Land North of Cox’s Lane, Broughton, Kettering

DESIGN AND ACCESS STATEMENT [OUTLINE]

October 2012
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1.0 Introduction

This Design and Access Statement (DAS) has been prepared by David Coles Architects Limited in support of an outline planning application for Land to the North of Cox’s Lane in Broughton on behalf of Redrow Homes (South Midlands).

The document outlines the proposals for a residential development located at the land off Cox’s Lane and Cransley Hill in Broughton which has been identified by Kettering Borough Council as offering the opportunity for housing development as part of a strategy of focused small scale growth.

The application is for a scheme of up to 65 dwellings on a total site area of 3.5 hectares. In addition the following benefits are proposed:

- Percentage of affordable housing for local people
- New landscaped open space with play area
- New pedestrian links connecting through to the existing footpaths
- Creation of permanent landscape buffer to the A43
- New opportunities for biodiversity

The purpose of this DAS is to provide further details on the principles adopted as part of the process of preparing outline design proposals for the site and to demonstrate how these have responded to national and local planning policy.
2.0 Site Details

Location
The site is located within the administrative area of Kettering Borough Council, to the north of the village of Broughton, Northamptonshire. The site is situated on the edge of the village settlement but is within easy access to the centre of Broughton with access to all the local facilities and amenities it offers. The site is also within close vicinity to the A43 which connects the site to Northampton and Kettering.

Site Description
The site is currently used as agricultural land which runs alongside the A43 to Kettering to the north of Broughton.

The site is bounded on both the western and southern edge by Cransley Hill and Cox’s Lane which provide two of the main links into Broughton village.

To the north and west of the site is a well-established landscaping buffer which assists in creating a visual screen to the traffic running along both the A43 and Cransley Hill, as well as helping to provide noise attenuation across the site from the roads.

To the south and east of the site are existing residential curtilages with private gardens overlooking the site and private drives accessing on to Cox’s Lane.

Existing site photographs
Below is a selection of the photographs from around and within the site.

Photograph 2.3 – The road intersection between Cox’s Lane and Cransley Hill.

Photograph 2.4 – The site to the left looking along Cox’s Lane.

Figure 2.1 – Location of site relative to Broughton

Figure 2.2 - Location plan
Photograph 2.5 – The site looking north towards the A43.

Photograph 2.6 – The site looking east towards existing residential curtilage.

Photograph 2.7 – Houses on Cox’s Lane to the south of the site.

Photograph 2.8 – View across the site from the south east corner next to established residential curtilage.

Photograph 2.9 – Cransley Hill adjacent to the site.

Photograph 2.10 – View looking in a north easterly direction towards the landscape buffer that runs parallel to the A43 and established residential dwellings.
Photograph 2.11 – View looking westwards along the well-established landscape buffer running alongside Cransley Hill.

Photograph 2.12 – Photomontage of the site looking towards Cox’s Lane and Cransley Hill.

Photograph 2.13 – Photomontage of the site looking towards Cransley Hill and the A43.

Photograph 2.14 – The existing agricultural site access.

Photograph 2.15 – Cox’s Lane.
Constraints and Opportunities

The proposals would take into account the following site constraints and features:

- The need to form a new site entrance junction onto Cox’s Lane to satisfy the requirements of the Highway Authority.
- The provision of a substantial area of open space to provide a buffer zone between the A43 and proposed development.
- Suitable accesses via the site to the proposed open space and play area.
- The provision of active frontages to Cox’s Lane with passive surveillance over the open space.
- The provision of a balanced mix of dwellings across the site covering all tenures.
- The creation of a building buffer zone around Cransley Grange as not to encroach on the landscaping or create an overbearing feeling.
- The retention of the ‘important’ hedgerows around the perimeter of the site and provision of a buffer zone to retain foraging corridors for local wildlife as much as possible.

Figure 2.16 – Constraints plan

- Site boundary
- Noise from A43
- Public Footpath
- Existing Water main
- Landscaping Buffer
- Fall across site
- Existing trees
- Site access
The proposals would embrace the following:

- The outlook over the open space and countryside.
- Strengthening the settlement boundary to the north of the village.
- Existing trees acting as a focus for new movement network.
- Surface attenuation feature would also promote biodiversity.
- New area of open space and buffer planting.
- Links to existing pedestrian routes to form a connected movement network.
- Dwellings fronting Cox’s Lane to create an active street.
- Access route linked through to new area of open space and new play area.
- Dwellings orientated to have active frontages to outer perimeter of developable area.
- Inclusion of bungalows to avoid visual impact on Cransley Grange, plus new development set back to increase distance to the existing dwelling.
3.0 Contextual Review

Historic Character and Conservation Area

Broughton is currently one of the few villages in Kettering Borough without an adopted Conservation area.

The older properties in Broughton are mainly situated around the village centre along the High, Street, Cransley Hill, and Silver Street with a variety of properties from the 19th and 20th Centuries.

The elevational treatment and scale of these properties varies from small Victorian detached, semi-detached and terraced red brick houses with arched windows to orange/brown iron stone houses with windows with stone headers and quoin detailing. There are also examples of wide fronted and fully rendered thatched houses.

Historic development of Broughton

The historic core of Broughton dates back to the Doomsday. Whilst still retaining many of its traditional stone buildings and features from its early history, Broughton has evolved and grown in size. Most recently in Carter Avenue, Glebe Avenue, Grange Road Estate and the new estate of Baker Avenue / Donaldson Avenue. In addition to these developments there have been significant infill plots within the village boundaries, with the majority of the growth extending south in a linear form along the Northampton & Wellingborough Road.
Since the 1880’s the village has grown gradually around the village centre extending along the approach roads that are still in use today.

In the 1930’s the village began to expand from the village core in a southerly direction along both Northampton Road and Wellington Road with detached and semi-detached plots aligning either side of the road.

During the 1950’s the first post war development was created along the North West flank of Wellingborough Road. Between the 1950’s and 1970’s saw a large increase in the development of Broughton with the main approach roads being intensified with housing. This period also saw an increase in new and infill development predominantly to the south and eastern side of the village and around the village core. The north of the village underwent expansion at Little Cransley with the development of around 50 detached and semi-detached bungalows and two storey properties north of Kettering Road.

Development since the 1970’s up to the present day has seen the infill of land between Northampton and Wellingborough Road to the south of the village behind the existing properties that aligned both streets. This development has been populated with a large number of detached, semi-detached and terraced houses. Elsewhere in the village development has been minimal with the addition of small cluster developments of detached houses and replacement properties to the north of the village as well as in the centre.

Much of Broughton has grown in this linear way along main roads in and out of the village and the approaches from the south and west are where the more recent developments have occurred. The approaches into Broughton from the north and west pass the developments of the 1930s and 1940s with the approaches from the south and east pass the major developments between 1930 – 1970’s to arrive directly into the historic core of the village, with properties that date back to between the 12th C and 19th C.
Pattern of Growth

The general pattern of growth of the village has been organic with the major village development over the last century being along the main approach roads. Newer developments have been sited around the fringes of Broughton, effectively forcing the settlement boundaries away from the historic core. These later developments have generally reflected the characteristics of the era that they were built and adopted design features and materials that were commonplace at the time but also took reference from the vernacular that has developed.

This has resulted in the village now exhibiting a broad variety of architectural styles and features, which help to characterise these parts of Broughton.

The first of the post-war housing was south of the historic core in the form of a detached and semi-detached council houses built in the 1930 and 40’s.

This was followed by infill and expansion in the 1960 and 70’s to the south, east and to a smaller degree to the north of Broughton.

Figure 3.6 – Housing in Cransley Hill

Figure 3.7 – House on Kettering Road

Figure 3.8 – Housing on Cox’s Lane opposite the site.
Development at the end of the 20th Century has predominantly been small infill plots that have been developed or redeveloped to provide new housing between the existing areas of established and historic housing. Such developments are located around parts of the High Street, West Street, Silver Street, Iydenne Terrace, Chapel View, Brookhaven and Cox’s Lane.
Recent Development

Housing development over the last decade has occurred as infill plots or replacement dwellings. There have been three new developments adjacent to one another behind the High Street frontage which consists of around 20+ dwellings split across the three developments.

There has also been a further development at the north end of Northampton Road called Rathmine Court which consists of 19 dwellings. All four developments are made up of single, semi-detached and terraced houses and pick up on the material pallet that Broughton has developed as well as building form.
4.0 Design Influences

Cransley Grange

The Grange has a simple building footprint and pitched roof forms enhanced by dormers and single storey gable features. The main house is finished in red bricks, tile hanging and a clay plain tiled roof. Windows are simple in form with regular pane sizes and the roof detailing is also kept simple.

Street frontages

Within Broughton, buildings in the centre of the village have a close relationship with the street having shallow front garden depths if any at all with some having small walls to create separation.
Outside the village centre, housing developments exhibit a more varied frontage character with a larger range of front garden depths which are predominantly grassed or enclosed with low level hedging, fences or shrubs. The deeper front garden depths are often associated with forecourt parking areas.

Addressing corners

Urban design best practice promotes buildings addressing the street with front entrances relating to the road from which the dwelling is served. Where buildings are located at junctions and they need to turn the corner, then generally the building has a primary frontage onto the higher status road to reinforce the road hierarchy.

To allow the building to relate positively to the both aspects at the corner, elevational features are often carried through to the secondary elevation to continue the street character and the relationship of the building to the two streets.

Within Broughton, this is commonly achieved through the use of additional windows to habitable rooms which serve to continue the elevational design around the corner and also provide opportunities for passive surveillance. The windows also help introduce added interest to what is often the gable elevation and also provide additional light into the house.
Building forms

The shape and form of buildings within Broughton is varied and diverse reflecting the period in which they were built. The older style houses reflect the simple spans of timber and other materials whilst the newer buildings have more varied footprints and plan forms and more articulate forms and shapes.

Outside the historic centre, building depths have a greater range reaching 9 and even 10m deep. The building footprints are squarer as a result. Projections are more frequently found on the front elevation to create double storey height gabled elements. Single storey projections are also commonly found accommodating integral garaging and entrance canopies.
The majority of buildings within Broughton are up to two storeys in height. The exceptions to this are mainly non-residential properties such as the Broughton Baptist Chapel on the High Street, and a three storey iron stone house on the High Street.

There are also a number of 2.5 storey buildings within the village utilising the space in the roof as accommodation. These properties retain a two storey scale by incorporating dormer windows within the pitch of the roof.

Roofscape

Most of the buildings within Broughton have a combination of either steep or shallow pitched roofs with gable ends, on many of the more recent developments as well as in the historic village centre.

There are however examples of shallow pitched hipped roofs, some with gabled frontages that can readily be found on many of the post war properties throughout the village especially along the approach roads.

Some of the older properties include chimneys, mostly set in line with the gable ends, with only a few properties having inset chimneys. The more modern style properties replicate this alignment or have protruding chimney breasts.
Within the historic core of the village, the elevational detailing is varied in character depending on the age of the building. Windows, doors and entrances are generally simple in detail and vertically proportioned with limited styles used. Certain properties have their own unique additions such as brick dental work at first floor or at the roof eves. Some houses have key stones that make them unique along a street scene.

Within the modern style developments this verticality and simple use of detailing is maintained by adopting design features from existing buildings in the village. Detailing is more varied with features adopting greater horizontal proportions and wider spanned openings.
Windows
Windows within the village centre generally have a vertical proportion to them with a combination of wide and narrow widths broken up with simple fenestration patterns. There are a number of buildings that have a horizontal proportion to them. Double casements, sashes and top openers are commonplace with window bars set in a variety of different places creating groups of two, four, six, eight, twelve or sixteen regular sized small panes. Iron stone houses commonly have lead work window panes.

Doors
Door designs vary throughout the village in terms of style, colour and design. Older style properties frequently have solid front doors whilst more recent door designs include glazed panels.

Materials
Throughout the village dwelling entrances are either flush with the building frontage, recessed into the building footprint to create an integral porch or have a pitched roof canopy. Smaller scale canopies are also found on a number of the newer developments nearer the village centre.

Simple canopy structures are also found within the village with lean-to and pitched varieties used throughout Broughton.
The historic core along the High Street combines the use of stone, brick, render and also some painted brickwork with roofs covered in tiles, slate and thatch.

Later developments continue this palette of materials although thatched roofs are rarely found outside the historic centre. Brick colours become more varied but retain an orange/red theme with some examples of a dark brown brick used on some of the more recent housing development.
Render is frequently found within Broughton with buildings being either fully rendered or partially rendered with some buildings having render panels set between brick quoin detailing.
Parking solutions
Broughton has a variety of solutions to accommodating the car within its developments. These range from on-street to forecourt, on plot, shared areas and drives for parking.

On street
The majority of housing within the village has dedicated parking areas although there are examples where on street parking occurs. Generally residents park on the street when there is insufficient room to park elsewhere and, as a result of the street width; drivers often resort to parking on the pavements.

Forecourt
Most of the housing development within Broughton has forecourt parking where the residents park their car(s) in front of their houses either on driveways that lead up to integral garages or on their former front gardens.
On plot
Parking on-plot is more commonly found in the later developments where cars can be accommodated within the curtilage of the dwelling. This form of parking is more frequently associated with garages set between dwellings.

Shared courts
There are several examples of shared parking areas within Broughton in both the older core of the village as well as in the more modern perimeter developments. These are normally designed to serve a small cluster of homes and provide parking in the form of a hard standing, often set in front of a group of garages or the properties themselves.

Shared Drives
Shared drives are commonly found within Broughton serving small clusters of dwellings and providing vehicular and pedestrian access to a group of homes. These are notably less engineered than the adopted highways being narrower in width and following a more organic profile. The drives also have a closer proximity to the houses with grassed verges or shrub planting set in the front garden areas.
5.0 Community Involvement

Redrow have undertaken community consultation by sending out a Public Consultation Leaflet to the residents of Broughton to inform them of the proposed development.

The consultations with the community lead to some important feedback that would be taken on board by Redrow and integrated into the design proposals.

The following points were raised in the consultation responses and have been addressed in the proposed site layout:

Transport:

- Width of Cox’s Lane is inadequate
- Poor access
- Junctions at Cransley Hill and Cox’s Lane with High Street are poor
- Parking Issues around the CO-OP and chip shop
- Local road network cannot cope with additional traffic
- Speeding along High Street
- Limited Public Transport

Other:

- Lack of local facilities
- Poor infrastructure
- Proximity of site to the A43 noise issue
- School has no capacity
- Loss of countryside
- Reference to play area
- Scale of development not proportionate to settlement
- Limited employment opportunities
- Density to great

A number of these issues would not be as a direct result of the development. Other issues which have been raised through consultation would be taken on board, considered and where appropriate implemented into the proposed scheme for the site.
6.0 Development Proposals

Current Use
The site is currently used as agricultural land.

Proposed Use
The proposals are for Residential use.

Amount
The development is for a scheme of up to 65 with associated open space.

Site Area and Density
The site has a total area of 3.5 hectares, including the open space within the site. The residential site has a net developable area of circa 2.1 hectares (excluding the open space). The proposed density with 65 dwellings would be circa 30 dwellings per hectare. This fully accords with local planning policy which makes reference to 30 dwellings per hectare.

Dwelling mix
The proposed range of dwelling types from 2 bedroomed through to 5 bedroomed would provide a balanced mix across the site.

Affordable Housing
The development proposal would include up to 19 dwellings to satisfy the requirement for 30% of the total dwelling numbers to be included as affordable housing and would include a range of tenures to suit the local housing needs.

All dwellings would have at least 2 car parking spaces per dwelling.

All the affordable housing dwellings would have parking either on plot, immediately adjacent the house or in areas that benefit from passive surveillance from dwellings. Where parking is arranged in groups, spaces would be broken up with areas of landscaping to create attractive courts that are conveniently located near to the dwelling.

Scale
All the dwellings would be no higher than two and a half storeys with the majority of buildings being two storeys in height and the two and half storey dwellings positioned around the site at key locations.
7.0 Design Approach

Design Rationale
The proposed approach to the site involves recognising the relationship of the site to the existing village and drawing on the relevant local characteristics to inform the establishment of a new development at this key point of entry into the settlement.

The analysis of the general context has identified that Broughton itself has a broad range of characteristics that have evolved over time as the village has grown.

The approach adopted considers the importance of the approach into the village and how it relates to the other entry points into Broughton, the appropriateness of the building form and style, the layout with reference to the pattern of development in the village, the parking solutions and the elevational detailing.

The hierarchy of built form along this road would also be taken into account with the placement of two storey properties aligning this road frontage. The use of the site topography in the design would help reduce the visual impact on the opposing properties that look out over the site. In our view this design approach would help to maintain the rural character of the village and help in the transition from open countryside in to the rural village context.

The retention of the hedgerow along Cransley Hill would help to preserve an attractive route into the village. To maintain the health of the retained hedgerow, a root protection area would be implemented along each side. This buffer zone would also act as a foraging zone for local wildlife which would recognise the hedge as a navigational feature and source of food. This buffer zone extends around the site boundary wherever there is a retained hedgerow and all buildings sit outside this zone.

With the proposed buildings fronting onto Cox’s Lane and provision included for a footpath access to the front entrances, dwellings would be set a further 2m or more back from the edge of the footpath resulting in the build line being some 6m or more from the edge of the road. Combined with the retained hedgerow and mature trees along Cransley Hill the presence of the new buildings would be reduced.

Cox’s Lane frontage
The character of this entrance into the village would be designed to reflect the positioning of the adjacent properties along Cox’s Lane. This would be articulated by way of the new proposed houses being set back from the road side which would provide a buffer zone to the front of each plot, which is common place throughout existing properties in Broughton.
The development proposals would have a mix of orientations that address Cox’s Lane, Cransley Hill, and open space to the north as well as internal looking properties.

Houses that look out over the open space that is proposed to the north and west of the site would create a defined edge to the development.

The remainder of the properties would all be orientated with the main frontages addressing the road system, and secondary elevations fronting roads to help provide passive surveillance. These properties would take on the same design strategy as set out on Cox’s Lane with a green buffer zone providing a front to each house, helping to reduce the feeling of density on site and help underpin the rural design narrative.

The mix of primary and secondary frontages would result in a varied and interesting street scene throughout the development which would more sympathetically reflect the informal village character commonly found in the area.

By proposing a new access to the site from Cox’s Lane there would be an opportunity to create a main vista through the site that links to the landscape and open countryside to the north.

There are two secondary vistas that would offer views of the existing mature landscape belt along the east, west and north boundaries to the site that help contribute towards a landscape themed development set on the rural fringe of the village.

Creating ‘perimeter blocks’ with buildings set around private rear gardens would reinforce this approach helping to break down the overall development area into smaller groups of homes, emulating agricultural groupings, that would be considered appropriate for the site’s edge of settlement location.

The smaller ‘blocks’ would create additional vistas through the site that break up the development. This would result in a layout that has a series of green routes linking the designated open space with the hedgerow corridor along Cransley Hill and the existing planting to the north and east of the site helping to establish a green infrastructure around which the development would be arranged.

By following the principle of a series of ‘visual corridors’ running through the site with housing fronting onto these routes, and development relating to the boundaries around the site and open space, a simple development strategy would emerge.
Road layout

The road layout would be designed with one main route that has a series of secondary routes that terminate at vistas overlooking the open countryside or established landscaping. This layout would allow for ease of navigation through the site and with each dwelling having off street or on plot parking it would help in reducing the visual impact of cars on site.

The single point of access to the site is also a key design strategy as it wouldn’t create a rat run along Cox’s Lane and help reduce the traffic intensity and congestion.

Additionally the avoidance of a through route would help to manage traffic speeds whilst maximising the permeability for pedestrians and cyclists to ensure that the residents can easily access the amenities on site, especially the areas of open space and the new footpath link that would be provided along Cox’s Lane. In providing these important linkages, the site would have good connectivity to all the local facilities within the site and also new links to the existing facilities within the village. All the routes through the site would be well surveilled and important connections are direct and clearly defined to ensure routes are safe for all users and they encourage and promote their use.

Whilst the Highways Authority generally prefer to keep surface treatment of the road simple and consistent, guidance such as Manual for Streets, encourages the use of more varied road treatments to contribute towards the overall character of the development. Alternative materials also help reinforce character especially in residential developments where higher road speeds are discouraged.

The proposals would include a functional road network that permits ease of access for service vehicles, such as refuse lorries, but adopts a varied surface treatment strategy. This would reduce the visual dominance of highly engineered roads with tarmacadam surfaces that often undermine the desired character.

Block paving would be used for many of the private drive areas, and various sections of the adoptable road where greater continuity of this surface treatment helps to reinforce the residential character and also promotes a more pedestrian friendly environment.

Corner Buildings

The layout would include various corner conditions where dwellings relate to two streets or open space and have a presence onto both. The corner buildings would all have front entrances onto the street and habitable rooms positioned at the corner with windows to allow views out onto both aspects. Windows would also be sited to allow secondary views out of the dwelling to increase the opportunities for passive surveillance.
Figure 7.8 - Example of house addressing the corner with additional windows set in the gable end overlooking the road

The design approach adopted would follow what is established within the village which has numerous examples of this solution with dwellings orientated to face the street, open space or footways through the site.

The proposals would include a variety of arrangements that reflect the character of the village and ensure that streets and open spaces are addressed with building facades that offer passive surveillance opportunities.

Elevational Strategy
Broughton has a range of different elevational styles borne out of its historic growth over the centuries and the influences of the local industries on both housing demand and material availability.

As a consequence, the village demonstrates a rich and broad range of architectural styles and features which can be drawn upon to influence new development.

The site is located on the fringe of the village where there are various similar examples of developments, there are also examples interspersed within the village fabric adopting a distinct character and this is considered an appropriate approach to the design for this site.

The new development would draw upon Broughton’s local heritage proposing a traditional approach that utilises some vernacular details and finishes that relate the scheme to the village as well as embodying a rural character that befits the edge of settlement location.

Features within the proposed development can be found within the village:
- Traditional forms based on a simple rectangular dwelling shape with subservient extensions relating to the historic character and more compact plan forms found in later developments
- Roofs that have ridges parallel to the street onto which they face with features such as gable elements and dormers which create an interesting and varied roofscape.
- Simple fenestration patterns that reflect the styles and patterns evident within the village and accord with the council’s guidance
- A variation in window sizes across an elevation
- A simple window hierarchy progressing up the facade
- Occasional use of a variety of bay window designs
- Door surround details, canopies and covered entrances that are similar to the examples found in the village
- Simple canopy structures to entrances
- Traditional materials and detailing
- Materials that are found locally within the old and new developments of the village.

Figure 7.9 - Buildings on corners have windows to provide passive surveillance onto both aspects

Figure 7.10 - Examples of the elevational approach proposed
Figure 7.11 - Examples of the elevational approach proposed

Figure 7.12 - Examples of the elevational approach proposed
8.0 Access

Access Details
The site is currently accessed via a gateway on Cransley Hill. The proposed development would be served by a new access point as shown on the proposed site plan.

The road network would be designed to accord with Northamptonshire County Council’s ‘Design Guide for Residential Roads’ for a development of this scale. The new access into the site would be proposed as a Minor Access Road and designed to provide a 5.5m wide carriageway with two 1.8m wide footways either side. Once within the site, the roads would be purposefully lowered in status to reflect the reduced traffic demand and would be reduced to Access Ways which are 4.8m wide with an integrated 1.8m wide footway on one side and a 1.0m wide service strip on the opposite side.

The change in road category would help reduce the impact of the road within the development with additional areas for landscaped verges, whilst maintaining pedestrian routes through the site. This would help reinforce the residential character and avoid the road appearing over-engineered for the development. It would be further enhanced by the combining of the road and footpath into a shared surface treatment which emphasises the change in road hierarchy across the site.

Footpaths would be extended through the site to promote and prioritise pedestrian movement and would continue beyond the built form into the adjoining open spaces. Routes would be positioned to relate to active street frontages thereby maximising opportunities for passive surveillance and promoting a safer environment for pedestrian users.

A new 1.8m wide path would run on the north side of Cox’s Lane in front of the proposed houses. This would allow for a safe and connected pedestrian movement network associated with the site.

The road would also be expected to cater for access to the area of open space to be provided to the northern part of the overall site.

Overall the development would offer excellent access to all the local amenities including the local areas of open space, schools and local amenities in the village centre and includes new connections to the existing footpath network.

The proposals would also accommodate the existing public footpath route along the north eastern edge of the site. The development would be carefully designed to provide opportunities for passive surveillance over this footpath to improve the safety of the route and to encourage its on-going use.

Figure 8.1 – Existing public footpath route integrated into the proposals
Parking
The proposals would include around 130 parking spaces for up to 65 dwellings, providing an average of 2 spaces for each dwelling. This excludes the detached and integral garages.

The design would aim to provide as many plots with on plot parking. This would allow residents to park immediately adjacent to their home and benefit from direct access between their cars and front entrances. Where shared parking areas are proposed they would be set within direct view of their property and be located to encourage active street frontages through the use of the front doors. This approach would increase the activity of the streets and therefore help contribute towards making the development a safe environment.

Where parking would be grouped together, spaces would generally be set out with no more than 6 spaces in a row separated by areas of landscaping to avoid cars dominating the street scene. The combination of the parking and landscaping creates small courts that engender a sense of ownership and would provide an attractive setting to the dwellings they serve.
9.0 Landscape

Landscape Appraisal
The layout indicates areas of open space that would be associated with the scheme and specific landscaped areas to manage any visual impact. The following design principles would be implemented into the development proposals for the site as illustrated.

These key principles would be proposed:
- Landscaped boundary maintained along Cransley Hill to act as buffer zone between main approach road and proposed development.
- Significant area of open space associated with the mature planting allocated to the north of the development.
- Additional planting added along the west boundary of Cransley Grange to reduce the visual impact of the development.
- Selective tree and shrub planting within the scheme to reinforce the street character and area of open space, and reflect the edge of settlement location.

Landscape Strategy
A key aspect of the landscape proposal would be the retention of the hedgerow along Cransley Hill to maintain the green approach into the village which the local residents would be keen to preserve. By keeping the hedgerow, the site would be enclosed on three sides by existing landscaping and residents would benefit from enjoying a pleasant outlook in all directions.

The existing hedgerow along Cox’s Lane would be removed to provide access to the new proposed houses that would front on to the street. The proposal would be designed to provide a green buffer zone between the road and house frontages which would be planted up with low ground shrubs and bushes helping to reinstate some of the lost landscaping.

With the new access into the site, the landscape strategy would propose a series of landscaped corridors running through the site connecting Cox’s Lane with the new open space to the north associated with the existing landscape. These routes through the site would create opportunities for landscaping to be integrated into the development softening its impact and reinforcing its relationship with the site’s setting.

Public Open Space and Play Area
The Local Equipped Area for Play (LEAP) would be positioned within the open space to the north of the development to maximise accessibility for all the residents as well as to take advantage of the passive surveillance from the dwellings overlooking this space.

The full details of the LEAP would have to be agreed with the Local Authority although it could be composed of natural features, such as boulders and logs that encourage creative and imaginative play and also complement the natural setting.

Planting would be selected to complement the local species and to suit the residential environment being created. Trees would be proposed within the development to add structure to the layout and blend the scheme into the existing retained landscape features. Shrub planting would be carefully located within front garden areas to provide seasonal colour and interest within the street scenes. Grassland planting would also be specified to form the new open space to the north of the site.

Figure 9.1 – Plan illustrating the two main corridors through the site
10.0 Sustainability

The proposed development would be designed to deliver a development that is not only sustainable in planning terms by providing housing and amenities within an area where existing facilities support new development, but also to build new houses that would be energy efficient and promote resource conservation.

All the housing would adopt the general sustainable principles encouraged by Kettering Borough Council.

Energy Efficiency
All the dwellings would be designed to include the following features to reduce their energy demands and improve their overall energy efficiency.

- Highly insulated external walls, floors and roofs
- Energy efficient boilers with at least an 88% efficiency SEBUK rating
- Installation of energy efficient appliances and light fittings
- Insulated pipework within the dwellings
- Orientation to allow all gardens and houses to benefit from solar access at some point during the day
- Pitched roofs to allow future installation of renewable panels
- Argon filled, sealed double glazed window units achieving a U-value of no less than 3.3 W/m²K to all properties and sized to control solar gain
- An air tightness value of 10m³/h.m² (@50pascals) to minimise the potential for loss of heat energy through air leakage
- Quality control monitoring to ensure the buildings meet the energy efficiency targets
- Provision of Operational and Maintenance manuals to all dwellings to inform the occupiers of the energy saving design features applied to the property

Materials
Materials would be selected to ensure the development respects the local character and these would be sourced locally, where practicable. Similarly, where available, materials would be selected using the Green Guide to Specification in which materials have been graded on their environmental impact rating them between A+ to E, with A+ rated products having least impact.

The materials selected would be proposed to be robust and hard wearing to create an enduring development that has a limited demand upon resources in the future.

Water Conservation
All the dwellings would be designed to help reduce water consumption through low flow taps and dual flush wc’s. Water butts would also be included within the development to allow rainwater to be re-used, for example on the garden.

Foul Water Design
It is proposed that all dwellings would have connections into the existing adopted foul water sewer.

Surface Water Drainage and Reducing Flooding
Surface water would be attenuated to reduce the existing surface water run-off rate on the site through the use of a variety of Sustainable Urban Drainage solutions.

A new attenuation feature would be set within the area of open space to the north of the site would contribute towards reducing the risk of flooding, not only to the site but also to the wider area.

Refuse Collection and Storage
The road layout would be carefully designed to ensure that refuse vehicles could easily access the development to collect waste. Roads would be designed to comply with Northamptonshire County Councils Highway’s design guidance and the layout has been tracked to ensure that there is sufficient manoeuvring space.

All dwellings would have provision for some internal storage, normally within the kitchen, to cater for the separate storage of recyclable and non-recyclable waste.

All dwellings would have space within the curtilage of the dwelling to store waste and all would have access to the public highway to allow for the local authority’s waste services operator to collect waste from the highway.

Ecology
Tree planting and new shrub planting selected to encourage wildlife has would be designed into the scheme to offer seasonal variety and improve the ecological value of the site. Habitat creation has would also be considered in the species selection particularly to the new open space.
11.0 Community Safety

The proposals would have full regard for the Council’s guidance on creating secure and safe environments by adopting the principles set out in their Supplementary Planning Guidance (SPG) ‘Planning Out Crime In Northamptonshire’. The key attributes of safe, sustainable places set out in the guidance are:

- **Access and Movement**: places with well-defined routes, spaces and entrances that provide for convenient movement without compromising security
- **Structure**: places that are structured so that different uses do not cause conflict
- **Surveillance**: places where all publicly accessible spaces are overlooked
- **Ownership**: places that promote a sense of ownership, respect, territorial responsibility and community
- **Physical Protection**: places that include necessary, well-designed security features
- **Activity**: places where the level of human activity is appropriate to the location and creates a reduced risk of crime and a sense of safety at all times
- **Management and Maintenance**: places that are designed with management and maintenance in mind, to discourage crime in the present and the future

The scheme would embody these attributes and provide:

- Attractive and accessible public spaces accessible to all and being well overlooked by active building frontages
- A clear and visible definition between public and private spaces with robust boundary treatments
- Entrances with front doors arranged to promote activity within the street and opportunities for passive surveillance
- Well defined private space to the frontage of dwellings in the form of driveways and footpaths
- Inclusion of windows to habitable rooms on buildings that turn the corner to eliminate blank elevations onto the street and create opportunities for passive surveillance
- Use of doors and windows that are sourced from recognised Secured by Design accredited suppliers
- Parking provided on plot or in an area with views from the dwelling to allow passive surveillance
- Careful landscape design to avoid creating hidden areas or restricting opportunities for surveillance from neighbouring dwellings
- Proposals for the public open spaces to be adopted to safeguard the management of these areas

The above would be achieved through:

- The adoption of a perimeter block arrangement of buildings with dwellings facing the public realm and rear gardens arranged in a back to back layout to create active street frontages
- Clustering small groups of houses that are able to form a sense of community with their neighbours
- Establishing clear pedestrian routes along active streets through the site with excellent forward visibility and passive surveillance from dwellings that overlook them
• Provision of well connected footpath routes that link to the existing pedestrian network
• Avoiding rear gardens backing onto streets, side roads or footpaths
• Providing parking within close proximity of the dwelling
• Providing unrestricted views of residents vehicles

![Figure 11.3 - Parking areas directly visible from dwelling frontages](image1)

- Arrangement of dwellings to have habitable rooms overlooking parking courts
- Low level shrub planting that maintains opportunities for unobstructed passive surveillance
- Using boundary treatments that convey a sense of security but offer opportunities for surveillance

![Figure 11.4 – Extract from the SPG showing boundary treatments that permit passive surveillance](image2)

- Corner dwellings that have windows to habitable rooms on both aspects to maximise opportunities for passive surveillance

![Figure 11.5 - Buildings on corners have windows to provide passive surveillance onto both aspects](image3)
12.0 Summary and Conclusion

The proposals demonstrate careful reference and respect for the context, but with a clear acknowledgement of contemporary requirements. Key factors influencing the form and scale of the development include:

- Local housing needs and delivery with an appropriate and balanced mix of dwelling sizes that meet the need for the efficient use of land.
- The provision of a high proportion of affordable housing that has tenure blindness.
- Sustainability in all its forms.
- The context of the site, its topography, the hedgerows, and the affect of the scheme on neighbours, traffic, pedestrian movement, etc.

The design would be developed to ensure that it successfully addresses the feedback offered from the community consultation after the information drop circulated around the village to deliver a scheme that would make a positive contribution to Broughton.

Overall the proposals would create a sympathetic development with an attractive street frontage that would enrich this area of Broughton with a variety of dwellings that would be both sustainable and attractive. The design would respond sensitively and appropriately to the context and the aspirations of the local community.

Figure 12.1 – Illustrative masterplan