Opun design workshops

Strategic growth in Daventry, Northamptonshire

Summer 2017
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Introduction

Opun are working with Daventry District Council in providing support and advice on potential residential allocations within the district as part of the preparation of the Part 2 Local Plan (The Settlements and Countryside Local Plan) which seek to provide for development in the town to meet the outstanding requirements in the Part 1 Local Plan (the West Northamptonshire Joint Core Strategy – 2014) of approximately 900 dwellings.

As part of this process three structured workshops were held covering three sites at the edge of Daventry. These sites had emerged through the call for sites and been identified as potential sites through initial site appraisal undertaken in the Land Availability Assessment.

These have been identified as:

- Daventry South East
- Daventry North
- Daventry South West

The purpose of the workshops was:

- To identify key constraints and opportunities that inform the suitability of the site
- To agree a set of design principles for the site in an illustrative form, and
- To produce a proving layout to indicate the potential housing numbers that could be accommodated on the site.

The workshops included a number of key stakeholders (set out in detail in Appendix A) from the following backgrounds:

- Daventry District Council – Policy, Landscape, Development Control, Conservation and Environmental Health
- Land Promoters and planning consultants with relevant areas of expertise
- Landscape (The Environment Partnership who had been commissioned by the District Council to access Landscape across the District including assessment of the landscape capacity of each site)
- Highways and Infrastructure
- Historic England and NCC Archaeology (Daventry South East only)

Each workshop featured a site visit (the site itself and views from various vantage points around the site, agreed by all workshop members) and was structured around some recurring key themes:

- Site and wider context – including site assets and constraints
- Connectivity and movement
- Infrastructure
- Blue and Green Infrastructure

The following site reports seek to reflect the issues raised at the workshops, comment upon their suitability for allocation and identify areas for further potential consideration or action if the sites were to be allocated it will be a matter for the Council to decide which of these are taken forward and how, they could for instance be criteria attached to an allocating policy in the plan. For the sake of brevity in this report these are identified as ‘actions’.

Furthermore whilst they broadly follow a consistent structure where particular site specific issues were identified these have been set out in more detail.
Action points and capacity calculations

For each of the sites assessed, the Opun Panel recommend a number of key actions points that, should the site be deemed suitable for development, be undertaken prior or during the planning application process. This is not to say that the inclusion of action points is in any way indicative of the overall acceptability of a site for development, nor is it intended solely for the Local Planning Authority to undertake the actions listed. Should a site be deemed not suitable for development, then no further actions are required and the action points can be ignored.

The Local Planning Authority use a gross-to-net density calculation to assess site capacity, where sites of up to 0.5 hectares are considered 100% net developable, sites from 0.5 to 2 hectares are considered 80% net developable, and sites over 2 hectares are considered to be 60% net developable. This is to allow for the provision of open space within the development site and also to allow for site constraints and other potential issues such as easements, tree protection zones etc.

For our work, we have taken a different approach, dividing each of the sites into areas graded by how developable they are, which negates the need to apply a simple net to gross ratio.

The sites in this study are:

1. Land to the north of Daventry
2. Land to the south east of Daventry
3. Land to the south west of Daventry
Land to the north of Daventry
Summary

The land at Daventry north presents significant design challenges that limit its capacity for new development. Managing the tensions between the landscape, the setting and location of the Grand Union Canal conservation area, long views from the neighbouring village of Braunston and onto the church spire of All Saints, and the topography, means much of the site is unlikely to be suitable for development. This is especially true for land north of the Canal.

Limited development to the south west of the site may be possible, but accessing this remote portion of the site would likely require access to be taken through the unadopted street network of Middlemore. Whilst pedestrian and cycle connections through Middlemore are feasible, connecting for vehicles through the street network of this estate is likely to be problematic.

There is also potential for development on the eastern edge of the site, next to the proposed development at Mickle Well Park. This is the most suitable location for facilities that can be shared by residents from Middlemore, Mickle Well Park and any development on this site. However, there are significant constraints on this portion of the site that may render it undevelopable. Should the site be developable, our estimate is that it could deliver around 285 units.
The site

The site is located to the north of Daventry. It is bounded to the north in part by Welton Road which is an east-west route connecting with the village of Welton to the east and Braunston to the west, the remainder of the boundary is within open countryside and defined by a combination of established hedgerows, the Swinnel (woodland) and field boundaries.

To the north of the site the area beyond the site is defined by open countryside, Bragborough Farm, Welton Road and beyond by Bragborough Hall. To the east of the site the edge is defined by Ashby Road / A361 which is a key route into Daventry, and beyond by open landscape and the village of Welton, to the south by Middlemore Farm which is Grade II listed building and the residential area of Middlemore, Drayton Reservoir and beyond by the built urban area of Daventry. To the west by a former railway cutting, including a well defined hedgerow and The Grand Union Canal which connects to the village of Braunston to the north west.

The site itself is predominantly open countryside with well defined field boundaries. Middlemore Gorse woodland and large individual mature trees. An important feature within the site is Braunston Tunnel which forms part of the Grand Union Canal and runs from east to west beneath the full length of the site, the line of the tunnel broadly takes the form of a track bound by hedgerows on site which includes openings with views of the wider landscape and also includes two brick cylindrical ventilation shafts to the Braunston Tunnel which is within the Grand Union Conservation Area.

The topography of the site slopes from east to west and includes notable and distinct changes in site levels. There are also a number of long views and vantage points from the site which afford long views to the open countryside within and surrounding the site.

In terms of pedestrian access, there are two public rights of way (PRoW), to the northeast corner of the site from Welton Road to Ashby Lane and along the southern boundary.
Discussion Points and Actions

Supporting Information
The opportunity to create a development with a strong sense of identity and vision is considered to be crucial to the success of the scheme.

Action: Detailed site analysis should be undertaken to demonstrate an in depth understanding of the site and site features i.e. heritage assets, key routes, connection points, movement pattern, key views to and from the site (especially long views). In addition, comprehensive assessments of the landscape assets / features should be undertaken, including identifying the landscape character areas within the site and the relationship / connections of the spaces both within and outside of the site.

Development Framework
The importance and significance of the site to Daventry and the wider area was highlighted, in particular the need to provide a carefully considered, comprehensive development which integrates and benefits the existing and wider area.

Action: Provision of a Development Framework plan for the sites. This would set a strategic framework for the overall development concept and development principles, as well as other key delivery issues. It would also be a useful tool in understanding the proposals in context, the relationship with adjoining uses and proposals, and enable decisions to be made on individual planning applications whilst ensuring the overall development is not compromised.

The Framework should define the vision and development objectives for the sites; establish an initial design framework for the development; promote high quality design; set out locations and requirements for housing, green infrastructure / open space, connectivity and movement. A set of annotated plans to be provided to support the above.

Action: The provision of a Design Code or other type of design guidance in supporting the Framework / Parameters Plan would be beneficial in ensuring a high quality scheme is delivered, through the provision of clearly stated parameters and guidance on street hierarchy, parking, building density, building height, open spaces, and landscape. The Design Code should be concise and undertake a collaborative approach/response across a range of built environment disciplines e.g. landscape, highways and urban design.
Discussion Points and Actions

**Braunston Tunnel, Grand Union Canal**

The Grand Union Canal (Braunston to Weedon) Conservation Area was designated in 1995 and comprises of approximately 32 miles of canal network including towpath and banks. The Grand Union Canal was designated as a conservation area due to the canal: remaining in most part as it was originally built, representing a major feat of civil engineering from the late C18, a major element of industrial heritage in the mass transportation of goods and is of undoubted historical importance and interest. The line of the Braunston Tunnel (Canal) is central to the site and forms part of the wider Grand Union Canal and is within the The Grand Union Canal conservation area. The west entrance to the tunnel is Grade II listed (outside of the site boundary) whilst the tunnel itself is recognised as an important non-designated industrial heritage asset. This section of the canal is recognised in the Conservation Area Appraisal as passing through open countryside / agricultural landscape with views of Daventry to the south. The importance of the tunnel corridor, track and hedgerow above delineating the tunnel below and the canal sense of enclosure, are therefore considered a valued heritage and landscape asset. Any proposals should therefore seek to retain the route of the tunnel in full, including measures to retain and enhance the rural setting (immediate and wider) and aid the contextual understanding of the tunnel as part of the wider Grand Union Canal network. In order to preserve the setting of the heritage asset, development should be limited to the south of the tunnel and canal only and consist of contextually appropriate, transitional development with the tunnel and canal as a focal point. The long view to the spire of All Saints in Braunston should also be protected, as this forms part of the setting of the canal.

**Action:** Undertake a Heritage Impact Assessment for Braunston Tunnel (Grand Union Canal).

**Action:** A landscape assessment should undertake a wider strategic approach to the Braunston Tunnel corridor, including identifying not only its character edges and impact seen from external viewpoints but also how the corridor itself opens up to provide views and glimpse of the surrounding landscape etc.

**Action:** Carry out an assessment of the impact on the heritage assets within and close to the site as part of any masterplanning exercise including Braunston Tunnel: listed tunnel entrance, former railway cutting, and ensure that the design references and capitalises upon the proximity to these important heritage features.

**Action:** Liaise with The Canals and Rivers Trust as part of ongoing assessment and proposals.
Discussion Points and Actions

**Landscape, Topography and Views**

The varied and significant topography within and bounding the site and the long views / vistas afforded to and from the site i.e. long view from Welton Road to the site were considered important. The land to the north and especially to the north east of the site are considered to be especially sensitive to change. The undulating nature of the site means any development to the north east of the site would appear visually isolated from Daventry, especially when viewed from the south.

The desirable setting of the site adjacent to Braunston Tunnel and the attractive landscape features within the site, in particular ridges with copses, matures trees and the continuous hedgerows to the field and site boundaries, provide the site with a strong green character and identity. The opportunity to fully integrate and engage with the existing landscape features to create a landscape-led development which capitalises and embraces the character from existing green infrastructure and setting is strongly encouraged.

The importance of Braunston Tunnel (as stated above) and its landscape setting would need to be respected with consideration given to the impact of increased use of any open space ensuring it sits within a broad landscape context.

**Action:** Identification of key views and vistas to be retained and / or considered important, with any forthcoming proposals testing against these views

**Action:** Provision of a comprehensive analysis of both the quantitative and qualitative impact of the proposed development to both the immediate and wider site context i.e. evidence to support that the development will not compete with the site assets i.e. Braunston Tunnel, key views etc.

**Action:** Provision of an open space strategy for the site which should include developing and strengthening green corridors within and adjacent to the site. This should include Braunston Tunnel, disused railway line and existing hedgerows. There should be an integrated approach to landscape features and green spaces including the provision of natural / informal play.
Discussion Points and Actions

**Sustainable Urban Drainage Systems (SuDS)**
Incorporating SuDS into the site especially at this stage of the development project is considered to be prudent. Providing an opportunity to create meaningful and robust swales / SuDS and bringing water attenuation into the development, i.e. undertaking an integrated approach and rationale for the SuDS by utilising the existing landscape features with consideration to whether the features will be formal, informal, reference the canal etc. recommended.

**Action:** Identification and provision of a SuDS strategy which provides an integrated drainage strategy from source control to surface water drainage. The strategy should include a set of design principles for SuDS i.e. an integrated approach as part of a landscape framework with the SuDS as accessible, attractive features that contribute to place making.
Discussion Points and Actions

Site Access and Connections

At present, connections into the site are pedestrian from the residential area of Middlemore and Ashby Road / Welton Road; Braunstone Tunnel and along the former railway line to the western boundary. The opportunity to provide a network of pedestrian routes (including improvements to existing pedestrian routes) is to be explored. This should include integrating and improving access to the PRoW and the opportunity for the disused railway line to be utilised as a cycle route connecting Daventry with Braunston.

Potential for vehicle connections exist to the southern edge of the site via existing residential streets within Middlemore housing area from Claydon Road and Middlemore Farm. However, the existing streets are not to an adoptable standard or suitable as major local access roads to serve a significant residential development. Although these are not viable options for motorised vehicle access to large areas of new development, proposals could include improvements to facilitate cycle and pedestrian access.

Although there appears to be a potential connection for motorised traffic from Ashby Road / A361 to serve the site, (off a recently approved roundabout access for development to the east of Ashby Road- Micklewell Park), this would require the highway crossing Grand Union Canal Conservation Area coupled with potential infrastructure issues associated with building over a tunnel making this a less desirable access route for development. In addition this would impact on the heritage and biodiversity interest of the tunnel corridor. The highway authority has stated that a single access could only serve up to circa 200 dwellings. Adopting this approach, the highway authority considers that any number in excess of this would require a loop configuration (as two points of access cannot be achieved) and consider this would necessitate crossing the sensitive Braunston Tunnel / Grand Union conservation area twice due to the layout of the site.

Setting access requirements based on the number of dwellings is discussed in Manual for Streets (MfS-para 6.7.3). Based on discussions with the Association of Chief Fire Officers, this states that the fire service adopts a less numbers-driven approach but consider each application based on a risk assessment for the site and the response times.

Wider experience suggests that providing adequate parking (to minimise the potential restriction of routes) and wider corridors on main access routes can be part of solution to designing access and street layouts of sites limited to a single road access, along with planning connections within the development sufficient for occasional use by emergency vehicles. MfS Section 6.7 provides further guidance on this subject. Satisfying the highway authority on this issue will however be paramount.
Discussion Points and Actions

**Action:** In developing an outline masterplan for the site, early discussion with the highway authority and emergency services is advised in order to agree the principles of the layout relative to its connection to the highway network.

**Action:** Ensure that the existing public rights of way across the site are retained and integrated into any layout for this site to minimise the loss of locally important routes including the provision of an identifiable network of robust pedestrian and cycle routes utilising and integrating existing landscape features i.e. hedgerows / former railway corridor.

**Action:** Explore the potential for the former railway line to be utilised as a cycle route linking Daventry with Braunston.

**Action:** A detailed understanding of the pedestrian connections within the site including where the routes connect both physically and visually, views from the routes, nodal / connections points along the routes etc.
Discussion Points and Actions

**Primary School Provision**
At present there are capacity issues within existing primary schools in the area for additional pupils. A scheme of 900 units would require a 2 form school and 600 units a single form school, the school would require up to 1.9 hectares of land and would need to be within walking distance for new residents from both sides of the development site. The developable area of the site alone is unlikely to generate enough housing for a primary school or be able to accommodate a school on site.

In terms of the potential development sites to the east, the opportunity to provide a primary school as a joint facility that caters for all three development sites should be considered. The importance of designing school buildings that positively contribute to, and address the street frontage and public realm and are conveniently located for new and existing residents, i.e. a building within a block and located on a main route.

Consideration should also be given to co-locating with local/district centres and school buildings to create a vibrant community hub within the development.

**Action:** Explore the provision of a primary school that is located within access of all three development as part of a wider integrated approach, integrated with other community / shared facilities.

**NOTE:** In terms of land take and accessibility, the location shown on this plan is likely to be most suitable. However, this contradicts with the heritage preservation work that suggests restricting new development to the north of the canal and tunnel.

Possible location for new school

Access to school site
Discussion Points and Actions

Developable areas

A plan showing which parts of the site might be suitable for development has been developed, taking into consideration the following:

1. The Grand Union Canal conservation area
2. The views from Braunston
3. The site topography

Placing these fundamental constraints onto the site shows that much of the site is unlikely to be developable without compromising the sensitivities of the location, especially to the north (shaded red).

The areas to the east of the site (shaded amber) are may be developable, but doing so would require a design approach that carefully manages the constraints so as not to harm the setting of the canal conservation area.

Limited development on the western edge of the site is possible (shaded green), although access to this portion of the site through the unadopted Middlemore street network may be an issue, as would managing views from Braunston. Assuming 30 dwellings to the hectare, this area could deliver around 285 units.

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<tr>
<td>A</td>
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</tr>
<tr>
<td>B</td>
<td>5.7</td>
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<td>C</td>
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<td>D</td>
<td>64.1</td>
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<tr>
<td>E</td>
<td>5.5</td>
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<tr>
<td>Total</td>
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Conclusions

Following the workshop and the key issues raised the recommendations are as follows:

1. In sensitivity and constraints terms, development should be restricted to the south of the site only adjacent to the existing residential area of Middlemore (access permitting).

2. The area to the north of the line of Braunston Tunnel (Grand Union Canal) was considered to be sensitive to develop and would negatively impact on the setting of the conservation area and tunnel.

3. Development to the south of the line of Braunston Tunnel (Grand Union Canal) should be contextually appropriate, low density residential use with Braunston Tunnel as a heritage asset within the development.

4. Any development will need to carry out an assessment of the impact on the heritage assets within and close to the site as part of any masterplanning exercise and ensure that the design references and capitalises upon the proximity to these important heritage features.

5. Provision of a model to aid understanding of the varied and significant topography within and bounding the site.

6. Provision of an open space strategy for the site which should include developing and strengthening green corridors within and adjacent to the site. This should include Braunston Tunnel and Corridor, disused railway line and existing hedgerows. There should be an integrated approach to landscape features and green spaces including the provision of natural / informal play.

7. Opportunities for vehicle access to the site are restricted. Routes from Middlemore would not be suitable as a major local access route for motorised vehicles and access from Ashby Road would require the highway crossing Braunston Tunnel / Conservation Area and may include infrastructure issues of building over a tunnel.

8. Explore the provision of a primary school that is located within access of all three developments as part of a wider integrated approach, integrated with other community / shared facilities.
Land to the south east of Daventry
Summary

The land at Daventry South East presents significant challenges that limit its capacity for new development. Managing the tensions between the landscape, the setting and location of scheduled monuments, and the topography means much of the site is unlikely to be suitable for development. Of particular note are concerns from Historic England about the impact any development in this area would have on the two heritage assets. The loss of employment land is also problematic.

Limited development near to the industrial uses to the west of the site may be possible, but this may not address concerns around integration with the existing town. We estimate that, should all the developable areas be built out at around 30 dwellings per hectare, around 375 units could be delivered across the various parts of the site. However, we urge the Council to carefully consider the balance of benefits before releasing sites in this location for development due to the various constraints on site, and to be mindful of the wider aspirations within Council policy to create sustainable new extensions to Daventry.

Should development be allowed in this area, then it should be done so after a strong design case has been made which demonstrates that it adds to rather than detracts from what is a special and sensitive location and that development here can provide an over-riding public benefit.
The site

The site is located to the southeast of Daventry. It is bounded to the north in part by Admirals Way (including small car park) and the residential area of Southbrook which has a Radbourne estate layout, and Borough Hill a Scheduled Monument (SM) most notable for its hillforts and concentric earthworks which includes telecommunications infrastructure comprising of a building and mast (accessed from Admirals Way). Beyond Borough Hill there is open landscape and Daventry golf course. To the east by open landscape including a number of farmsteads and beyond by the A5 and M1 motorway, to the south by open landscape and the village of Newham. To the south west by open landscape, and to north west by industrial units, the A425 - South Way (including two large roundabouts) which forms part of a circulatory route for Daventry and beyond by residential area/s.

The site itself is predominantly open countryside with a number of notable features which include Burnt Walls Scheduled Monument (SM) located to the north of London Road, Special Landscape Area designation to the southern part of the site, a pronounced topography with steep site levels to both the north and south of the site and a watercourse and water bodies central to the site which is identified as very high to low risk of ground water flooding. There are also a number of long views / vantage points from the site which afford long views to the open countryside within and surrounding the site.

An area to the west of the site has been developed. This includes a number of industrial units and Vineyard Community Church to the north of London Road accessed from High March, and a car recycling plant, garden centre, unoccupied hotel and a vacant petrol station to the south of London Road.

Central to the site is the A45 - London Road which connects to the A5, M1 motorway and Northampton to the east and Daventry (Stefen Way, South Way, Leamington Way) to the west and to the M45 motorway to the northwest. There are a number of vehicular routes / tracks from London Road which include High March which serves the industrial units and connects to the A425 - Southway roundabout, a route to Daventry Wood Farm which provides access to the garden centre, hotel etc., a route / track to Burnt Walls Farm and a route / track to the east of Borough Hill.

In terms of pedestrian access there is a public path / bridleway from Admirals Way along Borough Hill which is well used.
Discussion Points and Actions

Scheduled Monuments (SM) of Burnt Walls and Borough Hill

The Scheduled Monuments (SM) of Burnt Walls (within the site) and Borough Hill (to the north of the site) were recognised as an important, historical features and should be valued as significant assets. The setting and siting of Borough Hill SM which sits proudly within the contours of the landscape, the kinetic view of the monument from London Road / A45, the spatial relationship between Burnt Walls and Borough Hill and the open character of the site were all considered to be important. Historic England’s formal objection to the development of this site related to the open setting of the SMs and visual connectivity between them. Long views onto Borough Hill are of particular importance.

Any proposals should therefore seek to retain the above and enhance the immediate and wider setting and contextual understanding of Burnt Walls SM. Development should be limited to the west of Burnt Walls and consist of contextually appropriate, low density residential use only bleeding out into the landscape (large scale business units / sheds would be intrusive) with Burnt Walls as a focal point / heritage asset within the development i.e. forming part of a village green providing opportunities for the public to engage and be aware of the significance of this heritage asset.

Any further development on the slopes of Borough Hill is deemed inappropriate. The strategic position of Borough Hill on an elevated site especially the relatively undisturbed southern slope is a key element of the hillfort’s significance, and this should be retained.

Action: Carry out non-intrusive archaeological assessment and survey of the heritage assets to the south of the site to form a better understanding of their significance, including discussions with County Council archaeologists.

Action: Any development will need to provide an assessment of the impact on the Scheduled Monuments. Historic England’s The Setting of Heritage Assets - 5 step approach is recommended.
Discussion Points and Actions

**Green and Blue Infrastructure**

The attractive landscape features in and around the site, in particular the dramatic ridges / topography to the south and north of the site, views to the ridges and across the site, stream including corridor, field patterns, individual trees etc. provide a robust character and identity to the site which is considered to be important as a whole.

Any proposals should therefore seek to retain the landscape assets of the site, limiting opportunities for the development to the west of site adjacent the existing industrial uses, petrol stations and hotel.

**Action:** Review of the impact any development would have on the Special Landscape Designation to the south of London Road.
Discussion Points and Actions

Connectivity and Movement

It was considered important that all of the connections, routes and access points create a legible and well-connected environment and development. The limitations within and next to the site create difficulties in providing sustainable connections i.e. the topography would require significant engineering works to be undertaken, the ‘Radburn’ like layout of the existing residential area adjacent Admiral Way limit pedestrian access to Daventry Town Centre and the roundabouts to the A425 impede pedestrian and cycle movement. There are, however, bus services adjacent to the site that link it to both the town centre and Northampton. Should any development occur here, then there is significant opportunity to improve access to the countryside through upgrading the local footpath network.

Action: Undertake an exercise to identify which routes (focusing on promoting and achieving sustainable transport) are / have the potential to be navigable, safe and legible for pedestrians and cyclists making best use of existing infrastructure within and outside of the site, identify existing and new desire lines and clarify how the routes would work with the topography of the site especially where site levels change very steeply.

Action: Explore the opportunity to extend bus routes to connect with key facilities and public transport stations / stops.
Discussion Points and Actions

London Road / A45

London Road (A45) was recognised as a ready-made, continuous, connected route through the site. However, the environment of the route which includes high vehicle speeds, traffic noise, combined with limited facilities for pedestrians, e.g. crossing points, will need to be addressed.

If the site were to be developed opportunities and funding would need to be sought to secure schemes to alter the nature / character and speed of London Road at locations where development would result in pedestrians and cyclists using/crossing the route. The location of schemes would be dependent on the masterplanning of the site. Due to the distance / length of London Road there are several locations where changes within the highway corridor could be made. The following principles should be considered: designing new access points / gateways with features to enforce lower driving speeds; locating facilities / features at pedestrian and cycle crossing desire lines; and using the landscape, character and features of the site as an element of any reengineering, to contribute to physiological traffic calming effects; i.e. tree lined boulevard or similar landscaping within the highway corridor.

Such schemes could be based on low-key features that change the appearance of the road from a layout designed to accommodate traffic speeds up to 60mph, to a layout that would constrain speeds to those consistent with an urban route designed to accommodate all modes of movement, whilst retaining the function and capacity (present and future) of the route. However it was acknowledged that reducing the speed could have a detrimental impact on air quality.

**Action:** Provision of design strategy for London Road including an integrated approach (highways, landscape and urban design) addressing existing problems of connectivity, speeding and noise. Measures could include changing surface materials or re-engineering the highway which could reduce attenuation levels and provide opportunities for siting housing closer to the route. It was noted that changing the speed limit using signage would not be enough. Early dialogue on these issues with Northamptonshire County Council Highways is encouraged.

**Action:** New access points should be positioned at locations which assist in reducing traffic speeds on London Road.

**Action:** Establish whether an acoustic landscape treatments eg. level changes, barrier or bund would be needed and the parameters for the bund i.e. houses set back with no built frontage onto London Road.
Discussion Points and Actions

View corridors

The land to the northern and southern areas of the site where the topography is challenging would be technically difficult to develop due to the pronounced site levels, the need to retain the landscape assets as a whole i.e. ridges, views etc. and retaining the setting, relationship between the Burnt Walls and Borough Hill, and how Borough Hill is experienced, resulting in significant areas of the site not being suitable for development. The visual link between the SMs and the views onto them from the surrounding area are part of their setting and changes here would affect the overall heritage value of the area. Borough Hill has a significant recreation function, which is also sensitive to change.

The land to the west of the site where the existing industrial uses are located was considered to be suitable for development. Located at the least sensitive part of the site, within close proximity to Daventry and Daventry Town Centre, it would also potentially provide an opportunity for a built frontage onto London Road.

Action: Prioritise development to the west of the site which incorporates the existing industrial units, garage and hotel including a detailed assessment of where the boundary should be positioned.
Discussion Points and Actions

**Developable areas**

A plan showing which parts of the site might be suitable for development has been developed, taking into consideration the following:

1. The Special Landscape Area (SLA) designation
2. The location of the scheduled monuments
3. The need to preserve the setting of the SMs, including their visual interconnectivity and the views up and onto Borough Hill
4. The site topography, and views onto the site from the SLA beyond

Placing these fundamental constraints onto the site shows that the areas to the west of the site near to the industrial uses have some prospect of development without overly damaging the setting of the site or eroding its key characteristics. These are shaded green.

The areas to the east of the site (shaded amber) are unlikely to be suitable for development, or should development be permissible, it would be of a very limited amount that integrates sensitively into the setting of the SMs.

Development in the red areas is highly unlikely as these areas contain the steepest topography on the site and the Burnt Walls SM, plus the view corridor onto the setting of the SMs. It should be noted that the development area to the south of the A45 is within land currently included within the SLA. Given the site constraints, the developable area is likely to be low at around 12.5ha. Assuming a density of 30 dph, the site may be able to deliver around 375 new homes.

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Discussion Points and Actions

Community Facilities

At present there is no capacity within existing primary schools in the area for additional pupils. A scheme of 900 units would require a 2 form school and 600 units a single form school, the school would require up to 1.9 hectares of land and would need to be within walking distance for new residents from both sides of the development site.

The developable area of the site is very unlikely to generate enough housing for a primary school or be able to accommodate a school on site.

In terms of a local centre there would not be enough patronage within the development to support a facility and this would need to be located on London Road with a visible frontage and accessible to passing trade to be viable.

Conclusions

Following the workshop and the key issues raised the recommendations are as follows:

1. Development to west of the site is preferable, adjacent the existing industrial units and closest to Daventry Town Centre. This could provide circa 400 Units, but would result in the loss of employment land.

2. The remainder / larger extent of the site was considered to be sensitive and technically difficult to develop i.e. Borough Hill SM, ridge, long views, significant site levels etc.

3. Development to the west of Burnt Walls SM should be contextually appropriate, low density residential use, with Burnt Walls forming part of a village green / open space.

4. Any development will need to carry out a non-intrusive archaeological assessment and survey of the heritage assets and provide an assessment of the impact on the Scheduled Monuments.

5. A review of the Special Landscape Designation to the south of London Road should be undertaken including clarification on the reasoning, extent and value of the area.

6. An exercise be undertaken to identify which routes have the potential to be navigable, safe and legible for pedestrians and cyclists from the development making best use of existing infrastructure within and outside of the site.

7. Provision of design strategy for London Road including an integrated approach (highways, landscape and urban design) addressing existing problems of connectivity, speeding and noise and whether there is a need an acoustic barrier / bund.
Land to the south west of Daventry
Summary

The land at Daventry South West presents a promising opportunity to add much-needed new housing to the town. The site has landscape and transport infrastructure constraints which could limit the total development capacity. To create a sustainable extension to Daventry, the transport infrastructure constraints in particular need careful examination and a comprehensive strategy in order to overcome them.

How the site manages the setting of the listed building adjacent to the site boundary also needs careful consideration, but with an appropriate landscape strategy, the Panel feels that this can be sufficiently managed.

Overall, it is estimated that the site could deliver around 1,350 new homes at a density of 30 dwellings per hectare, although space needs to be allowed for a new school and new public open space on site.
The site

The site is located to the south west of Daventry. It is bounded to the northeast by Stefan Way / A45 which forms part of a circulatory route to Daventry connecting to London Road A45 to the east and Leamington Way and Braunston Road to the north, adjacent Stefan Way / A45 is the residential area of Staverton which consists of a mixture of houses types, Staverton Road to Warwick Street which is a key route to Daventry Town Centre.

To the east by the A361 for a short section which includes a ramped pedestrian footbridge over Stefan Way which connects to Staverton, to the south by is Badby House care home which is a Grade II listed building, open countryside and the village of Badby beyond, to the south west by Oak Spinney and Stepnell Spinney which are both well established open countryside and beyond including Staverton Wood which is designated as an Ancient Woodland and prominent within the landscape and Bagby Lane which connects to the A361 and the A425. To the north west by the A45 Stefan Way, A45 Leamington Way and Browns Road and to the south by a pair of semi detached properties, adjacent to the route is Staverton Sports Park.

The site itself is predominantly agricultural land with the exception of agricultural / farm buildings which consist of Drayton Lodge to the north apex of the site and Malabar Farm to the northeast of the site. The site includes numerous fields which are defined predominantly by established hedgerows and some large individual mature trees. The topography of the site is varied and falls from west to east.

In terms of access, Staverton Road (prior to the A45 / Stefan Way) was an ‘A’ road that connected to the A425 with the old route located to the north of the site accessed from the A425, there is also a track accessed from A45 / Stefan Way to Malabar farm to Oak Spinney. There is no public rights of way (PRoW) within the site.
Discussion Points and Actions

Supporting Information
The opportunity to create a development with a strong sense of identity and vision is considered to be crucial to the success of the scheme.

Action: Detailed site analysis should be undertaken to demonstrate an in depth understanding of the site and site features i.e. heritage assets, key routes, connection points, movement pattern, key views to and from the site (especially long views). In addition, comprehensive assessments of the landscape assets / features should be undertaken, including identifying the landscape character areas within the site and the relationship / connections of the spaces both within and outside of the site.

Development Framework
The importance and significance of the site to Daventry and the wider area was highlighted, in particular the need to provide a carefully considered, comprehensive development which integrates and benefits the existing and wider area.

Action: Provision of a Development Framework plan for the sites. This will set a strategic framework for the overall development concept and development principles, as well as other key delivery issues. It will also be a useful tool in understanding the proposals in context, the relationship with adjoining uses and proposals, and enable decisions to be made on individual planning applications whilst ensuring the overall development is not compromised. The Framework should define the vision and development objectives for the sites; establish an initial design framework for the development; promote high quality design; set out locations and requirements for housing, green infrastructure / open space, connectivity and movement. A set of annotated plans to be provided to support the above.

Action: The provision of a Design Code or other type of design guidance in supporting the Framework / Parameters Plan would be beneficial in ensuring a high quality scheme is delivered, through the provision of clearly stated parameters and guidance on street hierarchy, parking, building density, building height, open spaces, and landscape. The Design Code should be concise and undertake a collaborative approach/response across a range of built environment disciplines e.g. landscape, highways and urban design.
Discussion Points and Actions

**Landscape, Topography and Views**
The landscape characteristic of the site was recognised as being bound by undulating hills including Staverton Woods to the west creating a sense of containment to the site, long views / vistas to and from the site including views to Badby House and well defined boundaries / hedgerows.

The site sits on the lower slopes of the ironside hillside landscape to be found in the Special Landscape Area on this edge of the town. The backdrop of the site is Big Hill, which provides screening for the site from the A425 to the west and partial screening from the A361 from the east. For pedestrians, the experience from the footbridge gives open views across the site and onto Big Hill and the woodland in the area.

Development of the site will require a landscape led approach to ensure the characteristics cited above influence and integrate into the design to create a quality development with a strong sense of place / context i.e. provision of glimpsed views to the landscape beyond, drawing / pulling the landscape further into the site, connecting the open spaces with the adjacent sports facility etc.

The hedgerows are recognised as important landscape, ecological and navigational features which define the historic field pattern of the site and provide a strong visual and physical link to the countryside beyond. The retention and enhancement of the hedges is strongly recommended and for these to be utilised sensitively, and with imagination and consideration within any development.

Incorporating SuDS into the site especially at this stage of the development project is considered to be prudent. Providing an opportunity to create meaningful and robust swales / SuDS and bringing water attenuation into the development, i.e. undertaking an integrated approach and rationale for the SuDS by utilising the existing landscape features, specifically the hedgerows / field pattern etc. is recommended.
**Action:** The provision of supporting information should include undertaking comprehensive assessments of the landscape assets within and bounding the site i.e. identify, mapping and illustrating key views and vistas, hedgerows, woods, trees etc. As well as identifying the assets, the information should be utilised in informing an open space hierarchy for the site to ensure important existing landscape features are protected and enhanced as part of the overall proposals. The information should also strengthen and identify additional green routes to connect open spaces, provision of a range of open spaces i.e. formal and informal and utilising the landscaping proposals to support the street hierarchy.

**Action:** Recognition on the importance and value of the hedgerows and to utilise these features within any development i.e. potential location for SuDS, green corridors / routes for pedestrians and cyclists, opportunity for informal play etc.

**Action:** Recognition on the importance of trees within and to the edges of the site i.e. established copses, tree lined routes and to provide a Tree Strategy as part of any forthcoming proposals.

**Action:** Identification and provision of a SuDS strategy which provides an integrated drainage strategy from source control to surface water drainage. The strategy should include a set of design principles for SuDS i.e. an integrated approach with the SuDS as accessible, attractive features that contribute to place making.
Discussion Points and Actions

Connectivity and Movement
The proposals for Daventry South West have a particular role to play in connecting the new community with the existing communities of Staverton and wider links to Daventry Town Centre and adjacent uses, in particular the employment area and sports facilities to ensure the development does not become an isolated or a wholly car dependent suburb a well-connected, genuinely permeable development layout with strong linkages to the town centre and peripheral facilities is considered to be fundamental.

The barrier, severance and potential detrimental effects of Stefen Way / A45 (speed limit of 60mph), were recognised as being significant constraint to achieving this.

Improvements to the existing footbridge / provision of a new bridge and/or changing the highway environment of the A45 to reduce traffic speed and the provision of at-grade crossings were discussed.

NOTE: both potential strategies have been summarised in this report.

Staverton Road
The need to create strong gateways/entrances and routes into the site to achieve the above was recognised. The existing routes of Staverton Road (which is lined by mature trees) was considered to be strong, direct routes that should be developed and integrated as part of the masterplan into the site i.e. the tree lined route extended into the development site.

The route, which was former ‘A’ road is bisected by Yeomanry Way, a local distributor connecting to the A45. To the east of Yeomanry Way retrofit traffic calming measures in the form of two chicanes have been installed. Whilst the existing pedestrian subway under Yeomanry Way is wide and has lighting it may not be an attractive route for all users, especially late at night.

The approaches to the subway are not overlooked and give a poor perception of personal security. However, it was considered that there are opportunities to improved this section of the route, including low cost improvements to the existing subway and approaches, provision of alternative routes to an at-grade pedestrian/cycle crossing on Yeomanry Way, promote as a cycle route within the wider Daventry cycle strategy.

Other routes worthy of further exploration identified were Waveney Close and a pedestrian / cycle route to Northampton College. This is discussed further in the context of Development Access later in this document.
Development Access - A361
In view of the linear form of the proposed site and development potential of up to 800 units it was considered that a single access from the A425 and a looped route within the site may not be appropriate. The opportunity to provide a vehicular access to the A361 Badby Road West was discussed (currently identified as a potential pedestrian / cycle access). Located close to the grade separated A361 / A45 junction slip/loop roads, there are several constraints to engineering a full development road access.

The potential for a restricted movement bus access to the A361 was also discussed. This may be a more easily achieved in engineering terms and would allow a through bus route to the A425.

The existing footway from the site access requires crossing the entry slip road to the A45. The A361 / A425 junction is designed for motorists to negotiate the junction at relatively high speed. Beyond the crossing the continuous footway over the A45 connects to a pedestrian/cycle route to Waveney Close and Northampton College.

Schemes to reengineer the footway along the A361 as a shared pedestrian/ cycle route and to improve the crossing of the slip road should be considered.

Development Access - A425
No constraints to redesigning the existing access to serve the development were identified.

There are no footways along the A425 between the site access and the roundabout junction with the A45. Provision of a footway / cycleway should be investigated.

This should include informal crossings at the A45 roundabout to connect with the existing cycle route to the employment sites north, and Thames Road, south of the A45. Provision for access to the Staverton Sport Park should also be included.
**Action:** Provision of a Connectivity and Movement Plan which focuses on promoting and achieving sustainable transport i.e. a network of robust, safe and legible pedestrian and cycle routes and bus routes that connect with key facilities and public transport stops. The plan should make the best use of existing infrastructure within and outside of the site, identify existing and new desire lines i.e. connections in and around the existing roundabout to recreation and employment facilities.

**Action:** Undertake design work to strengthen the access/gateways to ensure the above is achieved; suggestions include exploring opportunities to connect with existing routes specifically Staverton Road. Access points will be primarily for pedestrian and cycle access and should be maximised. The overriding principles for all access points are that they should be well located, safe and attractive. This increased access provision will improve site permeability, create activity at the key interfaces.

**Action:** Explore options for two vehicular access points into the site (A425 and A45), with integral provision for pedestrian/cycle access.
Discussion Points and Actions

**Stefen Way / A45**

The barrier, severance and detrimental effects of Stefen Way / A45 (speed limit of 60mph), were recognised as being significant issues in providing connection to the site, the residential area of The Grange and to Daventry Town Centre.

If the site were to be developed opportunities and funding would need to be sought to secure schemes to alter the nature / character and speed of Stefen Way / A45 at locations where development would result in pedestrians and cyclists using/crossing the route. The location of the crossings would be dependent on the masterplanning of the site and the following principles should be considered: designing new access points / gateways with features to enforce lower driving speeds; locating facilities / features at pedestrian and cycle crossing desire lines i.e. Staverton Road and using the landscape, character and features of the site as an element of any reengineering, to contribute to physiological traffic calming effects.

Such schemes could be based on low-key features that change the appearance of the road from a layout designed to accommodate traffic speeds up to 60mph, to a layout that would constrain speeds to those consistent with an urban route designed to accommodate all modes of movement, whilst retaining the function and capacity (present and future) of the route. It is understood that the existing average annual daily traffic flows on this section of the A45 are well below the design capacity of the road.

However, it is acknowledged that the highway authority is concerned that the route is sufficient to accommodate any increase in traffic resulting from growth around Daventry and wider traffic growth predictions. The feasibility / acceptability of such changes will therefore need to be explored in detail with the highway authority.

The existing bridge to Stefen Way was recognised as being of its time. The landscape approach beneath and surrounding the bridge at Tyne Road does little to highlight the character of the bridge and little to support this as a gateway/gateway feature. It merely serves to reinforce the highway, discouraging the link visually and perceptively beyond. Relatively narrow and exposed, the bridge may not be an attractive route for some pedestrians/cyclists, especially in adverse weather.

The opportunity to construct an additional bridge which connects the development with Staverton Road was considered to be an option. The bridge should be designed as a feature that integrates with the immediate and wider landscape, of sufficient width to accommodate two-way movement of both cyclists and pedestrians comfortably. The design could be based on a ‘land-bridge’ to include planting more fully on the structure to make the route a more attractive proposition. Adding a direct access to the development from Stefan Way would help slow traffic along here, would offer opportunities for crossing, and would enable internal connections to be more sustainably arranged.
**Action:** Provision of design strategy for Stefan Way including an integrated approach (highways, landscape and urban design) addressing existing problems of connectivity, speeding and noise. Measures could include changing surface materials or re-engineering the highway which could reduce attenuation levels and provide opportunities for siting housing closer to the route. It was noted that changing the speed limit using signage would not be enough. Early dialogue on these issues with Northamptonshire County Council Highways is encouraged including exploration of the future capacity of the route using the authority’s existing traffic models.

**Action:** Any new pedestrian access points should be positioned at locations which align with pedestrian desire lines and assist in reducing traffic speeds on Stefan Way / A45.

**Action:** Undertake a noise assessment to establish whether an acoustic landscape treatments along the A45 are required; eg. barrier or bund and the parameters for the bund i.e. houses set back with no built frontage onto Stefan Way / A45.

**Action:** Explore the provision of a new pedestrian footbridge which connects the new and existing communities. The bridge should be positioned to align with existing desire line to Staverton Way and connect with the proposed primary school etc. The design of the bridge should take a landscape led approach i.e. a sculptural design with well designed generous spaces at the foot both sides of the bridge and opportunities to enjoy the vistas at a pronounced level available from this part of the site and consideration to the environment of the bridge in poor / adverse weather conditions. However, in the first instance, the existing bridge should upgraded.
Discussion Points and Actions

Conservation and heritage
Badby House is a Grade II listed building located to the southern boundary of the site. The southern part of the site was considered to form part of Badby House and provides a meaningful setting. As such, development on the site could potentially result in harm to this listed building’s significance and mitigation should be considered including the retention of long distance views to the building and the open space setting.

There are views of the site from parts of the site and wider area. The consideration needs to be given as to how such views will be protected and managed as part of any development.

Action: Carry out an assessment of the impact on the listed heritage building as part of any masterplanning exercise, and ensure that the design references and capitalises upon the proximity to an important building.

Action: Any heritage impact assessment should include evidence relating to visual impact so as to minimise the harm any development on this site has on the setting of the building in particular maintaining the landscape / parkland of the building to both the front and rear of the building. This should also include the identification of a transition zone between the development and the listed building.

Primary School Provision
A scheme of up 900 units would require a 2 form school and 600 units a single form school, the school would require up to 1.9 hectares of land and would need to be within walking distance of pupils. The opportunity to utilise the primary school to connect the new and existing communities was encouraged with the primary school designed to positively contribute to, and address Stefen Way / A45 frontage connecting with Staverton Way i.e. a building within a block located on a main route.

Consideration should also be given to co-locating with other community facilities to create a vibrant community hub to the development. Accessing Tamar Square local centre is also a key consideration.

Action: Explore the provision of a primary school that is located within easy access of the new and existing communities including a pedestrian facility to Stefen Way i.e. bridge or crossing and positively fronts Stefen Way.
Discussion Points and Actions

**Developable areas**
A plan showing which parts of the site might be suitable for development has been developed, taking into consideration the following:

1. Views from the site’s high-points near the Spinney.
2. The buffer to the listed Badby House.
3. The high points of the site towards the south western rigdelines.
4. The site topography, and views onto and from the town.

Placing these fundamental constraints onto the site shows that large portions of the site are likely to be suitable for development (shaded green). Assuming a density of 30 dph, the site could reasonably be expected to deliver around 1,350 new homes.

The view corridor from the Spinney across to the town (shaded amber) is unlikely to be developable but it may be suitable to place the school playing field within this space, as it is green and open and is unlikely to break the visual connection to any great degree.

The red shaded areas include the buffer to the listed building and the high ground and wooded areas. These spaces are unlikely to be suitable for any development, but could form part of the open space provision for the site.

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<td>66.9</td>
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</table>
Conclusions

Following the workshop and the key issues raised the recommendations are as follows:

1. The provision of supporting information including undertaking comprehensive assessments of the landscape assets within and bounding the site i.e. identity, mapping and illustrating key views and vistas, hedgerows, woods, trees etc.

2. Recognition on the importance and value of the hedgerows, trees and to utilise these features within any development.

3. Provision of a Connectivity and Movement Plan which focuses on promoting and achieving sustainable transport i.e. a network of robust, safe and legible pedestrian and cycle routes and bus routes that connect with key facilities

4. Undertake design work to strengthen the access/gateways including exploring opportunities to connect with existing routes specifically Staverton Road.

5. Provision of design strategy for Stefan Way including an integrated approach (highways, landscape and urban design) addressing existing problems of connectivity, speeding and noise. This should include providing direct vehicle access from the A45.

6. Undertake a noise assessment to establish whether an acoustic landscape treatments eg. barrier or bund would be needed and the parameters for the bund i.e. houses set back with no built frontage onto Stefan Way / A45.

7. Improve the existing footbridge across the A45. Explore the provision of a new pedestrian footbridge which connects the new and existing communities. The bridge should be positioned to align with existing desire line to Staverton Way and connect with the proposed primary school etc.

8. Carry out an assessment of the impact on the listed heritage building as part of any masterplanning exercise, and ensure that the design references and capitalises upon the proximity to an important building.

9. Explore the provision of a primary school that is located within easy access of the new and existing communities including a pedestrian facility to Stefan Way i.e. bridge or crossing and positively fronts Stefan Way.