Masterplan Status

This document has been adopted by Daventry District Council as an interim statement of the Council's vision for the desirable development of Daventry. It should however be regarded as 'work in progress' and, in particular, the detail of individual areas should be regarded as illustrative.

The draft Masterplan has been subject to comment from a range of partner organisations, including Northamptonshire County Council (NCC) and the West Northamptonshire Development Corporation (WNDC) as well as the Commission on Architecture and the Built Environment (CABE). These comments have not yet been taken into account, but will be so in future versions of the document.

It is the intention to work up a version of the Masterplan agreed, ideally, with WNDC and NCC and with the support of other relevant organisations. This is likely to take place during 2007. The document will be subject to formal public consultation during that process. However, in the meantime any informal comments individuals or organisations may have would be welcome and would contribute to the development of the Masterplan.

Any such comments should be sent to:

Development & Property
Daventry District Council
Lodge Road
DAVENTRY
NN11 4FP

email: masterplan@daventrydc.gov.uk

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Introduction and Context

This report presents a ‘master plan’ for the future development of the town centre of Daventry. It has been commissioned by Daventry District Council and prepared by Marchini Curran Associates in conjunction with Holmes Antill Chartered Town Planners. Following consultation, it is anticipated that it will be adopted as corporate policy and as such be a material consideration in planning decisions. It will also help inform the development of formal planning policy documents and other policies and strategies relating to the growth of Daventry.

Daventry has been identified as a sub-regional centre under the Milton Keynes – South Midlands (MKSM) Sub-Regional Strategy (which forms part of the Regional Spatial Strategy for the East Midlands).

The MKSM policy for Daventry is as follows:

“Daventry will grow towards a population of about 40,000 by 2021, seeking to consolidate and extend its role by revitalising and extending the role of the town centre as a Sub–Regional Centre offering improved shopping facilities and a wider range of jobs and services.

Sustainable growth will take place both by means of intensification within the present built–up area and expanding onto green field sites through one or more sustainable urban extensions.

The exact scale, nature and location of this growth will be determined through the preparation of appropriate Local Development Documents (LDDs) prepared by the District Council in consultation with relevant partners.”

The town’s current population is around 23,000. Substantial growth of the town, and corresponding major improvements to the town centre, including its retail offer, are also key factors in the Community Plan produced by the Daventry LSP and the Daventry Town Centre Vision 2021, adopted by the District Council in April 2004 following extensive consultation.

The framework for developing the town arises at national level in the Government’s Sustainable Communities Plan and in the MKSM Strategy. There are also a wide range of planning policy statements, guidance and other documents which impact on proposals for the growth of the town; it is not practical to list them all here. The West Northamptonshire Development Corporation (WNDC) Prospectus ‘Realising the Opportunity’ provides a particular policy perspective which, in common with the national and regional documents, seeks to create a sustainable community and not merely provide additional houses. The Masterplan is also informed by the high level objectives of DDC, NCC and WNDC, which are as follows.

DDC has an overall Vision to “Build a Better District – We intend to achieve a District with an overall population of 95,000, based around a town with a population of some 40,000, with a vibrant commercial core which meets and sustains the economic, social, environmental, health and leisure aspirations of those who live and work in the District, whilst sustaining a high quality of life for all.” Within this Vision are three stated objectives:

• Improve our Business Economy
• Protect and Enhance our Environment
• Healthy, Safe and Strong Communities and Individuals

NCC has a overall purpose: “Making Northamptonshire an excellent place to live and work” and seven strategic goals:

• A safer, freer and more prosperous county
• A cleaner and greener county
• A secure and independent future for our children
• A healthier, more active and independent life for adults
• A smaller and more enabling council
• Maximising influence and resources
• Sustaining an excellent organisation
WNDC has stated its high-level ambitions in its Prospectus Opportunity*, as follows:

- We can become one of the best places in the country to live – a thriving centre with a tremendous choice of retail and leisure activities.
- We can become one of the best places in the country to work – with new and exciting industries that provide a range of high wage employment.
- We can become one of the most sustainable places in the country – with a quality built and natural environment and an effective and efficient public transport system.

More specific directions for the development and regeneration of Daventry are provided by the various formal policy documents specifically relating to the regeneration and growth of Daventry, and the studies and reports which have been commissioned. These include:

Formal planning policy documents:
- Pre–Submission Core Strategy for Daventry District (PSCS).
- Daventry Design Code (DDesC)
- Site 1 Concept Statement (S1CS)
- Site 4A Concept Statement (S4ACS)
- Interim Supplementary Planning Document on Infrastructure (ISPD–I)

DDC Corporate Policy:
- Daventry Town Centre Vision 2021 (DTCV)
- DDC Outline Integrated Development Strategy (OIDS)

NCC Corporate Policy:

Background studies:
- The Daventry Strategic Development Options Study (SDOS) prepared by W S Atkins for DDC and the Northamptonshire Partnership
- Detailed proposals for the feasibility of and appraisal of the proposed Daventry Canal Arm (Daventry WaterSpace), prepared by Mouchel Parkman and DTZ (WFS) for DDC, Northamptonshire Partnership and WNDC.
- Daventry Transportation Study, modelling the town’s highway network and the impacts of developments on it, by Arups for NCC and DDC (DTS).
- Daventry Development Transport Study (ongoing), investigating how innovative approaches to, and forms of, public transport which could contribute to the expanded town by Colin Buchanan and Partners for DDC, NCC and WNDC (DDTS).

Accordingly, while this report provides many detailed proposals in most of the major areas, the proposed masterplan is based on existing policy and/or studies. The key dependences are as set out in Table 1.

*Introduction and context
### Table 1: Masterplan Dependencies

<table>
<thead>
<tr>
<th>Feature</th>
<th>Source Documents</th>
</tr>
</thead>
<tbody>
<tr>
<td>General disposition of development (4,000 homes to north–east, 1,000 to north, 1,000 to south–east, distribution led employment at north–west, office/knowledge based business park at south east, regeneration of the town centre and the Marches)</td>
<td>PCSC; SDOS</td>
</tr>
<tr>
<td>General approach to urban design</td>
<td>DdesC; ISPD–I</td>
</tr>
<tr>
<td>Town Centre Vision Sites 1, 2, 4 and 5 and elements of Sites 3 and 6</td>
<td>DTCV; DdesC; S1CS; S4ACS; ISPD–I; SDOS and WFS</td>
</tr>
<tr>
<td>Local centres</td>
<td>ISPD–I; SDOS</td>
</tr>
<tr>
<td>Southbrook Neighbourhood Renewal Area</td>
<td>NRS; NRAP–SE</td>
</tr>
<tr>
<td>Measures/areas to enhance employment including innovation/incubator centres</td>
<td>ISDP–I; SDOS</td>
</tr>
<tr>
<td>Quality walking and cycling routes</td>
<td>DdesC; PSCS; supported by DTCV; SDOS; DTS</td>
</tr>
<tr>
<td>Provision for PRT (Personal Rapid Transport) network</td>
<td>DdesC; ISPD–I; OIDS; DDTS; DTCV</td>
</tr>
<tr>
<td>Public transport link to Long Buckby station</td>
<td>ISPD–I; DDTS</td>
</tr>
<tr>
<td>WaterSpace (town centre waterfront and canal arm)</td>
<td>PSCS: ISDP–I; OIDS; SDOS; WFS</td>
</tr>
<tr>
<td>Bio–CHP (Biomass fuelled combined heat and power) system</td>
<td>OIDS</td>
</tr>
<tr>
<td>Schools</td>
<td>ISPD–I; SDOS</td>
</tr>
<tr>
<td>Healthcare provision</td>
<td>ISPD–I; SDOS</td>
</tr>
<tr>
<td>Recreation and open space (including County Park expansion, golf course, etc.)</td>
<td>ISPD–I; DdesC; SDOS</td>
</tr>
<tr>
<td>Landscape enhancement/screening</td>
<td>ISPD–I; SDOS</td>
</tr>
</tbody>
</table>
**Design Principles**

- **Objectives of the Proposal**

The aim of the proposal is to provide a framework for the creation of high quality developments with strong identity and design structure, and a high degree of sustainability in all three senses – environmental, social and economic.

The sites are of a scale that enables the creation of areas of varying character, achieved through a combination of building density, architectural design and focus elements.

The developments must be designed to be distinctive in character, practical, marketable and sustainable while safe and secure. The general principles of the designs are to:

- provide a strong architectural framework for development
- create a high quality and safe environment
- reinforce walkable neighbourhoods
- provide focal points for communal activities
- create sustainable environments
- appreciate the *genus loci* of the localities by using distinctive characteristics, establishing visual references throughout the development and creating a sense of place

Care should be taken with the design of the architecture to ensure that new buildings fit neatly alongside the existing vernacular architecture in Daventry; development should be sensitive to the proportions of the many traditional buildings in town. It is important to understand the very particular nature of the existing scale and pattern in the context of each site. However, it should not be the aim of a development on this scale to simply reproduce the local vernacular of an area. The developments should have innovative and unique characters that reflect and complement local characteristics. Traditional forms may be reworked in a contemporary idiom to ensure that the proposed buildings are of this century but are in keeping with their context.

Careful thought has been given to the pattern of development that should take place, from basic orientation of the buildings through their heights and materials to integrating the road and transport layouts. This approach should be maintained as detailed development proposals are worked up. One issue is that where there is open space, consideration should be given to the orientation of the buildings in order to create enclosed areas of varying characters, from formal linear layouts to informal groupings around landscaped areas and squares. Examples of this approach are shown in detailed plans included in this document.

The master plan incorporates current recommendations for urban developments and extensions in publications by, among others, the (then) DETR, The Urban Task Force, CABE and English Partnerships.
Section 1

town overview
**Urban Design**

The master plan has been designed with a clear layout that provides the structure, from which the urban design of the developments will give rise to vistas and opportunities for establishing visual references throughout the sites.

New streets and squares will be enlivening the new neighbourhoods, in which formal and informal arrangements of shops, housing, office accommodation, leisure facilities and schools are well connected. The residential areas themselves are linked to the existing town centre by means of footpaths, cycle ways, bus and PRT routes and roads.

The result is a concept that provides an integrated solution to both the open space and townscape layout, whilst providing an opportunity for commercially viable and environmentally sustainable development.

An approach based upon strong urban design has been adopted with the following identifiable design concepts, which should be implemented in all future developments:

- To adopt a density of development appropriate to the specific site
- To create an architectural approach relevant to the context
- To provide a clear hierarchy of pedestrian streets and ways
- To design with an attention to detail

For a master plan area of this size, these will work on a number of levels. The urban design of the key area is based upon strong and identifiable features including:

- Prominent buildings located at entrances to sites and at changes of direction and will establish the standard and quality for development areas. The layout of new streets will follow that standard while the elevational treatment will vary.

- Open spaces set in key locations within high density areas and will function as public open spaces, relaxation areas and focal points for new streets and lanes.

- Linking devices should be introduced at a smaller level as the detailed design of schemes is developed, for example public artwork or a consistent style of street furniture to provide a sense of continuity throughout a particular development area.

- Focus elements shall play a large role in enhancing the character of the master plan and provide points of reference for individual locations in the town. This could include, for example, reinstatement or reinvention of features such as the historic market cross on the junction of Sheaf Street / High Street.

- Incorporated into the master plan are a series of strategic vistas, for example towards the highly visible steeple of the Holy Cross church and the lime tree off the High Street, which is to become an integral part of the new central shopping area.
Areas of Special Note

Some areas of the town require action which cannot easily be indicated on the detailed plans. These are therefore shown on the opposite page and explained below.

Daventry Country Park

The masterplan recognises the special place Daventry County Park plays in the life of the town and area. It is the single most important green space in Daventry, heavily used by people attracted by the water and landscape. It is also an important area for plants and wildlife. The District Council is considering steps to further protect its value, including examining the possibility of designating it as a formal Local Nature Reserve (LNR).

It is proposed that the area of the Country Park be extended on both the eastern and northern sides, thus increasing the area which can be managed for the benefit of biodiversity and enabling greater public access. The eastern extension, in particular, would help prevent the new housing area adversely affecting the character of the Park, and would extend up to, and in some places across, the new canal arm. The greater total area, along with the new green and public spaces created throughout the town, will help ensure that the Country Park is not over-used as the population of the town grows. The northern extension could, as shown, include the County Wildlife Site of Thrupp Covert. It would be logical for the extensions to the County Park to also form part of the LNR.

Southbrook

Southbrook has been identified as an area which would benefit from neighbourhood renewal activity. This work was largely initiated by the County Council, but local people are taking leadership of the project and the District Council, Police Force, Development Corporation and other agencies are working in support. Accordingly, the whole Southbrook area is indicated as a zone of neighbourhood renewal where some selective physical changes may be appropriate. (These could, for example, involve closing off routes used by vandals, or improving access to other parts of the town.)

Other parts of the masterplan which involve Southbrook include the proposed regeneration of the Marches, which should bring new housing, a wider range of jobs and local services close to the southern part of Southbrook; the north-east urban extension, which will include local centre shops crossing Eastern Way to also serve the northern part of Southbrook; and transformation of the town centre, which will create a much wider range of shopping, leisure and employment opportunities within walking distance of the estate.

Knowledge Corridor

The idea of the Knowledge Corridor is a unification of the main educational and related activities in the town, seeking to maximise the benefits of these for the town as a whole - although with a particular aim of encouraging improved access and attainment in the Southbrook area. The Corridor would include:

- Both secondary schools – Danetree and William Parker
- The new ‘Learning Quarter’ – the home of Northampton and Moulton Colleges in Daventry, and including involvement of the University of Northampton.
- The regenerated Marches.
- The new Burnt Walls Business Park.
- Much of the town centre, including the Waterspace area and proposed Innovation Centre.

It is important that the Knowledge Corridor does not remain simply a concept, but has practical effects. Critically, these include making travel between the various ‘knowledge’ sites particularly easy and attractive, including by foot, cycle and high quality public transport. One way of achieving this would be the installation of the first stage of the PRT system here, which simultaneously, would help to draw positive attention to the area.
areas of special note

- New Development Areas
- Recently Developed Areas
- Country Park - Existing
- Country Park - Trugs Covent
- Country Park - Extension
- Open Space / Woodland
- Neighbourhood Renewal Zone (part of the Knowledge Corridor)
- Knowledge Corridor

Green Recreational Links
Linked Open Country Side
Gateways
Town Centre
**Sustainable Development**

Sustainable development has been considered in the design of the scheme with the following statement in mind:

"... development that meets the needs of the present without compromising the ability of future generations to meet their own needs"

**Sustainable Development — The UK Strategy (HMSO 1994)**

The urban design solutions embrace the notion of a community that is self-sustaining. This is achieved through its approaches to energy usage, its transport network and through the adoption of principles, such as concentrating development, building mixed communities and creating walkable neighbourhoods.

There are two main aspects to environmentally sustainable development: issues which have global impact, and essentially local matters which are nonetheless important to the quality of the development, the local environment and people’s enjoyment of both. In some cases, of course, these matters overlap.

Global impacts related to development concern loss of biodiversity on a world level, which is not likely to be the case in Daventry due to the lack of high-level protected sites, the use of energy and other natural resources and the emission of pollutants, especially gasses implicated in global warming, principally in this case carbon dioxide.

The masterplan seeks to address global-level issues through:

- An approach to design which enables people to access a range of services and employment opportunities within the town, and in many cases within the neighbourhood, thus reducing the need to travel overall, and makes it attractive to make shorter trips by foot or cycle.

- Providing for both improved bus services and a town-wide PRT network, which are covered in section Transport Issues, below. They offer the opportunity to reduce energy use and pollution compared to car use significantly (in the case of PRT up to 90%).

- Making provision for a biomass–fuelled combined heat and power (CHP) system (see box). This could provide the heat and power required for the bulk of the developments, while significantly reducing carbon dioxide emissions. The use of locally–grown biomass (e.g. willow) would help sustain the local rural economy and also reduce net carbon dioxide emissions close to nil.

Energy consumption should also be reduced by improved insulation levels and green roofs where possible, avoidance of over-shadowing and use of solar shading through trees and building overhangs and integral renewable energy sources such as solar hot water heating (which would combine particularly well with heat provided by a CHP system).

These measures should also recruit in a community which is more socially sustainable, as people will need to spend less of their income on providing heat and hot water.
Local sustainability issues are more diffuse and the masterplan seeks to address these through:

- Extensive green space provision, providing links for both people and wildlife. This includes reinforcing the roles of Daventry County Park, Borough Hill and the remains of ‘Burnt Walls, ‘John of Gaunt’s Castle’ and the Medieval Daventry Wood.
- Creation of new habitats, especially in and alongside the Waterspace.
- Creation of high quality environments in which people feel at home. This includes managing parking; typically designs are for vehicles in residential areas to be parked mainly in off–street courtyards and basements, with only visitor parking provided at curb side.

In addition, locally sourced materials would help to reduce construction traffic and materials arising from demolition (where this is necessary) should be assessed for re–usability and used if possible. This would reduce demand for use of natural resources to some degree.

It is intended that the proposed developments shall not interfere with the existing ecology, in particular the reservoir and Daventry Country Park, during construction or when occupied. The preservation of natural habitats should be paramount throughout all development areas.

### Bio-CHP

Combined Heat and Power (CHP) is a way of generating electricity which uses the ‘waste’ heat to provide space heating for buildings in the area. Modern heat pipes can carry the heat up to 15 miles, but normally heat would be expected to be used within a few miles of the source. For a CHP system in Daventry this could include all the development areas. By using this ‘waste’ heat CHP raises efficiency from 40–50% typical in conventional power stations to 70–90%.

The use of CHP is widespread and conventional in some parts of the world, particularly Germany and Scandinavia, and is increasingly of interest in the UK. Sophisticated systems are used to enable customers to be charged for the amount of heat they use, in much the same way use of electricity or gas is billed.

Fuelling CHP with biomass – that is, things like willow, elephant grass and straw – has three further advantages. Firstly, the savings in carbon dioxide emissions raise to close to 100% overall (the carbon dioxide emitted in burning is taken back out of the atmosphere as the plants grow). Secondly, it provides local farms with a business which should be viable over the long term, thus helping the local economy and local employment. Thirdly, it contributes to UK energy security, because no imports are required.

Bio–CHP has been promoted by the Biomass Task Force which was set up by the government as reported in October 2005.
Landscape and Heritage

The expansion of Daventry offers a unique opportunity to connect existing and proposed landscape and leisure areas together which has potential to become a key distinctive and individual feature of the master plan. At the same time, it would be desirable to rediscover some heritage sites, enhance others and link them to new pedestrian routes creating a comprehensive leisure route network in and around the town. The main proposal in this regard is that it should be possible to start a walk from Daventry Wood passing through Burnt Walls, Borough Hill and the enhanced Country Park, along the Grand Union Canal and end at Kentle Wood. Borough Hill and Burnt Walls are both Scheduled Ancient Monuments, and other features of interest are:

• Daventry Wood – remains of the Medieval wood which formerly covered a larger area.
• Site of John of Gaunt’s Castle – actually the site of a substantial medieval hunting lodge for the Lord of the Over Manor (the connection is that John of Gaunt, Duke of Lancaster, acquired part of the Over Manor of Daventry in the 14th century).
• Burnt Walls – accounts conflict, or both may be true: (i) believed to be the site of another, earlier, hunting lodge; (ii) possible site of Iron Age or medieval castle or moated manor, perhaps with origin in Saxon or early Norman period.
• Borough Hill – an Bronze and Iron Age hill fort and later the site of a Roman villa, used in the Georgian period for horse-racing and latterly by the BBC as a main radio transmission base.

The town centre also contains a concentration of heritage, with a conservation area and a large number of listed buildings. The masterplan seeks to sensitively integrate the extension and regeneration of the town centre with these features, respecting the traditional form of the town without creating a pastiche of it.
Open Space

The master plan envisages the incorporation of a variety of complementary open spaces, which are intended as amenities for the benefit of residents in the wider area and designed to enable the development to connect with its surroundings and enhance the existing footpath network.

Special emphasis should be given to all new squares and piazzas, which will define the character of the developments and incorporate surfaces and planting which take into account contours, level of sunlight, quality of soil, exposure to wind and established habitats.

Each location should have a particular character and purpose, building on the proposals in the masterplan and centred on particular uses during certain times of day or seasons of the year, for example:

- catering for daily needs
- afternoon and evening visits to restaurants and bars
- play grounds with adjacent nurseries
- playing fields and casual meeting places

Feature trees, public art and cohesive lighting schemes are intended to provide focal points both within the sites and at important connections with adjacent plots. The introduction of new landscape elements and improvements to existing facilities within the town centre master plan should:

- enable the development to blend into the surroundings, linking to and enhancing the existing settlement whilst creating a cohesive footpath and cycle track network.
- provide a hierarchy of open spaces with a variety of uses, creating and reinforcing the *genus loci* of Daventry.
- reduce the reliance upon the motor car by providing an easily accessible development linked by "safe" routes that avoid the main roads and connect with off-site footpath networks.
- introduce textural surfacing materials where appropriate for the benefit of the visually impaired.
- Incorporate existing mature and protected trees, and landscape features within any layout.

*Image by Richard Carman*
Transport Issues

Prior to the opening of the London to Birmingham railway, Daventry was a major coaching centre, on the road between London and the north via Coventry. The former coaching route, now the A45, is still the main road serving the town. Daventry lacks a railway connection; it was on a branch line (Leamington – Weedon) from 1888 but the town’s station closed in 1958, with the line closing to all traffic in 1963.

The town’s road network was designed for expansion, partly under the previous plans led by Birmingham City Council which envisaged an extensive system of dual carriageways. It has recently been assessed (the DTS) by consulting engineers Arup who have concluded that with some relatively minor modifications it will meet the needs of the target population of 40,000 people in 2021.

The approach taken in the masterplan is that highway standards are to be applied flexibly and imaginatively to achieve a town where the road layout is an integral part of the design rather than dominating the proposals. Roads can be designed or redesigned to make them more part of the town; this is especially important in the town centre and other areas where people are expected to move around on foot. An approach, incorporating the work of practitioners such as Hans Morderman, should be considered and may be introduced in appropriate locations; some aspects of this type of approach have been used in the redesign of Eastern Way to form a waterside boulevard.

The proposals also seek to make public transport much more attractive (work for the DTS found that only about 3% of trips are currently made by public transport in the town). This is important to address both global and local environmental issues, as well as to improve social inclusion by allowing more people ready access to services, employment and social activities. This is approached in the masterplan through design of route networks for both buses and PRT.

Quality bus services are likely to have a modest positive environmental impact, due to reasonable benefits during peak hours being combined with the need to run vehicles even when demand is low, and their limited ability to attract trips which would otherwise be made by car. However, they are a well-established form of transport and it is appropriate to seek to maximise their attractiveness and use as far as possible. Accordingly, the masterplan designs for good bus routes, including several sections of dedicated or guided routes, allowing buses to pass through areas of new development more directly than other vehicles. This should have practical benefits and also create a higher-quality image for the service.

A full town network for PRT (see box) is also included, based on proposals emerging from the DDTs. A PRT system could offer a personal, on-demand, non-stop service which rivalled the attractiveness of car use. The small scale and light weight of PRT systems means they can penetrate into development unobtrusively; however, because systems are automatic the track needs to be separated from people; the masterplan shows how this can be done in a sensitive way.

If the PRT system also connected to Long Buckby Station, it would effectively rejoin Daventry to the national rail network, with everywhere in the town within about 10 minutes of the platforms.
In addition to the powered modes discussed above, the general layouts included in the masterplan, and detailed layouts based on it, are designed to encourage walking and cycling. All developments should be highly permeable for pedestrians and cyclists, offering numerous alternative connections and routes, although these need to be carefully designed in conjunction with the issues of safety and security mentioned above.

It is also recommended that travel plans should be produced for individual developments advising on how best to manage movement and access needs for each site, and connecting with other parts of the town and beyond.

**What is PRT?**

Personal Rapid Transport (PRT) is an exciting new approach to travel which uses modern computer technology to combine many of the best aspects of private and public transport. PRT:

- Offers personal, on demand trips between any two points on a network.
- Provides non-stop, congestion free travel.
- Operates automatically – 24 hours a day, seven days a week.
- Is accessible to almost everyone, irrespective of age or any disability.
- Means no need to worry about finding a parking space.
- Zero pollution at point of use and dramatically less than car use (up to 90% less energy than a typical car), this includes global warming emissions.
- Is almost silent and much lighter than buses or trams.
- Can provide very high capacity if necessary – but only runs when needed.

The technology is now becoming available from a small number of companies.

In addition to the network proposals in the masterplan, there is the possibility of Daventry being able to host an urban pilot, helping to encourage high-tech investment and jobs into the town.
Security and Safety

Care should be taken in the detailed design to ensure that an environment is created that will reduce crime, anti-social behaviour and fear of crime without resorting to the creation of a “fortress mentality” or gated communities.

Careful design and layout of the new development will help to make crime more difficult to commit and increase the risk of detection for potential offenders. Any such security measures must be part of a balanced design approach which addresses the visual quality of the real estate as well as its security. From a practical point of view care should be taken in relation to access design, open views providing natural surveillance, careful design of footpaths and cycle ways and design for maintenance.

Detailed layouts should ensure a clear distinction between development blocks and open space, private and public realms and offer views through the sites.

The layout of the development should incorporate natural overlooking of external space and avoids areas which do not benefit from casual surveillance. In particular the streets benefit from internal layout of the townhouses which ensure that kitchens overlook the streets and courtyards are visible from balconies and windows.

The provision of individual access onto public places ensures that the street scene is reinforced with life and activity and does not “fall dead” in the evening. Where the masterplan provides a sufficient level of detail, such as in the town centre, these issues have been taken into account to an appropriate degree.