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1 Introduction

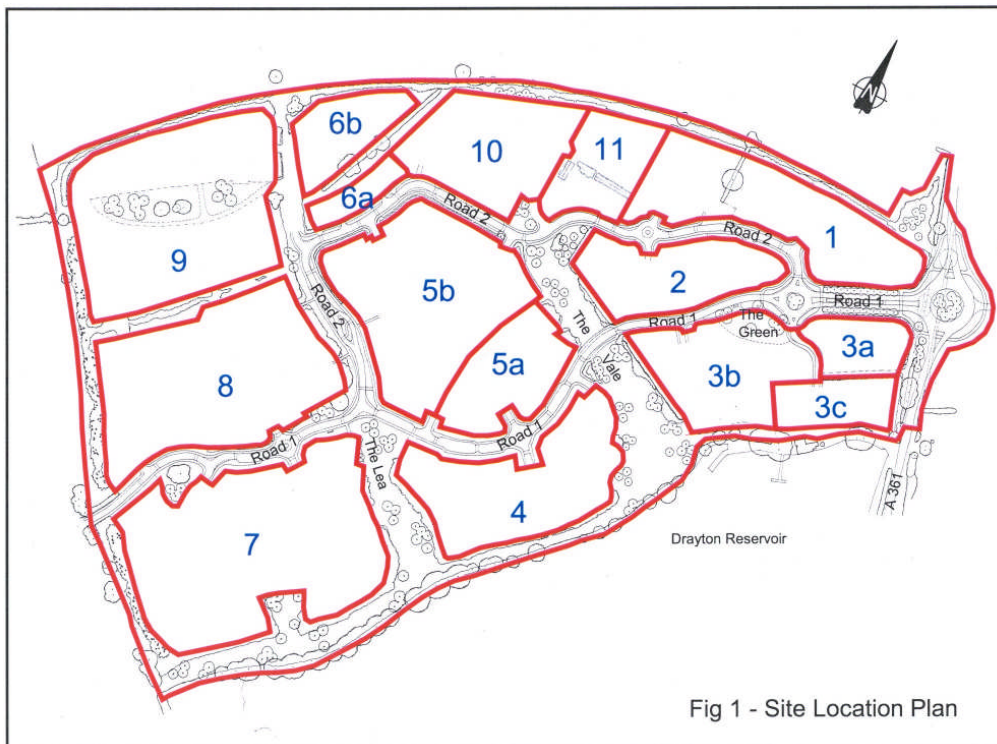
- 1.1 Daventry is an expanding town with firm proposals for further housing and business development. It has a variety of shops and facilities, which service Daventry town and surrounding villages.
- 1.2 Development principles for Middlemore are established in the Daventry District Local Plan (Adopted June 1997), with the framework for strategic development set out in the Masterplan (October 2001). These documents must be read in conjunction with this Brief.
- 1.3 The whole of the Middlemore Development Area covers 30ha (75 acres), of which Site 1 is 1.71 ha (4.23 acres) (Plan 1). It has the benefit of outline planning permission (Appendix A), and the developer will need to obtain full planning permission or approval of reserved matters for this site.
- 1.4 Land has been reserved for a new primary school at Site 10, and a community facility is proposed at Site 11. A small-scale convenience store is proposed at Site 3a. Education and other facilities for new residents will be based on existing local provision, until those proposed at Middlemore are completed. Informal recreation is provided nearby at Lang Farm Northern Valley Park to the east; the former railway line to the west; the Grand Union Canal to the north; and Daventry Country Park just over a mile to the south-east. The nearest existing retail and education facilities are just over a mile to the south-east at Ashby Fields. Developers may be expected to contribute towards social infrastructure that is necessary for a successful Middlemore community, pursuant to Local Plan Policy GN3. This may include contributions towards:
 - Public transport (see para. 7.29)
 - Public open space
 - Recreation
 - Community facilities
- 1.5 The site has the benefit of outline planning permission - applications DA/99/0314 (see Appendix A) and DA/01/351. Full planning permission or approval of reserved matters will need to be obtained by the developer.
- 1.6 The Middlemore site falls into the category of greenfield land. The Town and Country Planning (Residential Development on Greenfield Land) (England) Direction 2000, requires the local planning authority to consult the Secretary of State on applications for planning permission for residential development on greenfield land over a certain threshold, which the local planning authority proposes to approve. The Secretary of State will be assessing the proposal to ensure that the requirements of Planning Policy Guidance Note 3: Housing has been addressed.
- 1.7 Please contact the local planning authority for further advice on this matter and details of the thresholds.
- 1.8 The setting of this site requires it to be sensitively developed to a high environmental quality and effectively integrated into the surrounding landscape. The site lies adjacent to open countryside and near to the Middlemore Cottages to the north. A Grade II listed farmhouse and barns lie to the west. Plan 1 and Figure

1 show the site location and context.

- 1.9 The site shall be developed to create a mixed and inclusive community, by providing a choice of housing and lifestyle, in line with Planning Policy Guidance Note 3: Housing (DETR, 2000). It is envisaged that a predominantly courtyard-style dwelling layout will be provided.
- 1.10 The purpose of this Development Brief is to provide prospective developers with guidance on the development of this site, prior to the submission of applications for full planning permission. It describes:
- The site and its surroundings;
 - The opportunities and constraints for development;
 - The layout and design principles against which the Local Planning Authority will consider proposals;
 - The obligatory works, which the developer will be required to undertake.
- 1.11 Prospective developers are advised that development proposals must have regard to this Development Brief if they are to receive planning permission. This Brief is Supplementary Planning Guidance, and as such, the Town and Country Planning Act, 1990 and the Local Plan (Adopted June 1997) indicate that such Briefs will be a material consideration in determining planning applications. The District Council encourages designs and uses that are consistent with this, the Masterplan and other Local Plan policies. Design is a particular concern of these Plans.
- 1.12 Developers are encouraged, at an early stage, to discuss with the Local Planning Authority their initial response to the Site and Development Brief (Section 11 gives contacts).

2 **Site Details**

- 2.1 This site covers approximately 1.71 ha (4.23 acres). The land was previously farmed and there is no evidence of built development. It enjoys an elevated and south facing position, commanding views over Drayton Reservoir, open countryside and the Middlemore Cottages to the north. Plan 1 and Figure 1 highlight the site location and context.
- 2.2 The site is bounded by Ashby Road (A361) and the main entrance to the Middlemore Development Area to the east; Roads 1 and 2 to the south; open countryside to the north; and the former Middlemore farmhouse and barns to the west, which are Grade II listed buildings.
- 2.3 In the west of the site, the existing hedgerow and Sycamore tree shall be retained. The north boundary of the site is extensively landscaped by recently established native species, and a small picnic area is proposed off site within the open space near to the A361. Adjacent to this is a bridleway, the Middlemore Cottages and open countryside. The south-east boundary has recently been landscaped, next to the main entrance to the Middlemore Development Area. A small orchard lies adjacent to the site in the west. Off site, residential development is proposed directly to the south, whilst a community facility is proposed directly to the west (Site 11).
- 2.4 Due to the history of Middlemore, it is possible that small concentrations of archaeological remains may survive. Developers shall refer to the archaeological survey details on the CD, which is supplied with the Masterplan. Developers must adhere to the terms of the Archaeological Watching Brief (Masterplan, Appendix F).



3 Ownership and Site Disposal

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

4 Layout Principles (Plan 2)

- 4.1 Developers shall note that the general principles for the Middlemore Development Area are set out in a series of Development Codes in the Masterplan (Section 5).
- 4.2 An indicative layout for the whole area is also provided in the Masterplan (Section 5, Fig. 7). This illustrates the road infrastructure, open space network and notional layouts, which have been designed to demonstrate "a possible response" to each site.
- 4.3 Site 1 is in a prominent location, lying adjacent to the main entrance to the Middlemore Development Area from the A361 Ashby Road. It is in an elevated position and is visible from both within and beyond the Development Area. This site is not within a Conservation Area and there are no environmental designations on site. However, it is adjacent to an important listed farmhouse and barns, and there is an existing hedgerow and Sycamore tree, in the west of the site, which is to be incorporated into the design i.e within an area of public open space/ footpath.
- 4.4 It is important that the layout, architecture (in particular the roofscape), choice and combination of materials and landscape works be designed to produce a varied and interesting development, which respects the strategic location and setting of the listed farmhouse and barns, and also the setting of the nearby Middlemore Cottages.
- 4.5 The site benefits from recent advanced planting to the north boundary, partially screening it in local views and giving some landscape enclosure to the site. To maximise the site's potential, the developer shall supplement these areas with additional planting. In particular, these shall provide:
- a sympathetic edge to the rural northern boundary;
 - a green buffer/open space to the western boundary to enhance the setting of the adjacent listed farmhouse and barns;
 - a soft edge to the south-eastern boundary, to lead the eye visually into the Middlemore Development Area; and
 - planting throughout the site to help soften its impact in distant views.
- 4.6 The main access to the site shall be from Road 2. No pedestrian/ vehicular access shall be provided directly off Road 1. Speeds across the whole Middlemore Development Area shall be restricted to 20mph. Developers shall ensure good access by a variety of modes to adjacent open spaces, play areas, leisure routes and access routes, and parking areas (see Figure 1, Plan 1 and 3). In particular, the developer shall provide direct routes from the site to the school (Site 10); the community facility (Site 11); The Picnic Area/northern recreational route; The Vale; The Green and bus stop; and the small-scale convenience store (Site 3a).
- 4.7 Residential development shall create a varied and interesting elevational frontage to contain and define the outside edge of Road 2. To the north, a sympathetic edge to the rural boundary shall be provided; and to the west, residential development shall be of a scale, character and appearance that reflects the adjacent retained listed

farmhouse and barns and respects its setting i.e 1 and 2-storey dwellings only shall be permitted. Building roofs will form the horizon line to important views from the north and south, and must therefore be sympathetic.

- 4.8 Residential development must be designed to provide access to the front and rear of dwellings and their respective private amenity space. The use of back alleys shall be avoided and it is envisaged that dependent upon the developer's layout design, and particularly where terraced development is proposed, shared access routes could be provided from the front of dwellings through archways. Where rear pedestrian access routes/ "back alleys" are the only practical solution, measures to prevent actual crime and fear of crime must be incorporated into the layout, for example lighting, provision of security gates etc.
- 4.9 Parking shall be provided through a mixture of garages, covered and open spaces.
- 4.10 Landmark buildings shall define and terminate principal vistas. These may be individual or grouped buildings, which shall be of high quality design and form bold statements. In particular, these shall provide a positive entrance to the site facing the A361 Roundabout; at the threshold to the tree-lined avenue at the eastern end of The Green; and on sight lines from access points into the site.
- 4.11 The layout and design of walls and fences shall form an integral part of the development. Their siting and design shall be simple, functional and durable, yet attractive.
- 4.12 Crime prevention measures shall feature strongly throughout the site. In particular the developer shall enable good surveillance over open spaces, play areas, leisure and access routes, and parking areas to promote community safety. Narrow alleyways shall be avoided.
- 4.13 D.D.C have designed an area of Public Open Space off site on the site's northern boundary, near to the A361. This shall include an informal picnic area provided by the developer (see Section 8), and shall satisfy some of the casual recreation needs of local residents. This shall be secured through a Section 106 legal agreement.

5 Building Design

General

- 5.1 A high density, mixed development set around courtyards of a variety of designs and uses shall be created. A minimum net site density of 40 dwellings per hectare is required.

Affordable Housing

- 5.2 Affordable Housing Surveys have been conducted and results reveal the need for housing to meet identified needs. There is a requirement for 30% of the dwellings on the site to be affordable. Of this 30% requirement, 20% must be provided on site and 10% can be provided off site in the form of a commuted sum. The commuted sum will be calculated by undertaking a valuation of the area which would have been provided for affordable housing and deduct from that sum what the area would have been valued for as if it was to be used for affordable housing. The affordable housing element will be secured through a Section 106 legal agreement. Affordable housing shall be designed to the same standards as other residential development on the site, as specified in this brief. The predominant building design for flats is anticipated to be 2/3-storey house style.
- 5.3 Of the on site provision, the following would be acceptable:
- 50% 1 bed flats and 50% 2 bed flats or houses.

Design Statement

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

Elevations and Materials

- 5.5 Dwellings with a mixture of 1, 2 and 3 storeys in height shall be provided. All are required to be high quality, innovative designs that create visual interest. These shall reflect the character, vernacular and appearance of the adjacent listed farmhouse and barns and a semi-rural feel shall be retained, particularly to the north and west of the site. Appendix C provides a photograph of the adjacent farm buildings and examples of local vernacular architecture. The developer is expected to refer to these architectural details within their residential designs.
- 5.6 The skyline is particularly important in this development. The roofline shall be articulated to provide an interesting ridgeline in response to local topography and landscape context. Pitches and eaves shall be varied to create an interesting streetscape, with a minimum 35 degrees pitch. At least 25% of dwellings on the site shall have chimney features.
- 5.7 Sustainability is a key objective for the Middlemore Development Area and developers shall be required to promote sustainable designs which, for example:
- employ materials from sustainable sources
 - use recycled materials

- make efficient use of natural resources
- promote energy and water efficiency
- reduce pollution
- 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. It should be noted that this does not mean that all front elevations should be south facing. The use of natural materials will also be encouraged, for example wooden windows, timber cladding etc obtained from sustainable sources.

- 5.8 Dwellings shall also be designed to provide good security, surveillance and reduced fear of crime.
- 5.9 Facing materials shall be selected for attractive appearance and durability. Materials shall contribute to a single overall theme, rather than be starkly contrasting. At the detailed level, materials may vary between dwellings, but there shall be overall harmony.
- 5.10 Bricks and plain tiles/slates shall be the predominant external materials. Bricks shall be selected from red and red/brown ranges, with roofs of grey or brown. Brightly coloured materials shall be avoided, in order to reduce visual impact in distant views.

Gardens

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

Means of Enclosure

- 5.13 Front gardens on to public highways and open spaces shall be enclosed by well-designed brick walls or wall/railings, and in some cases supplemented by planting. Where these lie within visibility splays, in accordance with DB32, "Residential Roads and Footpaths - Layout Considerations" (2nd Edition) (DETR, 1992) they shall not exceed 0.6 metres in height. In all other cases, they shall be between 0.75m and 1m in height, as appropriate to their location. These are required for visual reasons, but also importantly, to help induce lower vehicle speeds throughout the development.
- 5.14 Rear garden boundaries that abut private space shall be screened with 1.8 metres high well-designed brick walls, wall/railings or timber fences. Boundary

demarcation shall not cause loss of planting. Rear garden boundaries that are visible from open space or highways shall be screened with 1.8 metres high well-designed brick walls.

Parking

- 5.15 Motor vehicles shall not dominate over the urban form, therefore parking provision within the site shall be as low as possible and provided through a mixture of garages, covered and open spaces. Cycles and powered-two-wheelers shall be accommodated within the property or in covered areas conveniently adjacent to it. Parking areas shall be overlooked by dwellings, and attractively landscaped and well lit (see paras. 4.12 and 7.23).
- 5.16 Car parking which results, on average, in more than 1.5 off street parking spaces per dwelling will not normally be permitted.

Refuse Collection

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

6 Open Space and Landscape Works

General

- 6.1 The landscape works within the Middlemore Development Area are an integral part of the overall design and shall have equal status to the built elements.
- 6.2 A detailed landscape scheme and a detailed planting plan(s) with specifications for plant material type, size and number, soil preparation, cultivation and maintenance will be required at the time of submission for full planning permission.
- 6.3 The developer's landscape works shall demonstrate the integration of housing layout, roads and paths with existing/retained planting, new tree and shrub planting, grassed areas and bulb planting. It shall indicate, where appropriate, the protection of existing trees/planting and hedgerows, topsoil depths, maintenance and replacement of planted and grassed areas. It shall also include a list of theme planting species with sizes, planting densities and mix proportions for each category of planting. It is strongly recommended that professional advice be sought in the preparation of the detailed scheme.
- 6.4 Wildlife-friendly species shall be incorporated throughout the site, where appropriate.
- 6.5 D.D.C 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

- 6.6 Virtually all of the major strategic planting works within the Middlemore Development Area shall consist of native tree and shrub species in mixed proportions similar to those listed in the Masterplan (Appendix E, Figure E1). This will extend and maintain the visual continuity of the existing landscape. These works include belts of planting, which may form primary and secondary shelter belts (Masterplan, Appendix E, Figure E1) and so modify and improve the local micro-climate; as well as adding to visual amenity. The strategic structure planting will be in species mixes that reinforce and enhance the existing character zones of the site. Developers shall note the position(s) and mature height and water demand of tree species within the matrix of existing planting and make allowances for foundation design, as appropriate.
- 6.7 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 individual courtyard areas.
- 6.8 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

- 6.9 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 planting 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.
- 6.10 Existing planting generally has long life expectancy and is to remain unaltered by the developer: it shall be generously supplemented by the developer's own planting, where appropriate to frame, extend and penetrate the development in the form of 'fingers' extending from the strategic planting works.
- 6.11 The landscape design shall aim to effect a gradual transition from native planting near the edges of the site to more formal, quality ornamental planting within the site, linking the existing structural landscape works to public open spaces and other planting areas. Species for the native planting shall be appropriate to the site's landscape character zones (Masterplan, Appendix E). The developer shall propose ornamental planting species.
- 6.12 Hard landscape works are equally important in achieving character and quality. Boundaries shall be well designed and detailed, and constructed using high quality materials. They shall form an integrated part of the space-defining elements, along with the buildings and garages etc. Surface finishes for roads, parking areas and footpaths shall be both durable and attractive, co-ordinated in appearance, and take their cue from those proposed for the collector roads of Middlemore, as a whole (see Section 7). Street furniture shall be similarly co-ordinated and provided in public open spaces and at convenient points within the development. Street lighting columns/ lanterns and litter bins shall have a colour finish in accordance with the Masterplan, (Appendix C).

Public Open Spaces and Play Areas

- 6.13 On site provision of public open space, including children's play areas and amenity areas, help to meet the recreational needs of the new community and soften built development. These areas shall be identified on the developer's landscape scheme.
- 6.14 The developer is required to retain the existing hedgerow and Sycamore tree and incorporate it in an area of public open space/ footpath (see para. 2.3, 3.4, 4.3 and 8.1) and protect existing planting within and bordering the site, for example buffer strips of 10m shall be managed either side of retained hedgerows, during the construction period.
- 6.15 Off site, D.D.C has designed an area of landscaped public open space, near to the A361. The developer shall contribute towards this provision by providing a small informal picnic area. The picnic area shall be conveniently accessed and overlooked by dwellings to provide security. This provision shall be secured through a Section 106 legal agreement. Refer to Plan 2 and Section 8 for further

details.

- 6.16 The developer shall provide Local Areas for Play (LAP'S). These are small areas of unsupervised open space specifically designed for younger children, close to where they live. In broad terms, every property shall be within 1 minute's walking distance of a LAP. The developer must provide LAP's according to the guidance set out in Appendix D and The Six Acre Standard (National Playing Fields Association, 1992).
- 6.17 It is envisaged that this site shall require the developer to provide at least 2 LAP's (see para. 8.2 and Appendix D).
- 6.18 Off site, it is envisaged that facilities for teenagers shall be provided to the south of The Vale. The developer of Site 1 is not required to contribute towards these facilities.

Handover of Public Open Space, Play Areas and Landscaped Areas

- 6.19 Developers will be required to enter into a Landscaped Areas Adoption Agreement with D.D.C covering the design, phasing of implementation, specification and maintenance of public open space, play areas and associated equipment, and landscape works within public highway areas on site; it shall include provision of seats, litter bins and other furniture in the public open space, all of which are to be subject to a bond for the full value of the works involved. This agreement shall be completed before work commences. The provision and implementation of soft landscape works shall be in accordance with the District Council's Standard Landscape Specification.
- 6.20 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 D.D.C Standard Landscape Specification.
- 6.21 A lump sum is payable to D.D.C at handover to pay for future maintenance.

Retention and protection of existing planting during construction

- 6.22 Development shall not be proposed within 1.5 metres of the maximum canopy of retained trees. 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 protect existing and/or advance planting throughout the duration of the contract. Such planting shall be fenced off with 'Heras' fencing or, 3 bar timber post and rail fencing placed 1.5 metres outside the maximum extent of the canopy. Within this fenced off area:
- no building materials or surplus 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.

Protection of waterways during construction

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

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

General

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

- changes in materials and textures as may be authorised
- other suitable features as used on development collectors.

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

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

Road Hierarchy

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

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

Development Collectors

- 7.6 These have been previously constructed by D.D.C 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 D.D.C as part of the infrastructure works.
- 7.8 Speeds are to be limited to 20mph on development collectors by means of:
- roundabouts
 - traffic control islands
 - lozenges
 - small radius bends
 - changes in materials and textures
 - visual cues, for example close frontage development.
- 7.9 These measures have been designed to be as natural as possible and not contrived, with the intention being to create the perception for the road user that higher speeds are not comfortably practicable or acceptable.

Access Collectors

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

Access Areas

- 7.13 Access areas may normally serve up to around 25 dwellings in a cul-de-sac (around 50 dwellings where junctions with roads with footways are located at each end of the shared surface) via surfaces shared by pedestrians and vehicles, which shall be laid out in an informal manner.
- 7.14 Speeds shall be kept to well below 20mph by keeping unrestrained road lengths to no more than 40 metres.
- 7.15 The design of access areas shall cater for the needs of the anticipated uses of these areas by pedestrians (children and elderly in particular), cyclists, casual visitors, emergency and service vehicles. There is a need to further reduce vehicle speeds (with corresponding reduction in visibility) and deny drivers the perception of a path through the area, which is dedicated to vehicles only. This change in priority must be clearly indicated at the threshold of the area at which point safe routes for pedestrians must be incorporated.
- 7.16 Subject to approval, objectives for access areas may typically be achieved by:
- variations in widths, horizontal alignment and vertical profiles
 - surface textures and colours
 - adjoining elements such as hedges, fences, walls, and buildings, used at or in proximity to highway boundaries
 - hard and soft landscape works, street furniture etc.
- 7.17 A minimum width of 7 metres shall form the basis of a shared surface layout.
- 7.18 It is essential that private areas are clearly distinguishable from public highway. This applies throughout Middlemore, but particularly in relation to shared surface areas.
- 7.19 Subject to the approval of the Statutory Undertakers, an adoptable service strip behind the kerb will not be required. It will be necessary, however, to accommodate lighting columns within the adoptable area and they shall be positioned so as not to be at risk from vehicular impact.

Shared Private Drives

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

property shall be located in communal land.

Communal Parking Areas (see paras. 4.12 and 5.14)

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

Casual Kerbside Parking

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

Footpath and Cycleway Links

- 7.28 The developer shall design and construct footpath and cycle networks within the site with reference to guidance set out in Planning Policy Guidance Note 13: Transport (DETR, 2001). Routes must meet anticipated desire lines and shall be designed to be convenient, pleasant and safe. They should link to existing and proposed routes set out in Plan 3. The design of cycleways shall meet the standards set out in D.D.C's "Cycling in New Developments", a copy of which is available from the Directorate of Transportation and Technical Services. The design of pedestrian routes shall comply with the principles set out in Providing for Journeys on Foot (IHT, 2000).

Bus, Cycle and Recreational Links (Plan 3)

- 7.29 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 (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

- 7.30 The constructional design of prospective highway areas shall be in accordance with Northamptonshire County Council's guide "Estate Road Construction" June 1999,

except in so far as it may conflict with any specific directions within this brief. A copy of the guide is available from the Directorate of Transportation and Technical Services.

Agreements

7.31 The following agreements are to be completed before any work commences;

- Section 38 - with D.D.C on behalf of the Highway Authority
- Section 104 - with Anglian Water
- Landscape Adoption Agreement - with D.D.C

8 Obligatory On and Off Site Works

Obligatory On Site Works

- 8.1 The developer is required to retain the existing hedgerow and Sycamore tree (see para. 2.3, 3.4 and 4.3) and protect existing planting within and bordering the site, for example buffer strips of 10m shall be managed either side of retained hedgerows, during the construction period.
- 8.2 The developer shall provide at least 2 LAPS, as referred to in para. 6.16 and Appendix D.
- 8.3 D.D.C will provide Stormwater attenuation measures in support of the "Strategic Review of Development and Flood Risk, Nene Catchment, Northampton and Upstream" (Environment Agency, 1999). However, the developer shall also refer to this document and ensure that new development is designed to incorporate measures that reduce the potential flood risk. In line with Planning Policy Guidance Note 25: Development and Flood Risk (DTLR, 2001), the developer shall also seek advice from the Environment Agency, Highways Authority and water undertakers on techniques available for sustainable drainage.

Obligatory Off Site Works

- 8.4 The developer shall install a small informal picnic area within the open space, near to the A361 (Plan 2, paras. 2.3, 4.13 and 6.15). This shall be secured through a Section 106 legal agreement.
- 8.5 The picnic area shall comprise the following elements:
- informal-style seating, for example Aubade Picnic Table ref. no. 11.0420 (Masterplan, Appendix C);
 - set within a minimum 4.0m diameter circular area of approved bound buff coloured aggregate surface dressing on a minimum 100mm MOT Type 1 granular fill base course; all to D.D.C approved layout and specification.

9 Services (Masterplan, Section 8)

- 9.1 The site will be fully serviced to the boundary only with;
- Gas
 - Electricity
 - Water
 - Foul and Stormwater Sewerage
 - Telecoms (ducting to site only)
- 9.2 The mains electricity supply has been sized to assume that developers will use gas central heating. If any developer proposes to use electricity central heating it will be their responsibility for any costs associated with upgrading the electricity supply. The developer shall liaise with the East Midlands Electricity Board on this matter. Service connections will only be permitted at the site access points except where otherwise agreed with D.D.C.
- 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).

10 Ground Conditions and Topographical Surveys

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

11 **Further Information**

- 11.1 Prospective developers are invited to contact Daventry District Council on any matter concerning the proposed development of the site (Tel: 01327 871100).

Key contacts:

Masterplan	Steve Whelton	(Engineer)
Development Brief	Karen Britton	(Senior Planning Officer)
Planning Application	Roy Hammond	(Senior Planning Officer)

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

Appendices and Plans

Appendices

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

Plans

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