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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 Sites 7, 8 and 9 at Middlemore, prior to the submission of applications for full planning permission or reserved matters approval.

It describes:

- The sites and their surroundings;
- The opportunities and constraints for development;
- The sustainability, layout and design principles against which proposals will be considered;
- The obligatory works, which the developer will be required to undertake.

Where principles and requirements are stated in this brief, these apply to each site, unless a specific site is identified.

- 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 28 February 2008, and as such, it is a material consideration in determining planning applications. Developers should note that applications will be considered by the Planning Committees of both Daventry District Council and West Northamptonshire Development Corporation (WNDC), with the determining authority being WNDC for Sites 7 and 8 and both authorities for Site 9. Both organisations encourage designs and uses that are consistent with this, the Middlemore Masterplan and other planning policies. Sustainability and high quality design are a particular concern.
- 1.3 Developers are strongly advised to discuss with these organisations their initial response to the Site and Development Brief at an early stage (Section 11 gives contacts). 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; bin and cycle stores.

### **Consultation**

- 1.4 A Consultation Draft Development Brief was placed before Planning Committee on 26th September 2007 and Strategy Group on 11<sup>th</sup> October 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 Friday 14 December 2007. These documents returned to Planning Committee on 30<sup>th</sup> January 2008 and Strategy Group on 14th February 2008. Full Council approved the document for Final Adoption on 28th February 2008. 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 a Design and Access Statement. An Environmental Statement, incorporating an Energy Statement, Waste Audit and Waste Management Facilities Strategy shall also be prepared and these shall be submitted in the form of separate and clear sub-sections within the Design and Access Statement.

**This Development Brief 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](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 and multi-agency one-stop shop 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.

### **Contributions**

- 2.8 Developers are advised where appropriate to refer to the WNDC Planning Principles (June 2007) during pre-application discussions and when submitting a formal application.
- 2.9 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, for example:
- Public Transport (including bus service linking Middlemore to the town centre)
  - Public Open Space (including provision and maintenance of on and off site areas, dog bins, street furniture, paths and cycle tracks etc)
  - Recreation (including provision and maintenance of play equipment and contribution towards facilities in Daventry)
  - Provision for a multi-agency one-stop shop at the school site
  - Community Fund Contribution
  - Leisure Contribution
  - Library Contribution
  - Public Art Contribution
  - Town Centre Contribution
  - Staff Monitoring Cost

Developers shall note that this is not an exhaustive list and in addition they are advised to refer also to the Infrastructure Interim SPD (September 2004).

For information, the West Northamptonshire Development Corporation require S106 prior to commencement of development and a percentage to be paid on signing the S106. Developers shall note that at the time of adoption of the Brief, WNDC were considering a Standard Charge. Clarification on the latest position regarding S106 and Standard Charges should therefore be obtained from the Local Planning Authority.

S106 should be completed before any reserved matters applications are submitted.

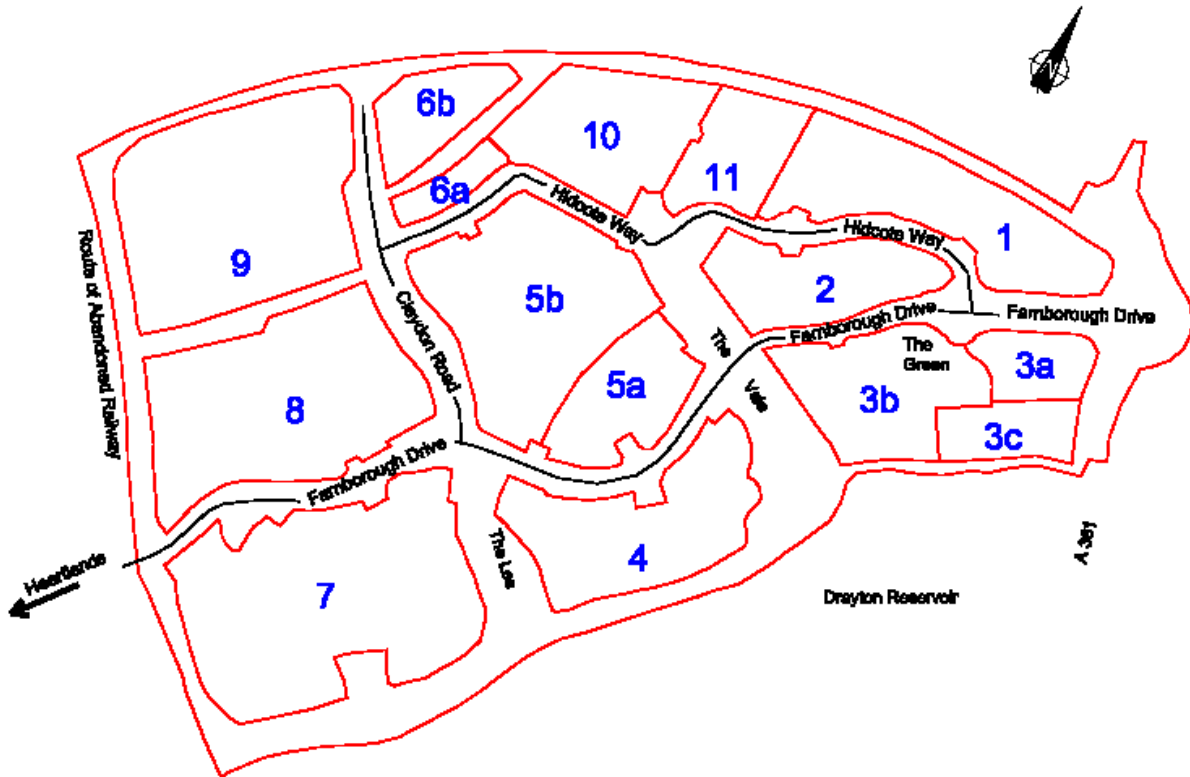
### **3. Ownership and Site Disposal**

- 1.1 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).
- 1.2 The site highway layout, excluding private roads and drives, is to be adopted by the Highway Authority (Northamptonshire County Council).
- 1.3 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.
- 1.4 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 (Plans 1 a, b; 2 a, b; 3 a, b; and 4 and Figure 1)**

4.1 The following section outlines the general site context of the 3 sites. This is followed by site-specific context and layout principles.

4.2 Sites 7, 8 and 9 lie to the west of the MDA (see below).



**Fig 1 - Site Location Plan**

4.3 The whole area has been farmed, but 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).

4.4 The Sites do not lie within a Conservation Area, however Drayton Reservoir and the route of the disused railway (Fig 1) are designated as County Wildlife Sites. A wildlife buffer strip has been provided on the western edge(s) of sites 7, 8 and 9.

4.5 To ensure that development layout, height and design respect development on neighbouring sites, the developer shall request the design details of these from the planning application case officer (see section 11) prior to undertaking site design.



## Site-Specific Layout Principles

The following section summarises the site context and key layout principles for each site. This must be read in conjunction with other detailed design requirements and supporting information contained within this brief.

### Site 7

#### Context (Plan 1a)

Size: Net site area 3.53 ha

Location: South-western edge of the MDA

Views: South to Drayton Reservoir

Boundaries: South – Planned recreational route (due 2008) and advanced planting, adjacent to Drayton Reservoir  
North - Farnborough Drive, advanced planting and bus stop  
East - The Lea, advanced planting, a NEAP and planned cycle track (due 2008)  
West - Dismantled railway line, wildlife buffer strip with wildflower area

Constraint: Sewer running east-west across site – There shall be no development within 3 metres either side of the sewer. The sewer must be incorporated within the layout in a public area, for example public open space or public highway.

#### Layout Principles (Plan 1b)

Density: A minimum net site density of 25 dwellings per hectare (i.e a minimum 88 dwellings) shall be provided. Within the site, higher density development shall be provided adjacent to Farnborough Drive and the off-site LEAP, with lower density development provided adjacent to the wildflower area.

Affordable: 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.

Affordable housing shall be designed to Housing Corporation Scheme Design and Quality Standards, to the same high quality design and materials as other residential development on the site, as specified in this brief. Lower quality designs shall not be accepted. Affordable housing shall not be concentrated in one location, but shall be pepper-potted across the site. In order to contribute to identified needs, of the 32% on site affordable housing provision required on Site 7, the appropriate provision for this site is set out below:

% of Affordable Dwellings	Type of Dwelling
20%	2 bed flats
30%	2 bed houses
30%	3 bed houses
T 20%	2 bed bungalows

h

The needs assessment specifies that two-thirds of these dwellings shall be provided as social rented, with one-third provided as Homebuy.

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

Developers should note that at the time of writing, the Council is reviewing its affordable housing policies through the preparation of a West Northamptonshire Affordable Housing Supplementary Planning Document (SPD). This is being produced jointly with South Northamptonshire and Northampton Borough Councils. The Councils have commissioned the West Northamptonshire Housing Market Assessment, which indicates that the percentage of houses, which should be affordable should be increased. This assessment will form part of the evidence base for the SPD. Once adopted (expected Spring 2008), the SPD document will provide affordable housing requirements relevant to these sites and will be a material consideration in the determination of planning applications.

**Live-work:** Live-work units are encouraged and shall be designed to the same good quality design and standards as set out in this Brief.

**Storeys:** A mix of 1, 2 and 2.5 storey dwellings shall be provided. 3 storey dwellings will not be acceptable.

**Access:** Road access shall be via the 2 access points provided off Farnborough Drive. A shared cycle/pedestrian link shall be provided by the developer, to link to the planned off-site cycle path on The Lea. A pedestrian link shall be provided to the off-site recreational route to the south.

**Design:** The developer shall provide a creative frontage overlooking Farnborough Drive (FD); and to the north-east corner of the site overlooking FD and The Lea (see para 5.13). A framed south-facing enclave, or entrance area shall be provided in to the site from the off-site south recreational route: this shall include a small, primarily hard landscaped, open space area (minimum 6 metres x 6 metres). Planting may be introduced to add variety and interest. The area shall be designed using high quality, durable materials, which have a colour palette that integrates sympathetically with surrounding dwellings. The developer shall ensure that the quality of the development remains high for all buildings and is not diminished because they do not front on to the public realm; suitable

treatment should be provided to all elevations including appropriate door and window detailing, chimneys, banding and other features. Uniform design/colour shall be avoided. Dwelling layouts shall provide surveillance of the area (see Public Art below) and should ensure that blank facades do not front on to the public realm.

The developer shall ensure that the combination of design layout, massing and storey heights produces an interesting and sympathetic built form that also avoids overlooking and over-shadowing of 1 the storey dwellings: especially during those times of the year when the sun is low.

Landmark buildings shall define and terminate principal vistas, for example they shall be located at the corner of The Lea and Farnborough Drive; at the corner of FD and the wildflower area; and at all entrances in to the site i.e from Farnborough Drive access roads, the cycle path and the recreational route. The landmark building at the corner of FD and the wildflower area is particularly important and shall be designed in local vernacular-style to provide a welcoming and attractive gateway feature to the MDA.

Whilst not a common element or local vernacular characteristic, weatherboard is considered to be a suitable design style to incorporate on Site 7. The developer shall sympathetically incorporate weatherboard design in 15% of buildings on Site 7 to create visual interest, particularly towards the south of the site, along the southern boundary and to frame the entrance in to the site from the recreational route to the south. Weatherboarding shall be used to clad an entire dwelling or to partially clad a dwelling to create a design effect i.e combined with brickwork or rendering. Appendix C provides some examples. Further building design requirements are provided in Section 5.

**Public Art:** Within the south enclave/ entrance area the developer shall provide public art to create identity and interest. This shall be in the form of a sculpture to provide a visual link to the history of the site and shall take the 'waterside' theme of Drayton Reservoir. It shall be tactile and inclusive to all the community i.e designed to include consideration of the needs of children and those with disabilities. Care shall be taken to avoid designs, which will potentially create issues of future maintenance and or/local amenity. The developer shall arrange a public engagement event to assist in their decision-making on the design that the public art shall take. This shall be advertised to all residents of the MDA, in order to give people the opportunity to share ideas for what they would like to see in their local area. It should also be arranged to ensure that local children are given the opportunity to contribute.

**Planting:** The developer shall provide additional planting particularly to the south and west boundary of the site, to penetrate the development in the form of 'fingers' extending from the off site advanced planting and wildflower area and to link to this existing green infrastructure (see also section 6).

**LAPs:** A minimum of 2 are required (see Appendix D).

Surveillance: The developer shall provide good surveillance of the off-site recreation route to the south; The Lea, NEAP and planned cycle path off-site to the east, the bus stop off-site on Farnborough Drive and the on-site public open space, LAP(S), footpaths and parking areas

## Site 8

### Context (Plan 2a)

Size: Net site area 2.72 ha

Location: Western edge of the MDA

Views: South to Drayton Reservoir

Boundaries: South – Farnborough Drive, advanced planting and bus stop (adjacent Site 8)  
 North – Shelterbelt/hedgerow and Site 9  
 East - Claydon Road, advanced planting  
 West - Dismantled railway, wildlife buffer strip including wildflower area and recreational route

### Layout Principles (Plan 2b)

Density: A minimum net site density of 36 dwellings per hectare (i.e a minimum 98 dwellings) shall be provided. Within the site, higher density development shall be provided adjacent to Farnborough Drive, with lower density development provided adjacent to the wildflower area and Site 9.

Affordable: Refer to the details of Site 7 for the context and general requirements, which will be applied for affordable housing: this includes the amounts of shared rented and Homebuy required.

More specifically, of the 30% on site affordable housing provision required on Site 8, the appropriate provision for this site is set out below:

T h e a f	% of Affordable Dwellings	Type of Dwelling
	20%	2 bed flats
	30%	2 bed houses
	30%	3 bed houses
f	20%	2 bed bungalows

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

Live-work: Live-work units are encouraged and shall be designed to the same good quality design and standards as set out in this Brief.

Storeys: A mix of 1, 2 and 2.5 storey dwellings shall be provided. Heights of buildings shall reduce as you go from Farnborough Drive to the boundary with Site 9: 2 and 2.5 storey dwellings shall be provided towards Farnborough Drive (FD), with 1 storey dwellings adjacent to the shrub/hedgerow adjacent to Site 9.

**Access:** Road access shall be via the 2 access points provided off Farnborough Drive. A pedestrian link shall be provided to enable access to Claydon Road; to Site 9; and to the recreational route, adjacent to the wildlife buffer strip and wildflower area see Plan 2b for required location).

**Design:** The developer shall provide a creative frontage overlooking Farnborough Drive (FD) and Claydon Road (see para 5.13).

Landmark buildings shall define and terminate principal vistas, for example they shall be located at the corner of Farnborough Drive and Claydon Road; at the entrances to the Farnborough Drive access roads, the Claydon Road pedestrian path and the recreational route.

A wide shelterbelt/hedgerow divides Sites 8 and 9. The Developer shall retain and protect this (see 6.22) and incorporate this within their layout in a public area, for example public open space and/or public highway.

The developer shall ensure that the quality of the development remains high for all buildings and is not diminished because they do not front on to the public realm; suitable treatment should be provided to all elevations including appropriate door and window detailing, chimneys, banding and other features.

**Planting:** The developer shall provide additional planting particularly to the north and west boundary of the site, to penetrate the development in the form of 'fingers' extending from the off site advanced planting and wildflower area, and to link to this existing green infrastructure.

**LAPs:** A minimum of 2 are required.

**Surveillance:** The developer shall provide good surveillance of the off-site recreation route to the west, the bus stop off-site on Farnborough Drive and Claydon Way, and on-site public open space, LAP(S), footpaths and parking areas.

## Site 9

### Context (Plan 3a)

Size: Net site area 3.06 ha

Location: North-western edge of the MDA

Views: North-west to Braunston village

Boundaries: South – Hedgerow and Site 8  
 North – Bridleway and advanced planting  
 East - Claydon Road and advanced planting  
 West - Dismantled railway, wildlife buffer strip including a wildflower area, recreational route and bridleway

### Layout Principles (Plan 3b)

Density: A minimum net site density of 30 dwellings per hectare (i.e a minimum 92 dwellings) shall be provided.

Affordable: Refer to the details of Site 7 for the context and general requirements, which will be applied for affordable housing: this includes the amounts of shared rented and Homebuy required.

More specifically, of the 30% on site affordable housing provision required on Site 9, the appropriate provision for this site is set out below:

	<b>% of Affordable Dwellings</b>	<b>Type of Dwelling</b>
T		
h	20%	2 bed flats
e	30%	2 bed houses
	30%	3 bed houses
a	20%	2 bed bungalows
f		

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

Live-work: Live-work units are encouraged and shall be designed to the same good quality design and standards as set out in this Brief.

Storeys: A mix of 1, 2 and 2.5 storey dwellings shall be provided. 3 storey dwellings will not be acceptable. Those nearest to the off-site bridleway shall only be 1 and/or 2 storeys high – 2.5 storeys are not acceptable in this location.

Access: Road access shall be via the 2 access points provided off Claydon Road. A pedestrian link shall be provided to Site 8.

**Design:** Due to the north-westerly orientation of this site, developers shall provide a layout that minimises the adverse impact of cold northerly winds. Courtyard design is envisaged to assist in overcoming this issue.

The developer shall provide a creative frontage overlooking Claydon Road (see para 5.13).

The layout and planting design nearest to the northern boundary shall be carefully designed to provide a soft effect when the site is viewed from the north. The 'greening' effect shall enable glimpses of dwellings, but dwellings shall not dominate the scene.

Landmark buildings shall define and terminate principal vistas, for example they shall be located at the corner of Claydon Road and the bridleway; at the junction of Claydon Road and Hidcote Way; and opposite the off-site disused railway bridge.

A wide shelterbelt and hedgerow divides Sites 8 and 9. The Developer shall retain and protect this (see 6.22) and incorporate this within their layout in a public area, for example public open space and/or public highway. The developer shall also retain and protect the existing trees on site (located on the east boundary and in the centre of the site respectively). These shall be incorporated within the layout within public open space.

The developer shall ensure that the quality of the development remains high for all buildings and is not diminished because they do not front onto the public realm; suitable treatment should be provided to all elevations including appropriate door and window detailing, chimneys, banding and other features.

An area of public open space (2,500 sq.m) shall be provided within the site to incorporate the central trees (to be retained) and the LEAP (see below). The Developer shall allow for tree surgery and formative pruning to these trees and include for new group(s) of native tree planting with English Oaks that will eventually replace those existing in the medium and long term. The space shall be designed to provide a mix of planting: with space-defining informal drifts of planting around the LEAP; and a swathe of wildflower meadow, native shrubs and trees across the remainder of the area. The Developer shall provide green links from this area that are extended outwards to the site boundary in order to provide linked 'wildlife corridors', for example, hedgerow planting adjacent to footpaths etc.

**Public Art:** Within the public open space, the developer shall provide public art to create identity and interest. This shall be in the form of a sculpture made from natural materials, for example an appropriately selected, specified and treated carved wood feature to provide a visual link to the history of the site and shall take the theme of Middlemore Farm. It shall be tactile and inclusive to all the community i.e designed to include consideration of the needs of children and those with



disabilities. Care shall be taken to avoid designs, which will potentially create issues of future maintenance and or/local amenity. The developer shall arrange a public engagement event to assist in their decision-making on the design that the public art shall take. This shall be advertised to all residents of the MDA, in order to give people the opportunity to share ideas for what they would like to see in their local area. It should also be arranged to ensure that local children are given the opportunity to contribute.

**Planting:** The developer shall provide additional planting particularly to the west and north boundary of the site, to penetrate the development in the form of 'fingers' extending from the off site advanced planting and to link to this existing green infrastructure. Planting towards the northern boundary shall green and soften the development layout (see Design above).

**LAPs and LEAP:** A minimum of 2 LAPs are required, plus 1 LEAP.

**Surveillance:** The developer shall provide good surveillance of the off-site bridleway and recreation route to the north and west; and on-site public open space, LAP(S), footpaths and parking areas.

## 5. Sustainable Design

### Design, Access and Environmental Statements

- 5.1 Applications for planning permission or reserved matters approval shall be supported by a Design and Access 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 and Access Statement must also contain information on how the developer has considered health, fire and rescue and crime issues within their proposals.
- 5.2 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 and provide a net gain biodiversity across the site. This Statement shall be submitted as a clear sub-section of the Applicant's Design and Access Statement.
- 5.3 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](http://www.greenspec.co.uk) and [www.est.org.uk](http://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 and Access Statement.

### Sustainable Showhome

- 5.4 In addition, the developer will be required to provide a "Sustainable Showhome" on site (para. 8.3 and Appendix F) to demonstrate how the responses to the sustainable issues referred to in this brief have been addressed and can be enhanced.

### Development Mix

- 5.5 The Sites 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.
- 5.6 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 in both the local and wider landscape context.

### Building Style and Efficiency

- 5.7 All development is required to be high quality, with innovative designs that create visual interest. 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 welcomed and encouraged.

### Sustainable Development Standards

- 5.8 The following points highlight the minimum sustainable development standards that the Developer is required to incorporate. Evidence of how the Developer has adopted

these principles shall be highlighted in their Design and Access Statement. Developers shall note that the Code level requirements may change in due course, and therefore Developers must contact the relevant Planning Authority at pre-application stage for up-to-date advice.

- 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
- 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 and Access Statement. Developers shall refer to the Energy and Development Supplementary Planning Document (March 2007) for further guidance and details about the energy requirements.

- Provide a net gain in Northamptonshire Biodiversity Action Plan (BAP) (March 2002) species and habitats. Note: At the time of writing, the BAP was being revised (due to be released 2008). The developer shall, for example incorporate bat tubes in 30% of dwellings on each site. 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 landscape works 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.
- Promote water efficiency. The developer is required to meet Code Level 3 of the Code for Sustainable Homes 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. To achieve this Code Level they could, for example 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. 5.45 – 5.52 for requirements.

Note: The Environment Agency has produced it's own guidance for sustainable construction in the form of a pack called 'a guide for developers'. The document can be viewed at:

<http://www.environment-agency.gov.uk/developers>

## **Materials**

- 5.9 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 visual coherence and harmony. Developers shall refer to the existing/proposed details of any adjacent site(s) to ensure variety in design and materials provided.
- 5.10 Bricks and plain tiles/slates shall be the predominant external materials. A minimum of 20% of buildings shall have grey slate roofs and 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. Honey-coloured ironstone is a local characteristic building material and developers are required to use this material to highlight some of their landmark buildings (see Appendix C for examples).
- 5.11 On Site 7 – a minimum of 15% of buildings shall be weatherboarding. Weatherboarding shall be timber or concrete fibre. PVCu weatherboard will not be acceptable.
- 5.12 Alternative materials, which can be evidenced in the Design and Access Statement to promote strong sustainability principles are positively encouraged and will be welcomed. These materials shall enable designs to reflect local vernacular styles, be sympathetic to neighbouring sites and in distant views. Brightly coloured materials shall be avoided, in order to reduce visual impact. The colouration of all dwellings shall compliment existing dwellings within the Middlemore Development Area.

## **Creative frontages**

- 5.12 Creative frontages will be achieved by locating buildings adjacent to the pavement edge. These shall reflect the ‘movement’ and 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.

## **Landmark Buildings**

- 5.13 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 shall be overly dominant and/or tall buildings. In particular, landmark buildings shall be provided on main access points into the site, at key corner points and terminate principle vistas.

### **Roofscape**

- 5.14 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. Roof pitch shall be varied to create interesting roofscape with a minimum of 35 degrees pitch. Eaves shall be varied to create interesting roofscape. Chimneys shall be incorporated on at least 50% of dwellings on site. Where developers incorporate traditional chimney designs, these should be provided as full external stacks to side elevations. Strategic structure planting shall be designed to provide a foil and soften the impact of the roofline(s) wherever possible.

### **Boundary Features**

- 5.15 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. 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.
  - Rear private garden boundaries that abut or are visible from public space (including from highways, rear parking courts (including gated parking courts), public open space, play areas etc) shall be screened with 1.8 metre high well-designed brick walls.
  - All rear parking courts shall be screened with 1.8 metre high brick walls or brick wall/railing combinations. The provision of a piecemeal boundary treatment (brick and/or timber) within car parking courts will not be permitted.
  - Plain, monotonous expanses of brick wall shall be avoided. To mitigate this, walls shall be designed to incorporate brick pattern work or colour detailing. Planting shall also be provided to soften blank walls.
  - Where a developer proposes to gate rear parking courts (see also para. 7.24), these should be automated and details shall be submitted in writing with the planning application.
- 5.16 In order to retain the designed vision for the site's private and public landscape areas, the relevant planning authority may impose planning conditions to remove the appropriate permitted development rights for the removal or addition of fences, as appropriate.

**Green Infrastructure (see also Section 6)**

- 5.17 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](http://www.rnrp.org)) highlights the Daventry Spur Sub Regional Corridor and enhancement of green space on the northern perimeter of the town.
- 5.18 Adjacent to Sites 7, 8 and 9 is a disused railway. This is a County Wildlife Site (CWS), which contains a dense thicket mix of native shrubs. Between this and the sites, is a wildflower area, which acts as a buffer to the CWS and wildlife corridor. The developer is required to make early contact with both Natural England and the Wildlife Trust to ensure that any potential development does not cause any undue harm to CWS.
- 5.19 The developer is required to retain and protect existing on or off-site planting, trees and hedgerows adjoining their boundary. Advanced planting aims to partially screen sites in local views, give some landscape enclosure and create a predominantly soft boundary effect. It also provides wildlife corridors and habitats.
- 5.20 The developer shall 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).
- 5.21 Gardens shall be designed, wherever possible, to take advantage of the site's primarily south facing aspect.
- 5.22 Each dwelling shall be provided with private amenity space, although any 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.
- 5.23 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.

**Play Provision (see also Appendix D)**

- 5.24 The developer is required to provide a minimum of 2 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).
- 5.25 Additional 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.

### **Design Features and Adoptable Areas**

- 5.26 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

### **Access**

- 5.27 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.
- 5.28 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.

### **Parking (see also Section 7)**

- 5.29 Parking shall be innovative, for example providing integral garages, covered and open spaces.
- 5.30 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 relevant authority 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. 7.32). Parking areas shall be overlooked by dwellings, attractively landscaped and well lit (see para. 7.24).
- 5.31 Parking should be in accordance with the outline planning permission; were the provision of this to increase, an application to alter the planning condition will be required.
- 5.32 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 relevant authority 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.
- 5.33 Parking is to be designed so as not to impede access for other vehicles, for example emergency and refuse vehicles.



### **Crime Prevention**

- 5.34 Dwellings shall be designed to provide good security, surveillance and reduced fear of crime.
- 5.35 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 and Access 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). Developers are required to consult the CPDA at pre-application stage (see Section 11). Developers shall ensure that any crime prevention measures do not compromise emergency access. Further advice on this shall be obtained from the Fire and Rescue Service (see Section 11).
- 5.36 The Developer shall ensure that the standards of external door sets (including French doors) and windows to be installed on ground floors of buildings shall be made secure to standards, independently certified, set out in BS1 PAS 24-1:1999 "Doors to enhanced security" and BS 7950 "windows to enhanced security". Further details can be obtained from [www.securedbydesign.com](http://www.securedbydesign.com). Certification or proof of purchase from an approved supplier shall be submitted for inspection to the CPDA after the completion of 5 dwellings on site and this shall form a condition of development.
- 5.37 Developers shall, wherever possible, provide layouts where rear gardens back on to each other i.e a block pattern effect, to help minimise opportunities for crime.
- 5.38 Developers should note that planning permission will not be granted for any designs incorporating blank walls and gables, in order to reduce opportunities for nuisance ball play, graffiti and poor surveillance.

### **Fire**

- 5.39 Developers are required to consult the Fire and Rescue Service (FRS) at pre-application stage to ensure that all relevant issues are incorporated at the earliest stage.
- 5.40 Fire hydrants have already been designed in to the main access roads within Middlemore, however Developers shall consult the FRS at pre-application stage to ascertain any additional requirements for fire hydrants within each site.
- 5.41 Developers shall note that the FRS, Northamptonshire operate vehicles of different size to standard FRS provision: Weight-pump appliances - 14 tonnes; High Reach - 25 tonnes; Combined aerial and pump appliances (CARP) - 26 tonnes. Developers shall consult the FRS at pre-application stage to discuss their requirements.
- 5.42 Developers shall consult the FRS at pre-application stage to ascertain whether any specific requirements are needed for smoke extraction systems to protect communal means of escape. They shall also consult the Arson Task Force, who can provide advice on prevention of fire risk through design.

- 5.43 Whilst not a current requirement of Building Regulations, the installation of sprinkler systems is encouraged.
- 5.44 Evidence that the FRS and Arson Task Force have been consulted at pre-application stage shall be evidenced within the Applicant's Design and Access Statement.

### **Waste**

- 5.45 Waste minimisation in construction and operation of new development is a key element to providing sustainable development. Developers shall refer to the requirements of the Northamptonshire Minerals and Waste Development Framework Development & Implementation Principles Supplementary Planning Document (March 2007); Waste Audits and Waste Management Facilities Strategy.
- 5.46 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 currently issued (at September 2007) with:

- 1 x 240 litre wheelie bins (1 for household waste, 1 for cardboard/garden waste)
- 2 x kerbside boxes (1 55 litre box for glass, plastic bottles and cans and 1 40 litre box for paper and textiles).

Properties with five or more occupants are currently issued with a 360 litre wheelie bin for residual waste.

- 5.47 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.
- 5.48 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.
- 5.49 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).

<b>Bin Storage Requirements</b>	
<b>General Requirements</b>	
<p><b>Communal and private bin storage</b> area design shall avoid the movement of bins:</p> <ul style="list-style-type: none"> <li>• over long distances (see below);</li> <li>• over steps;</li> <li>• over steep/awkward levels.</li> </ul>	
<b>Split Kitchen Waste Bins</b>	
<p>All dwellings, including any flats, shall be designed to incorporate <b>split kitchen waste bins</b> to encourage recycling i.e 4 compartments shall be provided for: paper; plastic bottles and cans; compostable; and residual waste.</p>	
<b>Communal Bin Stores</b>	
<p>All receptacles for the collection of communal residual, compostable or recyclable materials shall be located within <b>communal bin stores</b>.</p>	
<p><b>Communal bin stores</b> (see also bin distances below) shall be:</p> <ul style="list-style-type: none"> <li>• well-designed using materials/colours reflecting and sympathetic to the rest of the site;</li> <li>• well lit (artificial or natural lighting);</li> <li>• secure (including consideration of fire risk);</li> <li>• high enough to enable the lid of the container to be opened without having to remove the container from the storage area;</li> <li>• wide enough to enable a clear space of 150mm between containers to allow ease of movement;</li> <li>• large enough to enable residents to access all containers easily;</li> <li>• paved or hard surfaced;</li> <li>• able to be cleaned easily;</li> </ul>	

<ul style="list-style-type: none"> <li>• designed to include “bump strips” around the edges of the inside of the bin store at bin height to prevent structural damage;</li> <li>• permanently ventilated and constructed to provide adequate floor drainage;</li> <li>• designed to ensure doors can be held open during collection;</li> <li>• convenient and easily accessible to residents and collection operatives;</li> <li>• accessible without hindrance from parked cars. Developers shall ensure that parking and designated parking bays are not situated directly adjacent to bin store entrances to provide clear access routes for residents and collection operatives.</li> </ul>	
<p><b>Bin Distance</b></p>	<p><b>Required</b></p>
<p>Maximum distance – from communal bin store to the refuse vehicle Note: this should not include going through any building. Gates are acceptable, provided that the Council is given a key/code or an onsite supervisor opens the gate.</p>	<p>5 metres</p>
<p>Maximum distance – From resident’s apartment to communal bin store</p>	<p>30 metres</p>
<p>Maximum distance – from residents’ private storage area to the point of collection</p>	<p>5 metres</p>
<p><b>Path Material, Width and Height</b></p>	<p><b>Required</b></p>
<p>Any pathways between the communal bin store and the public highway</p>	<p>Minimum 2 metres wide Minimum 2 metres high</p>
<p>Any pathways between private bin storage areas and the point of collection</p>	<p>Minimum of 1.5 metres wide Minimum 2 metres high</p>
<p>All pathways between the private or communal bin storage area and the point of collection or public highway</p>	<p>Paved or hard finished surface, without steps, kerbs or excessive slopes – slopes shall not exceed 1:12 and any change in level from</p>

	footpath to road surface shall be provided by a cross over.
<b>Home Composting Bins</b>	
Each dwelling of 2 or more bedrooms (excluding flats) shall be provided with a <b>home composting bin</b> within the garden area.	

- 5.50 Where collection vehicles have to enter developments, sufficient on site turning circles or hammerheads shall be provided to enable safe egress.
- 5.51 Any waste disposal shall be in accordance with current legislation and the duty of care.
- 5.52 Developers are required to provide details of how refuse will be stored and collected as part of the Waste Management Audit, which they shall submit alongside their application. This is a requirement of the Northamptonshire Minerals and Waste Development Framework.

**Landfill**

- 5.53 The Environment Agency (EA) advise that the 3 sites lie within 250 metres of a former landfill site (on Drayton Fields to the west of the disused railway). This site received inert material such as top and subsoils only. It is thought unlikely that landfill gas is being produced in any quantity sufficient to become hazardous. However, the EA advise the developer to contact a consultant competent in the investigation and assessment of a site, which may have potential gas problems. Suitable remedial measures, as agreed with the Local Authority, incorporated into the development, should alleviate any possible problems.
- 5.54 The developer is informed that the responsibility for the safe development and secure occupancy of this development rests with them. The comments and advice given for this landfill site are made entirely without prejudice and without any liability, accepted, implied or given on behalf of the Environment Agency.

**Noise**

- 5.55 A noise assessment is required, which shall be submitted with the planning application. The noise assessment shall be undertaken by the developer to ensure that their layout design takes into account any potential noise mitigation necessary, due to the proximity of the Heartlands Business Park to the west of the disused railway. Any mitigation required shall be evidenced in the Design and Access Statement. For further advice, please contact Environmental Health (see Section 11).

**Light**

- 5.56 The developer shall ensure that the development does not cause any undue light spill in to the night sky. All lighting schemes should be designed to ensure the maximum energy efficiency for the site to reduce CO<sup>2</sup> emissions.

## **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.
- 6.2 Developers are required to retain, enhance and provide a net gain in 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 specific 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 throughout. The developer shall provide additional wildlife-friendly flower, grass, shrub and tree species as specified in section 4, for example to the form of 'fingers' extending from the off site planting and wildflower area, 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' 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). Developers shall also consider and seek advice from the FRS and the CPDA at pre-application stage about potential security issues and possible solutions, for example provision of barriers at open space entrances.

#### **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.
- 6.17 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.
- 6.18 The developer is required to provide a minimum of 2 LAPs on each site and contribute towards off site open space maintenance and recreation provision.

#### **Handover of Public Open Space, Play Area and Landscaped Areas**

- 6.19 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.
- 6.20 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.
- 6.21 A lump sum is payable to DDC at handover to pay for future maintenance.
- #### **Retention and protection of existing planting during construction**
- 6.22 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.

### **Protection of waterways during construction**

- 6.23 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 Manual for Streets (MfS) (Department for Transport 2007) which supercedes Design Bulletin 32 and emphasises the following:

- a staged, collaborative approach to street design incorporating a user hierarchy, with pedestrians at the top
- recognising and designing for a street's integral community function as spaces for social interaction
- creating integrated networks of streets with permeability and connectivity whilst moving away from traditional road types based upon traffic flows or number of properties served
- encouraging innovative design and a flexible approach to street layouts where vehicle speeds are kept to 20mph or less through the minimum of highway design features needed to make the streets work effectively and reflecting/supporting pedestrian desire lines

7.2 There are many other publications available to provide valuable guidance and inspiration to developers, such as "By Design" (DETR, 2000) and Manual for Streets (DfT and DCLG, 2007). 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
  - raised tables
  - 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**

- 7.24 Communal parking areas for residents must be clearly identified, properly surfaced in a variety of materials including tegular and brick paviers. The use of tarmac in these areas should be limited. These should also be well lit, adequately supervised from ground-floor windows, and subject to a maintenance agreement that ensures a good standard of upkeep. Applications for communal parking areas with more than 10 car parking spaces will only be allowed in “exceptional” circumstances and must be accompanied by full justification by the developer. In the instances where more than 10 spaces are proposed these areas should be secured through the use and application of automated gates.

- 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. These areas should be surfaced in a range of materials, tarmac should not be the predominate surface material used. Spaces within communal areas should be defined through, block, brick or studding.

### **Garages**

- 7.31 Garages shall be a minimum internal space of 3.5 metres wide and 6.2 metres long and set a minimum of 5.5m behind the built frontage.

### **Cycles and Powered-Two-Wheelers**

- 7.32 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**

- 7.33 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)**

- 7.34 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](http://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)**

- 7.35 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**

- 7.36 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**

- 7.37 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:

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. In addition, the West Northamptonshire Development Corporation is currently undertaking scoping work for a Water Cycle Strategy (WCS). The findings and recommendations resulting from such a Strategy, once produced, will need to be incorporated in all relevant design aspects of the development.

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

#### **Site 7**

##### **Surface Water**

Maximum Impermeable Area 1.37 ha  
Maximum Discharge\*\* 189 litres/ second for a 1 in 2 year storm

##### **Foul Water**

Estimated Discharge\*\*\* 4.2 litres / second

#### **Site 8**

##### **Surface Water**

Maximum Impermeable Area 1.04 ha  
Maximum Discharge\*\* 144.6 litres/ second for a 1 in 2 year storm

##### **Foul Water**

Estimated Discharge\*\*\* 3.5 litres / second



## **Site 9**

### **Surface Water**

Maximum Impermeable Area 1.13 ha

Maximum Discharge\*\* 156.8 litres/ second for a 1 in 2 year storm

### **Foul Water**

Estimated Discharge\*\*\* 3.2 litres / second

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. Developers are referred to the CIRIA Interim Code of Practice for SUDS (ICoP SUDS) and their publication C697 'The SUDS Manual'. Further 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.

- 8.2 The developer is required to provide water meters for all new dwellings.
- 8.3 The Developer is required to provide a "Sustainable Showhome" on each 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 lie off Claydon Way and Farnborough Drive.

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

The electricity mains are laid in the southern footway of Farnborough Drive, 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. Spare cable ducts are laid at various locations on Farnborough Drive and at one location on Claydon Way. Developers are advised to contact the Department of Development & Property at DDC for further information.

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. 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 Farnborough Drive. Foul and surface water sewers are laid across Site 7 on the assumed route of an Access Collector. Developers shall incorporate the existing sewers into their designs or seek approval from Anglian Water for any proposed diversions, which would be carried out at their own cost.

The locations of all services will be shown on the appropriate contract plan for each site, which will form part of the sales document.

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

There is no provision for cable television services.

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. The Fire and Rescue Service advise that historical data indicates that 1 fire hydrant is required per 50 units, however developers are required to discuss specific requirements with the FRS at pre-application stage.

**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 Council has previously carried out a ground investigation of the Middlemore Development Area, a copy of which is held on the Middlemore CD. It is the Council's intention to carry out detailed ground investigations on Sites 7, 8 and 9 to a sufficient level that will enable developers to submit bids that are not conditional on further ground investigation. All additional information gathered will be included with sales information for individual sites. Notwithstanding the above, developers will be responsible for satisfying themselves that ground investigation information provided is adequate for their proposed developments.
- 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 Sites 7, 8 and 9 were previously used for arable farming. Sites 7 and 8 slope in a generally south-easterly direction towards the nearby reservoir. The gradient for Site 7 ranges from approximately 1 in 20 to 1 in 12. Site 8 slopes at approximately 1 in 20 and has a relatively level area around it's north-western boundary. The boundary between Sites 8 and 9 forms a ridge and Site 9 slopes in a generally north-westerly direction at a gentle gradient no steeper than 1 in 30.
- 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:

Unless listed, those below can be contacted via Daventry District Council  
Tel: 01327 871100 (switchboard)

**Planning Application**

West Northamptonshire Development Corporation Tel: 01604 586627  
Eric Owens - Delivery Team Leader

For Daventry District Council Eamon McDowell - Area Planning Officer

Masterplan	Steve Whelton	(Engineer)
Development Brief	Karen Britton	(Senior Planning Officer)
Energy Information	Dave Malone	(Home Energy Conservation Officer)
Sustainability Advice	Alice Pearce	(Environmental Co-ordinator)
Building Control	Kerry Fowler	(Building Control Manager)
Refuse Enquiries	Nicole Atkinson	(Waste Management Quality & Admin Services Manager)
Environmental Health	Linda Johnson	(Senior Environmental Health Officer)
Planning Out Crime	Tel: 01327 397927	Mike Scragg Crime Prevention Design Advisor (CPDA) (Northamptonshire Police)
Fire and Rescue Service	Tel: 01604 797000	David Harding (Performance Improvement Manager) (Northamptonshire Fire and Rescue Service)
Arson Task Force	Tel: 01604 797 163	Email: <a href="mailto:arsontaskforce@northantsfire.org.uk">arsontaskforce@northantsfire.org.uk</a>
Health Enquiries	Tel: 01604 615333	Dr Chetna Modi, MKSM Project Manager

BRE (radon advice)      Tel: 01923 664000      General Switchboard

**Some useful Documents**

Manual for Streets (Dft, 2007)

Design and Access Statements, how to read, write and use them (CABE, 2006)

Safer Places – The Planning System and Crime Prevention (ODPM, 2004)

Supplementary Planning Guidance “Planning Out Crime” is available to view on:  
**[www.northamptonshire.gov.uk](http://www.northamptonshire.gov.uk)**

Supplementary Planning Guidance “Parking” is available to view on :  
**[www.northamptonshire.gov.uk](http://www.northamptonshire.gov.uk)**

Supplementary Planning Document Minerals and Waste Development Framework-  
Development & Implementation Principles  
**[www.northamptonshire.gov.uk/Environment/Minerals/SPD.htm](http://www.northamptonshire.gov.uk/Environment/Minerals/SPD.htm)**

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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, Weatherboard and Nautical/Sailing/Waterside Design
- D. Provision of Children's Play Areas
- E. Highway Design Criteria
- F. Sustainable Showhome
- G. Middlemore Location Plan

### **Plans**

- 1a Site 7 Site Context
- 1b Site 7 Layout Principles
  
- 2a Site 8 Site Context
- 2b Site 8 Layout Principles
  
- 3a Site 9 Site Context
- 3b Site 9 Layout Principles
  
- 4 Bus, Cycle and Recreational Link