Examination of Settlements and Countryside Local Plan (Part 2)
For Daventry District 2011-2029

Submission Version

Matter 3: Issue 2

ID: PS075
on behalf of Stepnell Developments Limited
May 2019
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1.0 Introduction

1.1 Nexus Planning has been instructed by Stepnell Developments limited (SDL) (the Landowner) who own the substantive part of the site which falls under policy HO1 ‘Daventry South West’. The area of land in the control of the landowner is included in appendix A.
2.0 Question 4: Are the proposed housing site allocations, appropriate and justified in the light of potential constraints, infrastructure requirements and adverse impacts?

Is there any risk that any infrastructure requirements, site conditions and/or constraints might prevent or delay development or adversely affect viability and delivery?

2.1 Daventry District Council (DDC) has undertaken detailed work throughout the preparation of the stage 2 local plan which includes those documents as set out within paragraph 2.2 of the Site Selection Background Paper Version 4 (GEN05) (December 2018) and the Opun Design Workshops – Strategic growth in Daventry, Northamptonshire (OPUN report) (2017) (HOU02). Opun worked with DDC to provide support and advice on potential residential allocations within the district and was a key document in the preparation of the Part 2 Local Plan. For each site assessed (one of which is Daventry South West) the Opun Panel recommended a number of key action points. The summary for Daventry South West provided within the Opun report confirms the land ‘presents a promising opportunity to add much needed new housing to the town’. Overall the report confirms that the estimated site delivery could be 1,350 new homes based on a density of 30 dwellings per hectare, although accepting space is required for a new school and open space.

2.2 Policy H01 ‘Daventry South West’ substantive landowner, instructed a full technical project team to progress the technical background work to support an outline planning application in July 2017 and the reg 18 and reg 19 consultations in 2018. The primary team comprises:

- Hawksmoor – Development Consultants
- Nexus Planning – Planning and EIA co-ordination
- Define – Masterplanning and Landscape
Examination Statements

- Brookbanks Consulting – Flood Risk and Drainage, Utilities and Ground Conditions
- WYG – Highways, Air Quality and Noise
- Orion – Heritage/Archaeology
- Baker Consultants – Ecology

2.3 The Landowner has commissioned detailed technical work which has informed the site capacity having consideration to the site constraints. The constraints as shown on appendix B have been incorporated into the design of the development and played an important part in the evolving masterplan. The baseline reports that have been undertaken are summarised below:

Minerals

2.4 A Minerals Assessment Report has been undertaken by D. K. Symes Associates. The desk-based assessment concluded that sand and gravel are the only minerals that might warrant safeguarding. However, the quality at this location will be too poor to make it of any value and as such no minerals on site will have an economic or usable value.

Transport

2.5 WYG has produced a Transport Assessment in support of the site. This assessment includes a review of recent local road collision data and considers there to be no particular accident problems within the Transport Assessment study area. The assessment confirms that vehicular access is feasible via the A45 Stefen Way and A425 and also concludes that the site has a good level of accessibility by non-car modes when taking into account the proposed pedestrian/ cycle connections and potential provision of a bus service. An assessment of the cumulative impact of residual trips has also been carried out and it is considered that the proposed development can be accommodated on the local highway network without the need for specific off-site highway improvements.

Noise

2.6 A Noise Assessment has been produced by WYG which assesses the predictions of short-term and long-term effects of noise. The report concludes that the Proposed Development is not expected to have an adverse impact on health or quality of life and mitigation measures including double glazing...
in habitable rooms and alternative means of ventilation of those facades adjacent to the A45.

Air Quality

2.7 WYG has produced an Air Quality Assessment in support of the application and have considered both the construction and operation of the development. It is anticipated that mitigation measures are to be in place during the construction phase where the risk of adverse effects will not be significant. The operational assessment has modelled receptor locations and concludes that the significance is determined to be ‘negligible’ at these locations.

Drainage

2.8 Brookbanks Consulting has prepared a flood risk assessment in support of the application which concludes that the site is in Flood Zone 1, being an area of Low Probability of flooding, outside both the 1 in 100 (1% AEP) and 1 in 1,000 (0.1% AEP) year flood events. It details the proposed drainage strategy for the Site which aims to mimic the existing drainage features and control surface water runoff from the development through the use of Sustainable Urban Drainage systems (SUDs), such as open channel swales and basins located broadly in line with the existing drainage features. The drainage outfall from the site will be restricted to QBAR rates in line with Northamptonshire County Council standards.

Ground Conditions

2.9 Brookbanks has prepared a Geo-Environmental Phase 1 Desk Study which concludes that there are no significant uses identified on or within close proximity of the site that are potentially contaminative or likely to be prohibitive to the development.

Ecology

2.10 An Ecological Report has been prepared by Baker Consultants following their Preliminary Ecological Appraisal and proposes that with mitigation implemented, there will be no adverse impacts upon ecological features and there is potential for a positive impact upon nesting birds and bats once new roost features have been integrated into the design. Additionally, green space and hedge buffers will provide opportunities for wildflower planting schemes.
Landscape and Visual Impact

2.11 A Landscape and Visual Impact Assessment has been produced by Define. The assessment concludes that there will be changes to the visual amenity during the construction phase however mitigation measures have been proposed to minimise the impact. The type of change proposed would significantly alter the form and character of the site itself however the likely visual effects of the development from the receptor group outside of the 1km study area are naturally limited by the topography which forms a distinctive edge and screens the site from the wider Staverton Hills Landscape Character Area to the south.

Heritage and Archaeology

2.12 Evaluation trial-trenching is currently being undertaken by Orion Heritage in support of the application and a Built Heritage Statement is also being produced.

Consultation

2.13 Pre-application meetings with DDC are ongoing and have included stakeholder meetings and round table events to make sure all consultees are engaged in the process. Community workshops were undertaken on 28th January and 1st February and these led to the following elements being included/explored:

- Higher density of development closer to the A45, lower density on the landscaped fringes connecting to the wider area;
- Local centre and primary school being co-located and position near the A45 access and the existing footbridge;
- Retaining the Stepnell Spinney with a buffer zone to plant native tree species/wildflower meadow to connect the woodland with Oak Spinney;
- Retaining and enhancing hedgerows across the site;
- Reintroducing Solitude Spinney;
- Provide a buffer between Badby House to soften screening;
• access taken from A45 and A425;

• explore the opportunity for a pedestrian/cycle link from the development onto A361 to provide connection to Tyne Road;

• open space to be provided around community areas.

2.14 The outcomes of the workshop and pre-app meeting have been taken into consideration and are shown on the illustrative masterplan shown at appendix C.

2.15 A public consultation event was held on 1st May 2019. Over 4000 leaflets were distributed to local residents and approximately 60 people attended. A Statement of Community Involvement (SCI) will be submitted in support of any planning application.

2.16 Focus groups have been undertaken in order to keep Daventry Town Council up to date on the planning application. The last focus group took place on 13th May 2019.

2.17 All constraints that have been established through the preparation of the planning application have been taken into account. The Constraints plan is included at appendix B and the indicative masterplan is provided at appendix C.

2.18 As set out above an outline planning application on behalf of the Landowner together with associated Environmental Impact Assessment is at an advanced stage of preparation and will be submitted in summer 2019.

Infrastructure

2.19 Draft Infrastructure Delivery Schedule - Revision A dated 25th February 2019 (GEN08) sets out the infrastructure associated with H01 and sets out who will be funding each element. The Landowner can confirm that this level of infrastructure is appropriate and the allocation can be delivered without the need for any external funding. The technical work carried out in support of the evolving planning application for the substantive part of the allocation confirms that there are no major technical constraints or abnormal costs that would delay the delivery of the site and / or impact on viability. An Infrastructure Delivery Plan will be submitted in support of the planning application. This will provide funding sources and estimated costs for the infrastructure to be funded through both the emerging application and the area outside of the Landowner’s control, but within the H01 policy area.
(approximately 140 dwellings) to ensure a proportional contribution towards infrastructure across the allocated site.

2.20 Discussions with Northamptonshire County Council (NCC) on education have been ongoing and a cost for the delivery of the primary school has been provided. Interventions on to the highways network as set out in GEN08 will be funded by the developer and secured via a Section 106 / 278 agreement. These interventions relate to normal site access costs and linkage enhancements that are appropriate and proportional to a development of the scale proposed.

2.21 In addition to the above, a Transport Assessment has been carried out to support the planning application. This concludes that there are no off site highway improvement works necessary to accommodate the increase in vehicular traffic from the site when taking into account the site traffic generation together with existing and emerging allocations and committed schemes.

2.22 Daventry Local Plan Viability update addendum report dated March 2019 (GEN01A) sets out the viability of HO1 Daventry South West and confirms that based on the full policy layer, and the assumptions that have been made the site is viable. The Landowner supports these conclusions.

2.23 Based upon the above the HO1 ‘Daventry South West’ housing allocation is appropriate, justified and deliverable.
3.0 Question 5: Are the site boundaries correctly defined?

3.1 It is confirmed that the site boundary as shown on PSD01-2 Submission Settlements and Countryside Local Plan Part 2 District Wide Policies Map (Regulation 20) and PSD01-3 Submission Settlements and Countryside Local Plan Part 2 Policies Map Book (Regulation 20) is correct and reflects the land promoted for development by the Landowner.
4.0 Question 6: Are the assumptions regarding the capacity of the sites in terms of density of development and net developable areas justified and what is this based on?

4.1 The assumptions regarding the capacity of site H01 ‘Daventry South West’ are robust and deliverable.

4.2 The majority of the allocated site is owned by SDL and as set out within the response to question 7 has been subject to a masterplanning process which has resulted in the application being prepared ahead of this examination. The illustrative masterplan for the land in the control of SDL is included at appendix C. This demonstrates how ‘about 1100 dwellings’ can be accommodated across the site. The density for the site ranges from 30dph (on the rural edge) to 60dph (in the local centre), the areas closest to the A45 will be 40dpa. The density has therefore been considered and is appropriate and will be reflected within the Design and Access Statement submitted as part of the planning application.

4.3 It is therefore considered the assumptions regarding capacity and density are appropriate.
5.0 Question 7: What is the expected timescales for development in terms of lead in times and annual delivery rates, are these assumptions realistic and supported by evidence?

5.1 As set out within the Statement of Common Ground (SOCG) between Daventry District Council (DDC), and the Landowner both parties are in agreement with the expected timescales and lead in times are as shown in table 1 below.

5.2 The Landowner has been working closely with DDC, without prejudice, since early 2018 and has now undertaken all technical work required to submit an outline application (with detailed access to the highways for determination) on the majority of the allocation of H01 (see red line plan at appendix A) for approximately 1100 units. An EIA scoping request was submitted to the Council in December 2018 with a scoping opinion received in January 2019 and community workshops have taken place on 28th January and 1st February 2019. The public consultation took place in May 2019 and the consultation banners are included at appendix D. Pre-application meetings have taken place with DDC, NCC and other consultees during the course of the lead up to submission.

Table 1: Housing Trajectory

<table>
<thead>
<tr>
<th>Action</th>
<th>Anticipated date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carry out all outstanding investigations, prepare ES, complete technical work and finalise design matters required for preparation of planning application documents.</td>
<td>Up to May 2019</td>
</tr>
<tr>
<td>Submit an Outline Planning Application (including details of access).</td>
<td>June 2019</td>
</tr>
<tr>
<td>Determination Period.</td>
<td>June – December 2019</td>
</tr>
<tr>
<td>Prepare, submit and determine Reserved Matters application and details pursuant to clear planning Conditions, etc. Submit Building Regulations.</td>
<td>September 2020 – January 2021</td>
</tr>
<tr>
<td>Ground works and initial Infrastructure.</td>
<td>Jan 2021 – July 2021</td>
</tr>
</tbody>
</table>
Commence house building. | August 2021
---|---
First dwelling completions. | January 2022
Delivery |  |
2021/2022 | 20 |
2022/23 | 50 |
2023/24 | 100 |
2024/25 | 130 |
2025/26 | 130 |
2026/27 | 130 |
2027/28 | 135 |
2028/29 | 135 |
2029/30 | 135 |
2030/31 | 135 |

5.3 It is intended that following the examination hearings a planning application will be submitted on H01 and subject to the Inspector’s decision on soundness of the plan, the application could be determined in Autumn/early winter 2019 with completion of the S106 taking place soon after to allow planning permission to be granted by December 2019. Upon receipt of the resolution to grant outline planning permission the Landowner will seek to commission and progress the detailed designs of the primary access junctions and primary internal road infrastructure, with the potential to deliver such infrastructure to provide serviced development parcels to the market. This will have the result of reducing the lead in time for housebuilders looking to purchase land within the allocation.

5.4 The draft indicative phasing strategy at appendix E demonstrates how the site can be sold and developed in parcels to meet market demand. It is envisaged that Phase 1 of the development will comprise those parcels of land adjacent to the A425, facilitated by the construction of the proposed roundabout onto the A425. Phase 2, comprising that land to the east of Phase 1 and adjacent to the A45, will be capable of being developed shortly after and in tandem with Phase 1, through the delivery of the proposed roundabout onto the A45, thus allowing two developers/sales outlets to be on site. The construction of the A45 roundabout and primary spine road will subsequently facilitate the development/sale of parcels to the south east, Phase 3. Subject to market demand, Phase 3 is capable of being divided and sold as two parcels, the western parcel being Phase 3a and the eastern parcel being Phase 3b. Phase 4, includes those parcels adjacent to Badby House and the A361 which will naturally follow upon the substantial completion of Phase 3, and again has the ability to be divided and sold in sub phases, Phase 4a being to the west and 4b to the east.
5.5 Following the outline application a reserved matters application would be submitted in 2020.

5.6 It is therefore confirmed and agreed that the timescales for development in terms of lead in times and annual delivery rates are realistic and supported by evidence in the form of the planning application.
6.0 Question 8: How do the proposed housing allocations help to ensure a built development that meets the needs of all sections of the community?

6.1 As set out within appendix F facilities plans have been prepared by the applicant for HO1 ‘Daventry South West’ to demonstrate how the emerging allocation HO1 relates to the wider community. The indicative masterplan provided at appendix C demonstrates how the built development will be accommodated on site and include the following community assets:

- 2FE primary school
- Local Centre
- Green Infrastructure
- Links through the existing built development in Daventry via existing and proposed crossings.

6.2 Workshops took place with local stakeholders on 28th January and 1st February 2019 and a public consultation event took place on 1st May 2019. These public engagements provided an opportunity for local residents to provide their opinions and help inform the design of the site. The attendees discussed the importance of new and existing residents integrating.

6.3 Attendees favoured the implementation of a publicly accessible major areas of open space which could be facilitated by a green circular route and would be accessible for both the new residents and the wider community.

6.4 Additionally, the public consultation events highlighted a preference for the two form entry primary school and local centre to be located together near to the A45 in order to be accessible to both new and existing residents.

6.5 The proposals include improvements to Old Staverton Road, comprising upgrades to the surface and utilising this space as a foot/cycle only route in order to improve pedestrian and cycle access to and from the town. This route will further enhance the route from the site to Daventry Town Centre and
vice versa.

6.6 Significant affordable housing will be provided on site in line with the emerging policy.

6.7 It is therefore considered that the built development proposed at HO1 'Daventry South West' would ensure the needs of the new and existing community are met.
7.0 Question 10: Are the proposed housing allocations and the associated development requirements and principles in the related policy, including any necessity for master planning, justified, effective and consistent with national policy?

7.1 It is considered that the proposed allocation of HO1 and the associated development are relevant to policy and are therefore justified, effective and consistent with national policy. The policy requires a strategic masterplan to be submitted as part of any planning application in order to demonstrate how both parcels of land within this allocation will interrelate and work together. Where a strategic allocation is in more than one ownership it is important to have an allocation wide masterplan making the whole site effective and consistent.

7.2 The detailed technical work that has been undertaken through the preparation of the planning application has confirmed the policy is justified.
Appendix A: Red Line Plan
Site Boundary (49.13 Ha)

Land to be included within overall Masterplan as per the Housing Allocation Policy
Appendix B: Constraints Plan
Appendix C: Illustrative Masterplan
Note: this plan is for illustrative purposes only, please refer to Parameter Plans for full details.
Appendix D: Public Consultation Banners
INTRODUCTION

Stepnell Developments welcome you to today’s exhibition which outlines our proposals to deliver a high quality, characterful development at Malabar.

The team is here today to discuss the proposals, answer questions and understand your views.

SITE CONTEXT

The site forms part of the emerging allocation HO1 identified in the emerging Settlements and Countryside Local Plan Part 2.

The site comprises 49.3 ha of agricultural land, situated to the south west of the existing development on the edge of Daventry. The site is bounded on three sides by highways. The A45 Stefen Way runs along the north eastern edge of the site. The A425 runs along the north western boundary while the south-western boundary is largely open comprising agricultural fields. The A361 runs along the south east boundary with agricultural fields beyond.

SITE BOUNDARY PLAN

POLICY ANALYSIS PLAN

PROJECT TEAM

Project managers
Hawksmoor
Planning
Nexus Planning
Transport
WYG
Master planning
Define
Landscape
Define
Archaeology and Heritage
Orion Heritage

Ecology
Baker Consultants
Drainage
Brookbanks
Utilities
Brookbanks
Ground Conditions
Brookbanks
Air Quality
WYG
Noise
WYG
PLANNING POLICY POSITION

West Northamptonshire Joint Core Strategy Local Plan Part 1

The Core Strategy provides a long-term vision for the area with an overall framework that forms Part 1 of the suite of Local Plans in West Northamptonshire that will, together, guide the evolution of Northampton, Daventry and South Northamptonshire.

Settlements and Countryside Local Plan (Part 2) For Daventry District 2011-2029

The submission version of the emerging Local Plan Part 2 was submitted to the Planning Inspector in December 2018. The emerging site allocation is identified as suitable for around 1,100 new homes as part of the 12,730 new homes that are required to be delivered district wide between 2011-2029.

Here’s how our proposals are in-keeping with the aspirations in the Local Plan:

1. Economic development
The scheme will support the local economy, creating 122 new full time equivalent jobs. It will also enable families to stay and grow in Daventry generating £4.5m each year from the residents of these homes, helping to boost local shops and services. The Proposed Development is anticipated to support up to 37 new jobs in the retail and leisure industry as a result of new resident spending.

2. Community facilities
The development will provide a local centre incorporating community and retail uses, and a primary school. In addition contributions will be made towards additional healthcare and sports provision in the area as required to accommodate the development.

3. Shops and retail
The site will provide a local centre and also provide walking and cycling connections to Daventry Town Centre.

4. Transport and access
Vehicular connections will be made to the A45 and A425 and improved walking and cycling routes will be provided towards the town centre, Staverton Sports Park and Northampton College.

5. New housing
The proposed mix will broadly be in line with the emerging Local Plan policy HO8 (housing type and mix) as well as providing some larger properties to meet the wider regeneration aims of Daventry, in particular to attract new residents to live and work in Daventry. The exact housing mix will be determined through the reserved matters applications.

6. Environment
Our proposals will deliver a net benefit to the environment through improvements to the Local Wildlife Site, Stepnell Spinney, the re-introduction of Solitude Spinney and the creation of habitat corridors throughout the site. A comprehensive Environmental Assessment will be produced detailing how this will be delivered.

7. Heritage and conservation area
With the provision of a landscaped buffer the site will not have a negative impact on the setting of the Grade II Listed Badby House adjacent to the southern boundary.
TECHNICAL WORK

ECOLOGY

Studies undertaken
- Desk Study
- Phase 1 Habitat Survey
- Breeding Bird Surveys
- Bat Activity Surveys
- Badger Survey
- Phase 2 Botanical Survey

The site currently supports very little habitat structure due to being intensively farmed. As a result, there was very little ecological value found within the site. It is, therefore, considered that the Proposed Development will be able to mitigate and enhance biodiversity. This will start with the design concept of the proposals by retaining and incorporating features together with the creation of new habitats. These habitats will then be managed appropriately for wildlife gains. Green infrastructure will connect through the site and out to the surrounding habitats and landscape through hedgerow retention, well designed green open space, creation of aquatic and wetland habitats such as swales and ponds, grassland with ecological function, and new planted scrub and wooded areas.

HERITAGE

Built Heritage

The Grade II listed Badby House (Our Lady of Passion Monastery), is located in the immediate vicinity of the site, to the south. Within the wider vicinity of the site, there are a number of listed buildings including a Windmill on Newham Hill located to the east, various clusters of listed buildings within Staverton located to the southwest, and Daventry town centre located to the northeast. Both the Daventry Town Centre Conservation Area and Staverton Conservation Area are located a considerable distance from the site to the northeast and southwest respectively.

The masterplan has taken into consideration the surrounding built heritage and this is reflected in the introduction of the Solitude Spinney and landscape buffering to Badby House as shown on the masterplan.

Archaeology

The archaeological potential of the site is being further assessed by geophysical survey and evaluation trial-trenching; these are routine requirements and the information gained will help to inform masterplanning for the site.

BADBY HOUSE c.1858

HERITAGE ANALYSIS
FLOODING AND DRAINAGE

The development site is currently agricultural and the existing drainage through the site consists of open ditches and land drains, which outfall towards the north of the site and drain towards Daventry Reservoir. The site is in Flood Zone 1.

There is some surface water flooding, coincident with the existing drainage features through the site, with the majority of existing flooding, along the boundary of the A45.

The proposed drainage strategy aims to mimic the existing drainage features and control surface water runoff from the development through the use of Sustainable Urban Drainage systems (SUDs), such as open channel swales and basins located broadly in line with the existing drainage features. This will retain the largely open nature of the drainage system and provide a treatment train for any runoff from the site.

AIR QUALITY

WYG have undertaken an Air Quality Assessment for the proposed development which assesses the effects of the development on the local air quality as a result of construction emissions and emissions from additional vehicle trips generated by the development.

With regards to additional vehicle emissions, detailed dispersion modelling has been undertaken to assess the effects of Nitrogen Dioxide and Particulate Matter which show that the effect of the development will result in a negligible change in emissions in the surrounding area.

It is not considered that the development will have a significant effect on local air quality in accordance with standard best practice methodology.

NOISE

Mitigating against noise from the A45 Stefen Way, the A425 and A361 has formed an integral part of the design process from the early master-planning stages. Within the masterplan design phase, it was established that the most appropriate and beneficial form of mitigation is the positioning of the first row of buildings facing these roads to ‘self-screen’ rear gardens and provide screening to properties further into the site as far as practicable. The positioning of the buildings also allows for a stand-off from the site boundaries to be incorporated to accommodate internal access roads and a landscaping strip.
GREEN INFRASTRUCTURE/ LANDSCAPE

Our vision for the Landscape Strategy at Malabar has been driven by the site’s natural features and the desire to enhance connections into the wider community of Daventry.

A network of multi-functional green corridors and green spaces will retain the higher slopes of the site, existing woodlands and hedgerows to protect the unique landscape character of the site. This will create a legible, varied and attractive environment that supports a sense of community for new and existing residents.

The ‘hilltop park’ will become the heart of the scheme, retaining Stepnell Spinney and providing essential play, recreation opportunities and community meeting space, balanced with a rich ecology focus.

The provision of three designated play areas and natural play have been incorporated around the scheme to create a diverse site-wide play strategy that engage and challenge children of all ages. The play areas have a strong emphasis on high quality timber equipment, natural materials and natural play to compliment the surrounding environment.

Green corridors and a network of pedestrian and cycle paths enhance connectivity around the scheme and promote sustainable movement and an active healthy lifestyle. A circular leisure route is positioned around the edge of the scheme to connect the green spaces into a sequential experience, with public art, trim trail and seating positioned at key points along the route.

Native woodland spinneys, native/semi ornamental tree planting and wildflower meadows are proposed within the green spaces to increase the biodiversity and strengthen the landscape character of the site.
HIGHWAYS AND TRANSPORT

Access:
Vehicular access to the development is proposed via provision of two new at-grade roundabout junctions; one on the A45 Stefen Way and one on the A425 Daventry Road. The two junctions would be linked via a main street to serve the development, which would also be utilised to provide a bus route through the site. The access onto the A425 would also include an extension of the 40mph speed limit to the south-west of the new access junction.

Walking/Cycling Routes:
- Pedestrian/cycle link to the development and signal controlled toucan crossing of the A425, together with a new shared footway/cycleway route between the proposed development and the access to Staverton Sports Park;
- Improvements to the existing foot/cycle bridge over the A45;
- Removal of vehicular rights of way over the route of the former Staverton Road with the route designated as a foot/cycle route;
- Shared footway/cycleway route to A361 Badby Road West and over A45, linking to Tyne Road and route to Northampton College;
- Improved cycle signage to highlight routes to the town centre and local employment sites;
- Cycle improvements to Staverton Road route to Daventry town centre, including provision of a Toucan crossing on Yeomanry Way to provide an alternative to the current underpass;
- Extension of the existing CycleCoNNect scheme to include a cycle hub within the site and a cycle hub in Daventry town centre, together with new hire cycles.

Potential Public Transport
It is considered that there is scope to introduce a new shuttle bus service to link the Proposed Development to local employment areas in Daventry, plus the town centre and existing bus station. A potential route has been identified and it is considered that the bus could operate at a 30-minute frequency between 7am and 7pm on the suggested route.

Funding would be provided for the new bus service via an appropriate S106 obligation.

Impact on local highways
An assessment of the cumulative impact of the residual trips associated with the development on the local highway network has been undertaken and it is considered that the traffic associated with the proposed development can be accommodated on the local highway network without the need for specific off-site highway improvements.
HAVE YOUR SAY

We are keen to obtain your views on the proposals presented to you today. Your thoughts and feedback will help us to take the project forward.

Please complete the feedback forms available today, or alternatively you can take one away and post it back to Nexus Planning using the freepost envelopes provided.

Alternatively please email your feedback to: info@nexusplanning.co.uk

Thank you for visiting and providing your feedback on the proposals.

ILLUSTRATIVE MASTERPLAN
Appendix E: Phasing Plan
Appendix F: Facilities Plan
Committed Urban Extensions
South West Daventry
1km Accessibility Zones
Town Centre
Convenience / Food Retail
Primary Schools
Secondary Schools / 6th Form
GP
Hospitals
Major Employment Area
Leisure / Recreation Uses

Title: South West Daventry
Prepared by: DJV
Date: May 2018
Reference:
Client:
Scale: 1:45,000
London  Birmingham  Manchester  Thames Valley
info@nexusplanning.co.uk  www.nexusplanning.co.uk

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