-surveyed area, for example communal cycle store or covered area with secure hitching rails. These shall be located conveniently adjacent to the dwelling.

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 (Plan 3)

- 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. For information, the Developer is advised that Sustrans route 70 runs through Daventry town (www.sustrans.org.uk). 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).

Public Transport 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. 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.

Agreements

- 7.35 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 Works**

Obligatory Works

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

8.2 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. The developer is therefore required to meet the following criteria, however this is subject to them consulting the Environment Agency – consultation is required as the Environment Agency have advised that the Planning Policy Statement 25 Development and Flood Risk, which was issued in December 2006, may change these requirements:

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

Surface Water

Maximum Impermeable Area	0.37 ha
Maximum Discharge**	51.4 litres/ second for a 1 in 2 year storm

Foul Water

Estimated Discharge***	1.6 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 also be incorporated as part of the overall drainage strategy for the site. Advice on sustainable drainage techniques may be sought from the Environment Agency, Highways Authority and water undertakers. Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from impermeable parking areas and hard standings shall be passed through trapped gullies with an overall capacity compatible with the site being drained. All surface water from roofs should be piped direct to an approved surface water system using sealed downpipes. Open gullies should not be used. Adoptable manhole covers should be marked FW (foul water) or SW (surface water).

Confirmation of discharges and proposed figures for the surface water run off should

be submitted to the LPA and DDC Development and Property Team to ensure that they comply with those agreed in the original flood risk assessment.

8.3 The developer is required to provide water meters for all new dwellings.

8.4 The Developer is required to provide a “Sustainable Showhome” on site. Details are provided in Appendix F.

* *Further information about the Flood Risk Assessment Report and the storm attenuation measures to be provided by DDC are available from DDC.*

** *There is no scope to increase surface water discharges from the site. Developers must allow for controlling increased discharges at source.*

*** *The maximum assumed foul water discharge is based upon an assumed site density of 35 dwellings. There might be scope in the system to accommodate increased flows from higher densities. Developers should contact DDC for further advice.*

9 **Services** (Masterplan, Section 8)

9.1 The following services currently terminate at the site's access roads, which lies off Claydon Way.

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

The electricity mains are laid in the southern footway of Hidcote Way, and the eastern footway of Claydon Road. Developers will need to arrange for Central Networks to provide site services from the existing mains as required. Service connections will only be permitted at the site access points except where otherwise agreed with DDC.

Although high and low voltage mains are laid as described above, Central Networks have not provided sub-stations for the western half of the Middlemore Development and a new sub-station could be required to serve all or part of Site 6. Developers must discuss their proposed electrical demand with Central Networks (See Masterplan, Appendix B) prior to purchasing the land as Daventry District Council cannot be held responsible for the costs of providing sub-stations to serve the Site.

Connections to adoptable public sewers have been provided off Claydon Road and Hidcote Way.

The locations of all services are shown on Drawing No A453/70 Contract Plan, which forms part of the sales documents

Developers should consult Anglian Water at an early stage, in order to discuss water requirements.

There is no provision for cable television services on the Development

9.2 Daventry District Council actively encourage the use of renewable energy on this site, however where other heating systems are to be used, gas central heating, rather than electrical heating is favoured. This is because more carbon emissions are produced by electricity generation. 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 Central Networks on this matter.

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). 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 avoid the laying of private services (e.g. drains) 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 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 Health 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 6 was previously used for arable farming. It slopes in a westerly direction with gradients ranging from between 1 in 30 (3%) and 1 in 50 (2%).
- 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 and other listed contacts on any matter concerning the proposed development of the site.

Key contacts:

Daventry District Council
Tel: 01327 871100 (switchboard)

Masterplan	Steve Whelton	(Engineer)
Development Brief	Karen Britton	(Senior Planning Officer)
Planning Application	Katherine Daniels	(Planning Officer)
Energy Information	Dave Malone	(Home Energy Conservation Officer)
Sustainability Advice	Alice Pearce	(Environmental Co-ordinator)
Building Control	Reza Saneie	(Principal Building Control Officer)
Refuse Enquiries	Nicole Atkinson	(Waste Management Quality & Admin Services Manager)

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

Supplementary Planning Guidance “Planning Out Crime” is available to view on :
www.northamptonshire.gov.uk

Supplementary Planning Guidance “Parking” is available to view on :
www.northamptonshire.gov.uk

Fire Service Enquiries	Tel: 01604 797004	Station Manager, Northamptonshire Fire and Rescue, Daventry
Health Enquiries	Tel: 01604 615333	Dr Chetna Modi, MKSM Project Manager
BRE (radon advice)	Tel: 01923 664000	General Switchboard

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

Appendices and Plans

Appendices

- A. The Outline Planning Permission and Variation of the 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
- D. Provision of Children's Play Areas
- E. Highway Design Criteria
- F. Sustainable Showhome
- G. Middlemore Location Plan

Plans

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