

HIGH HAYDEN

GARDEN COMMUNITY



DESIGN & ACCESS STATEMENT

On Behalf of Taylor Wimpey UK Limited and BDW Trading Limited
T.0306_104K | March 2023

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ABOUT PEGASUS DESIGN

Pegasus Group's experience embraces all types of projects within the development industry from large scale urban extensions and strategies for area regeneration to renewable energy and residential schemes.

Our work supports planning applications and we have an exceptional understanding of the development control process and planning policy requirements in relation to design. Our design team is well regarded and is increasingly involved in expert design review and witness work



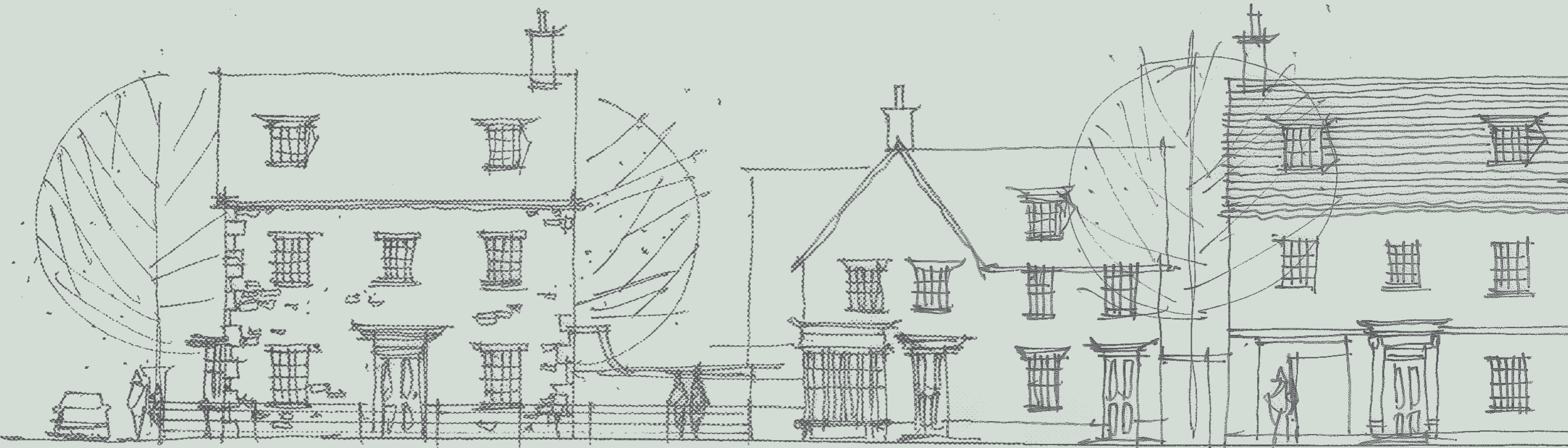
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THE VISION FOR HIGH HAYDEN GARDEN COMMUNITY



High Hayden Garden Community is an opportunity to create one of the best places to live in the district. A landscape dominated new place to live, work and play, taking inspiration from the surroundings as well as recognising new approaches to urban design and masterplanning.

There will be:

- A highly connected network of attractive streets and spaces;
- Verdant tree lined avenues;
- New formal parks and play areas;
- Wide open natural green spaces;
- Houses of all sizes to meet a range of needs;
- New community facilities and places to meet, eat and drink;
- New schools;
- New work places; and
- Architecture and design that signal a new ambition for the area and green spaces that will uplift the spirit





APPLICATION OVERVIEW

The proposals which form part of this planning application will include provision of land to deliver the following key elements:

- Up to 2,200 new homes
- A new secondary school
- Two new primary schools
- Employment land
- Local shops and facilities (potentially including primary healthcare and community centre)
- 2 local centres
- Community hub
- Significant areas of accessible open space, including;
 - » 8 hectares of sports facilities
 - » 21 hectares of Suitable Alternative Natural Green space (SANG)
 - » Allotments
- A cemetery site

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1 INTRODUCTION

PURPOSE OF THE STATEMENT

- 1.1 The application is made by Taylor Wimpey UK Limited & BDW Trading Limited. This planning application is in outline with all matters reserved for future consideration except for access. The proposal includes the provision of 'access points including accesses off Newton Road (south) and the A6 / John Clark Way roundabout'.
- 1.2 This Design and Access Statement has been prepared by Pegasus Urban Design on behalf of Taylor Wimpey UK Limited and BDW Trading Limited to accompany the Outline Planning Application (OPA), ref 20/01453/OUT.
- 1.3 This updated documentation is submitted following positive engagement with North Northamptonshire Council officers, and their design advisers in 2021 and 2022, and replaces the originally submitted DAS
- 1.4 The OPA is for the residential-led mixed-use development of part of the Rushden East Sustainable Urban Extension (SUE), East Northamptonshire. The revised description of development comprises:

Outline Planning Application for a Sustainable Urban Extension comprising residential development of up to 2,200 dwellings (Class C3), residential institution (Class C2), up to 110,000 square metres of employment development (Classes B2 (General Industrial), B8 (Storage and Distribution), E (comprising Office, Research and Development of Products or Processes and Industrial Processes)), two local centres, two primary schools, one secondary school, details of the principal accesses from A6 /John Clark Way roundabout and Newton Road, secondary vehicular and non-vehicular accesses, public open space including Suitable Alternative Natural Greenspace, cemetery, allotments, noise mitigation features, drainage, primary sub-station utilities apparatus and associated engineering works, demolition of existing buildings, earthworks and ground remodelling (All Matters reserved except access).

- 1.5 This statement has been prepared in accordance with Article 9 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (DMPO), which requires certain applications to be accompanied by a Design and Access Statement.
- 1.6 The purpose of this statement is to explain: ***"how the proposed development is a suitable response to the site and its setting and demonstrate that it can be adequately accessed by prospective users"*** (para. 34, *Planning Practice Guidance ID 26-034-20140306, March 2014*).
- 1.7 The DMPO also states the following requirements: ***"(2) An application for planning permission to which this paragraph applies must, except where paragraph (4) applies, be accompanied by a statement ("a design and access statement") about:***
- (a) *the design principles and concepts that have been applied to the development; and*
- (b) *how issues relating to access to the development have been dealt with.*
- (3) *A design and access statement must:*
- (a) *explain the design principles and concepts that have been applied to the development;*
- (b) *demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;*
- (c) *explain the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;*

- (d) *state what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation; and*
- (e) *explain how specific issues which might affect access to the development have been addressed."*

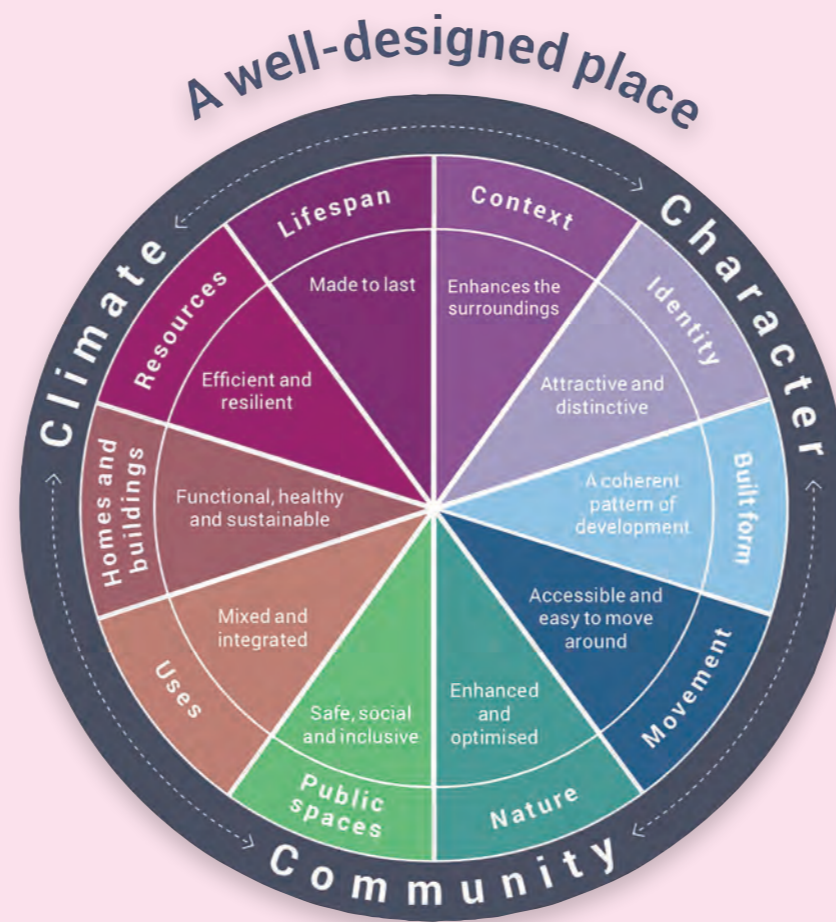
- 1.8 This document achieves this within the following sections:
- **Section 1: Introduction.** Outlines the purpose of this document;
 - **Section 2: Planning Policy.** Presentation of the key Planning Policy requirements, derived from a combination of Local Authority and National Government Policy;
 - **Section 3: Context.** Considers the site and its surroundings in terms of the local physical, historical and social setting, as well as the technical and physical context;
 - **Section 4: Developing the Design Concept.** Presentation of the design principles that have been derived from a combination of Government Policy and site assessment outlines key stakeholder engagement undertaken, as well as its key findings and design evolution;
 - **Section 5–14: Design Proposals.** Presentation of the key design proposals including the Uses, Built form, Movement, Homes and buildings, Identity, Public Space, Nature, Resources and Lifespan; and
- Section 15: Conclusion.**
- 1.9 This statement should be read in conjunction with the Outline Planning Application and its accompanying documents.

NATIONAL DESIGN GUIDE

1.10 This Design and Access Statement has been written to respond to the ten characteristics of well-designed places, as set out in the National Design Guide (NDG), published by the Ministry of Housing, Communities and Local Government (MHCLG) in September 2019.

1.11 The highlighted items set out below and within the document structure on the previous page, are the ten characteristics of well-designed places, as set out in the National Design Guide:

- **Context** – enhances the surroundings.
- **Identity** – attractive and distinctive.
- **Built form** – a coherent pattern of development.
- **Movement** – accessible and easy to move around.
- **Nature** – enhanced and optimised.
- **Public spaces** – safe, social and inclusive.
- **Uses** – mixed and integrated.
- **Homes and buildings** – functional, healthy and sustainable.
- **Resources** – efficient and resilient.
- **Lifespan** – made to last.



THE TEN CHARACTERISTICS OF WELL-DESIGNED PLACES (NATIONAL DESIGN GUIDE, MHCLG, 2019)

APPLICATION EXTENTS

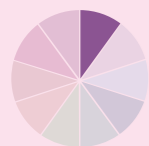
1.12 The site is allocated for residential-led/mixed-use development under “Policy EN33: Rushden East Sustainable Urban Extension in the Pre-Submission Draft East Northamptonshire Local Plan Part 2 (2011-2031)”. Further detail of the allocation requirements are set out in Section 2 of this document.

1.13 This Outline application is based on land within the control of the applicants only and covers the majority of the land identified for “SUE site Development (Urban)” and “SUE site Development (Green space)”, shown on “Figure 2.1: Land ownership and growth: within SUE site”, within the Rushden East Sustainable Urban Extension Masterplan Framework Document (Regulation 19 Submission Version) (February 2021).

1.14 Areas of land within the wider SUE boundary that are not included in this application, are to be bought forward by others. These areas include:

- Grey land; Land in multiple ownership (may not currently be available for development). This land may be assembled by the Council ; and
- Land within the control of others.

1.15 The outline application proposals have been developed to ensure that access to the wider SUE is retained, and the development of the “Grey Land” and land within the control of others is not precluded from coming forward by the proposals contained within this outline application.



NOTE: Where sections of this Design and Access Statement are directly related to the NDG ten-characteristics the diagram to the left has been used indicate the correlation between the content and corresponding NDG characteristic.





-  SUE boundary
-  Policy growth arc
-  SUE site development (urban)
-  SUE site development (green space)
-  Grey land - land in multiple ownership (may not currently be available for development)

FIGURE 2.1: "LAND OWNERSHIP AND GROWTH: WITHIN SUE SITE", REG19 SUBMISSION VERSION MFD (2021)



SITE LOCATION PLAN

THE SITE

- 1.16 The site is situated on the eastern edge of Rushden and is 197.95 (Ha) of gently undulating, predominantly agricultural arable fields, sitting adjacent to an unnamed watercourse.
- 1.17 The boundaries of the site are principally defined by sporadic tree and hedgerow planting, by Newton Road (north) to the north-east; an unnamed watercourse to the north-east and east; Newton Road (south) to the south with existing residential development backing onto the site; Knights Farm and High Hayden Farm to the west and the A6 to the northern part of the western site boundary.
- 1.18 The A6 (Liberty Way) sits to the west of the site, and provides links to Kettering and Bedford, approximately 18 kilometres (km) to the north, and 20km south of the site. Strategic highway links are also available with the A14, A45, A1(M) and M1, all accessible via the A6.



VIEW NORTH-EAST FROM THE JOHN CLARK WAY ROUNDABOUT ACROSS THE NORTH OF THE SITE



VIEW SOUTH ALONG THE SOUTH-EASTERN SITE BOUNDARY TOWARDS NEWTON ROAD (SOUTH)



VIEW NORTH ACROSS THE SITE FROM NEWTON ROAD (SOUTH) AT THE ENTRANCE TO LODGE FARM



VIEW EAST ACROSS THE SITE FROM PROW UK4 TOWARDS THE EASTERN SITE BOUNDARY



VIEW NORTH ALONG THE A6 FROM THE PEDESTRIAN FOOTBRIDGE



VIEW WEST ACROSS THE SITE ALONG PROW UK4, TOWARDS NEWTON ROAD (SOUTH)

- APPLICATION SITE BOUNDARY
- GREY LAND**
Referred to in Draft MFD as: Land in multiple ownership (may not currently be available for development)
- LAND WITHIN THE CONTROL OF OTHERS**
Referred to in the Reg19 MFD as: SUE Site Development (Urban)
- EXISTING ALLOTMENTS
- EXISTING PARK
- NE/21/01124/OUT OUTLINE PLANNING APPLICATION

KEY SITE LOCATOR PLAN



PLANNING POLICY

2

“The creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities...”

(Para 126, NPPF 2021)

- 2.1 The development proposals will be formulated with due regard to the policies that make up the statutory Local Development Plan and Supplementary Planning Guidance, together with Government guidance contained within the National Planning Policy Framework (July 2021) and National Design Guide (October 2019).

NATIONAL PLANNING POLICY FRAMEWORK

- 2.2 Government guidance in the form of the National Planning Policy Framework (NPPF) sets out the Government’s planning policies and how these should be applied. The NPPF states at Paragraph 8 that the planning system has 3 interdependent key objectives, which when pursued in a mutually supportive way, can achieve sustainable development. The three key objectives are:

- A social objective;
- An economic objective; and,
- An environmental objective.

- 2.3 There is a presumption in favour of sustainable development, as set out at Paragraph 11. Section 9: Promoting sustainable transport (para. 104(e)) of the NPPF points to the role that design has to play in ensuring that transport issues are considered at the earliest stages of development proposals, and the role that design can play to ensure that development maximizes opportunities for sustainable transport options.

“...patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.”

(Para 104(e), NPPF 2021)

- 2.4 The Government also continues to place a high emphasis on design and the NPPF expands on the principles of good design, to define what is expected of well-designed places. It also explains how policies and decision-making processes should support the inclusion of good design, providing detailed advice at Section 12: Achieving well-designed places. The contribution that good design makes to sustainable development is set out in paragraph 124, as follows:

“The creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities...”

(Para 126, NPPF 2021)

- 2.5 The NPPF is also clear at paragraphs 127 and 128 that Development Plans should set out a clear design vision to provide certainty to applicants, and that design policies should be prepared in conjunction with local communities to reflect local aspirations.

- 2.6 Paragraph 130 of the NPPF (2021) states that with regards to design, both planning policy and decision making should ensure that developments;
- “a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
- c) are sympathetic to the local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”*

PLANNING PRACTICE GUIDANCE

- 2.7 The NPPF is accompanied by the on-line Government resource Planning Practice Guidance (PPG). The Design: Process and tools PPG provides guidance on the methods and processes available to both applicants and local authorities to ensure the delivery of well-designed and high-quality, long lasting places with considered design solutions, under the following headings:
- Planning for well-designed places;
 - Making decisions about design;
 - Tools for assessing and improving design quality; and
 - Effective community engagement on design.
- 2.8 Paragraph 1 of the Design PPG reinforces the Government and NPPFs commitment to requiring the creation of well-designed places and the role that early engagement can play in this.
- “Well-designed places can be achieved by taking a proactive and collaborative approach at all stages of the planning process, from policy and plan formulation through to the determination of planning applications and the post approval stage”***
- (para. 001, PPG, ID: 26-001-20191001, October 2019)***

NATIONAL DESIGN GUIDE

- 2.9 The National Design Guide (NDG) published by the Ministry of Housing, Communities and Local Government (MHCLG) in September 2019 further reinforces the way in which the design process can be used to ensure the delivery of quality places:
- “In a well-designed place, an integrated design process brings the ten characteristics together in a mutually supporting way. They interact to create an overall character of place.”***
- (Para. 13, NDG 2019)***
- 2.10 The NDG outlines and illustrates the Governments priorities for well-designed place in the form of ten characteristics, based on national planning policy, planning guidance and objectives for good design.
- 2.11 The ten characteristics contribute towards the cross-discipline themes for good design set out in the NPPF and fall under three broad aims:
- To create physical character;
 - To help to nurture and sustain a sense of community; and,
 - To positively addresses environmental issues affecting climate.

OTHER NATIONAL DESIGN GUIDANCE

- 2.12 Whilst the NPPF, PPG and NDG are the primary points of reference, there are other well-regarded design guidance documents that are still relevant to creating good design including:
- Manual for Streets 1 & 2 (Department of Transport/ Department for Communities and Local Government, 2007/2010); and,
 - Building for a Healthy Life (Homes England, July 2020) is the latest edition, and new name for Building for Life 12 (BFL12) written in partnership with NHS England, NHS Improvement and MHCLG.

LOCAL PLANNING AND DESIGN GUIDANCE

- 2.13 The development proposals have been formulated having due regard to the Local Development Plan Policy, comprising:
- North Northamptonshire Joint Core Strategy, 2011-2031;
 - East Northamptonshire District Local Plan 1996, saved policies;
 - Northamptonshire Minerals and Waste Local Plan;
 - Rushden Neighbourhood Plan; and
 - Higham Ferrers Neighbourhood Plan, 2011-2031.
- 2.14 Material Consideration has also been given to the following local planning and design guidance;
- Reg 19 Pre-Submission Draft East Northamptonshire Local Plan Part 2, 2011-2031 (February 2021).
 - Northamptonshire Place and Movement Guide;
 - Biodiversity SPD for Northamptonshire;
 - Trees and Landscape SPD;
 - The Upper Nene Valley Gravel Pits SPD;
 - The Upper Nene Valley Gravel Pits Special Protection Area Supplementary Planning Document – Addendum to the SPA SPD: Mitigation Strategy;
 - North Northamptonshire Sustainable Design SPD;
 - Domestic Waste Storage and Collection SPD ;
 - Open Space SPD;
 - Developer Contributions SPD; and
 - Northamptonshire Planning and Health Protocol.

SITE ALLOCATION

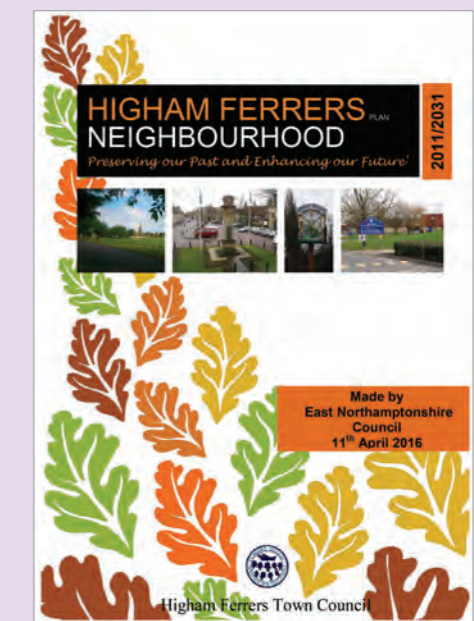
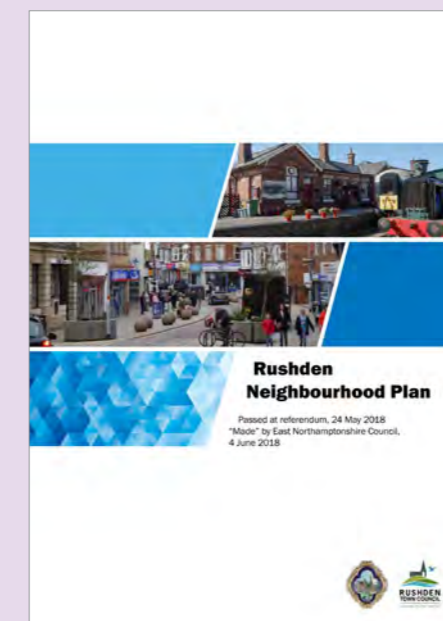
- 2.15 The site is allocated under Policy 33 of the North Northamptonshire Joint Core Strategy (NNJCS) 2011-2031) Local Plan Part 1, as well as Policy EN33 of the Reg 19 Pre-Submission Draft East Northamptonshire Local Plan Part 2, 2011-2031 (February 2021).
- 2.16 The site is also identified in the two neighbourhood plans which cover the area;
- The Higham Ferrers Neighbourhood Plan, made prior to the adoption of the NNJCS; and
 - The Rushden Neighbourhood Plan, made post adoption of the NNJCS.
- 2.17 The policies within the Higham Ferrers Neighbourhood Plan, NNJCS and Rushden Neighbourhood Plan are largely in accordance, but where there are conflicts, Section 38(5) of the Planning and Compulsory Purchase Act 2004 states that the conflict must be resolved in favour of the policy which is contained in the last document to be adopted, in this case the Rushden Neighbourhood Plan.

RUSHDEN NEIGHBOURHOOD PLAN

- 2.18 The Rushden Neighbourhood Plan (RNP) was adopted by East Northamptonshire Council on 4th June 2018, and covers the same period as the NNJCS; 2011 to 2031.
- 2.19 The SUE lies predominantly within the RNP boundary, and although its delivery is largely outside the remit of the Neighbourhood Plan, the level of development proposed is key to the overall strategy of the Plan, with recognition of the potential that Rushden East can bring to the area as a catalyst of growth.
- 2.20 The Neighbourhood Plan does not contain a specific policy for the SUE, but elements of the plan are still relevant to the planning and development of the area, including RNP Policy CL2 – ‘Provision of new open space and amenity space’, and Policy RNP H4 – ‘Market housing type and mix, which seeks to limit the number of flats within new development’.

HIGHAM FERRERS NEIGHBOURHOOD PLAN

- 2.21 The Higham Ferrers Neighbourhood Plan (2011-2031) was made on the 11th April 2016. The most northern part of the Rushden East SUE sits within the Higham Ferrers Parish border (extending northwards from John Clark Way roundabout).
- 2.22 The Neighbourhood Plan covers a 20-year period (2011 – 2031). One of the objectives within the Neighbourhood Plan is to promote housing and commercial growth to increase employment opportunities, whilst also preserving the historical character of Higham Ferrers.
- 2.23 Section 4.1 ‘Development’ of the Neighbourhood Plan concerns the Rushden East SUE. It states that further development for limited housing, employment and community facilities could be provided adjacent to Rushden East within the Higham Ferrers boundary. The Plan identifies the principle of utilising John Clark Way roundabout as one of the main accesses. The Plan also identifies the proposed future direction of growth to assist the master planning process.
- 2.24 The Proposals Map included within the Higham Ferrers Neighbourhood Plan shows a general area near to John Clark Way roundabout indicated for “Growth at Higham Ferrers/Rushden East”.



POLICY 33 – RUSHDEN EAST SUSTAINABLE URBAN EXTENSION

NORTH NORTHAMPTONSHIRE JOINT CORE STRATEGY

2.25 Policy 33 of the North Northamptonshire Joint Core Strategy (NNJCS) 2011–2031) Local Plan Part 1 identifies a ‘broad location’ for delivery of an SUE. The proposed development lies within this broad area, and will respond to the specific requirements of Policy 33. Key elements of this are set out below:

- The provision of around 2,500 homes (including affordable homes, homes for the older population and dwellings suitable for home working and business start-ups) plus employment floorspace.
- Ensuring integration with the existing town, whilst creating an area with a distinctive identity.
- Safeguarding of opportunities for future development beyond the site boundary.
- Appropriate green space provision, including a sensitive edge treatment, connections into the wider Greenway network and destination open space as part of the mitigation of impacts on the Upper Nene Valley Gravel Pits Special Protection Area.
- Separation to neighbouring villages but provision of foot and cycle paths to connect them.
- Creating a development that sensitively responds to the existing landscape character and wider views.
- Provision of new social facilities including two primary schools, primary health care and community centre and a cemetery, and reservation of land for a secondary school.

2.26 Whilst Policy 33 provides a holistic overview of the SUE Allocation requirements the development of Rushden East will be expected to follow, a number of other policies in the NNJCS are also relevant. These are set out in the Planning Statement.

Land to the East of Rushden is identified as the broad location for a sustainable urban extension to include around 2,500 dwellings and provision for an appropriate level of job opportunities, ancillary facilities, services and open space.

Rushden East will be a sustainable and attractive development that helps meet the long-term aspirations for economic growth; offers a high quality of life for new and existing residents and enhances the image of the town as a whole. It will be a new distinctive neighbourhood with its own separate identity but well-connected and integrated with the town as a whole.

A masterplan will be prepared in consultation with the local community and stakeholders and agreed by the local planning authority. The masterplan will define development boundaries and policy expectations for inclusion in the Part 2 Local Plan covering Rushden or the preparation of a planning application for development of the Sustainable Urban Extension.

In order to avoid piece-meal development, the preparation and agreement of the masterplan is a prerequisite before any planning applications are granted planning permission. Any such planning applications will need to take into account the requirements of the Habitats Regulations Assessment legislation. Any development proposals must be consistent with the masterplan and must not in any way prejudice the implementation of the whole development.

The masterplan should meet the policy requirements set out in this Plan, including the need to be informed by a project level Habitats Regulations Assessment (to ensure the protection of the Upper Nene Valley Gravel Pits Special Protection Area), and incorporate the following specific local requirements:

Economic:

- a) Around 2,000–2,500 homes including affordable homes and homes for the older population.*
- b) Good connections by all modes across the A6 to the rest of Rushden and to Higham Ferrers, in particular the town centre and other key service and employment destinations.*
- c) A mix of employment opportunities that will make a significant contribution to delivering an enhanced balance between new homes and jobs in Rushden, including offices and industrial premises as well as local centre, small-scale business space and dwellings suitable for home working or business start-ups.*
- d) The opportunity for further development beyond the current scale of development through safeguarding land and access opportunities.*

Environmental:

- e) A sensitively designed environment responding to the existing landscape character and features, including how the edge of the site is treated.*
- f) A permeable and well-connected grid of streets and new links to connect with the wider Greenway network.*
- g) Appropriate green space, and other mitigation measures as may be required to mitigate impacts on the Upper Nene Valley Gravel Pits Special Protection Area. This should include the provision of a new and attractive destination open space.*
- h) Green spaces with the imaginative use of water to both manage drainage and make them more attractive.*
- i) A clear physical separation from the villages of Caldecott, Chelveston and Newton Bromswold but with footpaths and cycle ways to connect them to the new area.*
- j) An energy strategy to ensure that the highest viable amount of heat and energy used within the development is generated on-site from renewable or low-carbon sources.*

Social:

- k) Green spaces and community facilities including two new primary schools, primary health care, new community centre, land for a new cemetery and other local community facilities such as allotments.*
- l) Land reserved for a potential new secondary school if required.”*

POLICY EN33 EXTRACT

2.27 Policy EN33 of the Reg 19 Pre-Submission Draft East Northamptonshire Local Plan Part 2, 2011-2031 (February 2021) builds on the broad strategy identified in JCS policy 33 to define the extent of development.

POLICY EN33: RUSHDEN EAST SUSTAINABLE URBAN EXTENSION

In order to meet the requirements of Policy 33 of the adopted Joint Core Strategy the area shown on the local plan policies map, and defined in figure 1 below, identifies the development boundaries for the delivery of the Rushden East Sustainable Urban Extension (SUE). This constitutes a mixed use development, where land is allocated for up to 2,700 dwellings, a mix of retail, community facilities, employment development and open space, including a two new primary schools, (and land reserved for a secondary school), a town park, allotments, sports facilities, a cemetery, and Suitable Alternative Natural Green Space and associated infrastructure.

Figure 18 (above) expands upon the policy guidance for Rushden East, provided in the Joint Core Strategy and the broad location for the Sustainable Urban Extension (as shown in figure 23 of the Joint Core Strategy).

Policy 33 of the adopted Joint Core Strategy requires a masterplan to be prepared to define the policy expectations for the development of the SUE. The Masterplan Framework Document (MFD) forms part of the Local Plan and it is set out as an appendix to that document.

The MFD provides a spatial development context for the delivery of the site. This is designed to inform future planning applications and proposals for development will be granted planning permission where they are consistent with the relevant policy expectations and guidance set out in the MFD. The MFD accords with the adopted Joint Core Strategy Policy 33 to ensure a comprehensive approach to site delivery.

The SUE will be developed as a sustainable place providing a range of opportunities and services that support meeting local needs on a daily basis. The development proposal will need to ensure it can demonstrate good integration within the wider setting taking into account both the natural and built environment. It will maximise sustainable travel connections so that the proposed development does not become physically or socially segregated from the existing communities and town centres of Rushden and Higham Ferrers.

However, in accordance with the policy objectives for the 'grey land', located within the SUE, (as shown in figure 2.1 of the MFD) to deliver a 'bespoke residential character', the Council will bring forward detailed design guidance through a Supplementary Planning Document.

The infrastructure requirements for the proposed SUE are to be provided for through planning conditions and/or planning obligations following the principles of fairness and proportionality. To ensure all parts of the SUE make an appropriate contribution towards the SUE infrastructure it is expected that collaboration will be sought as part of S106 planning obligations.

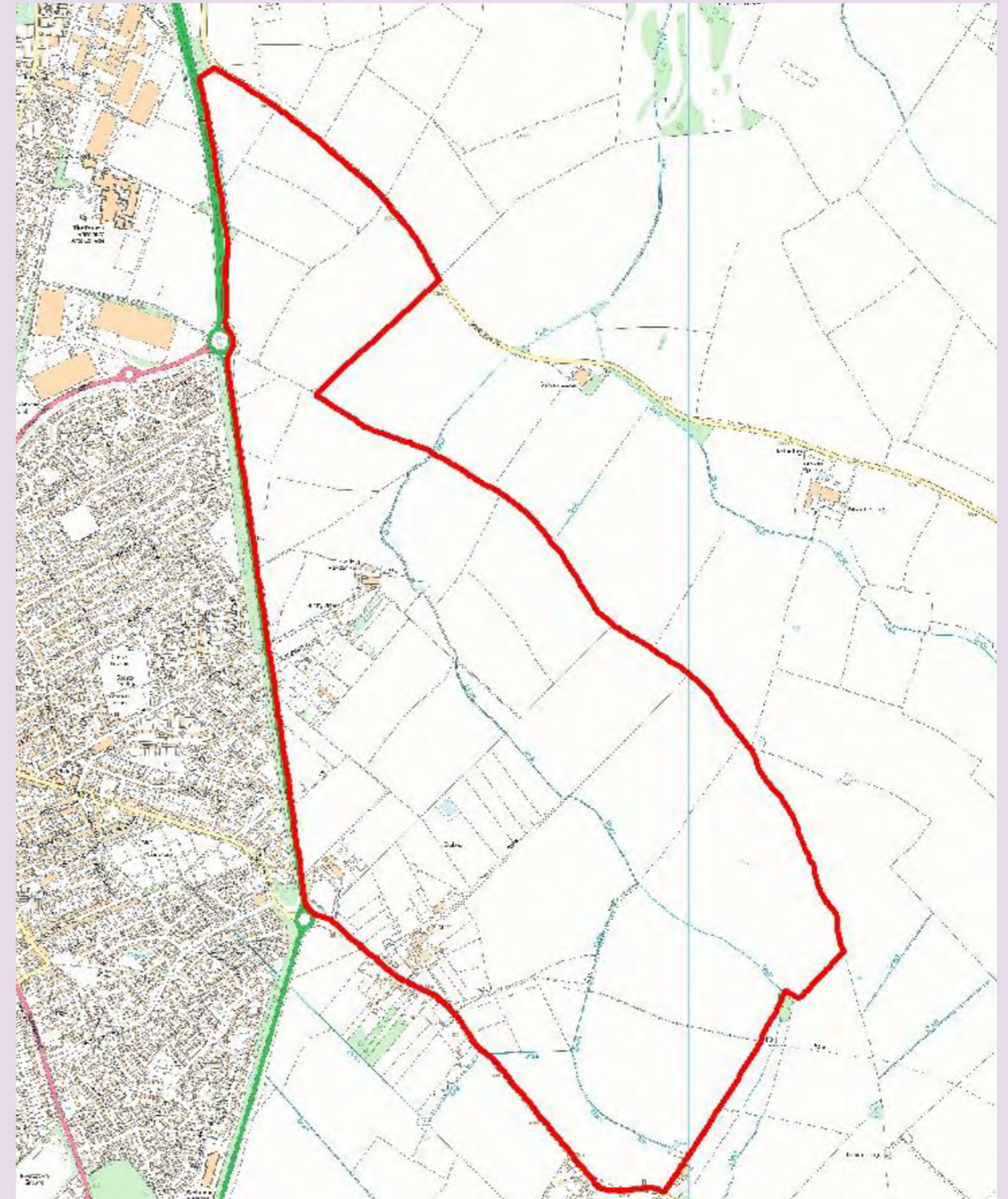
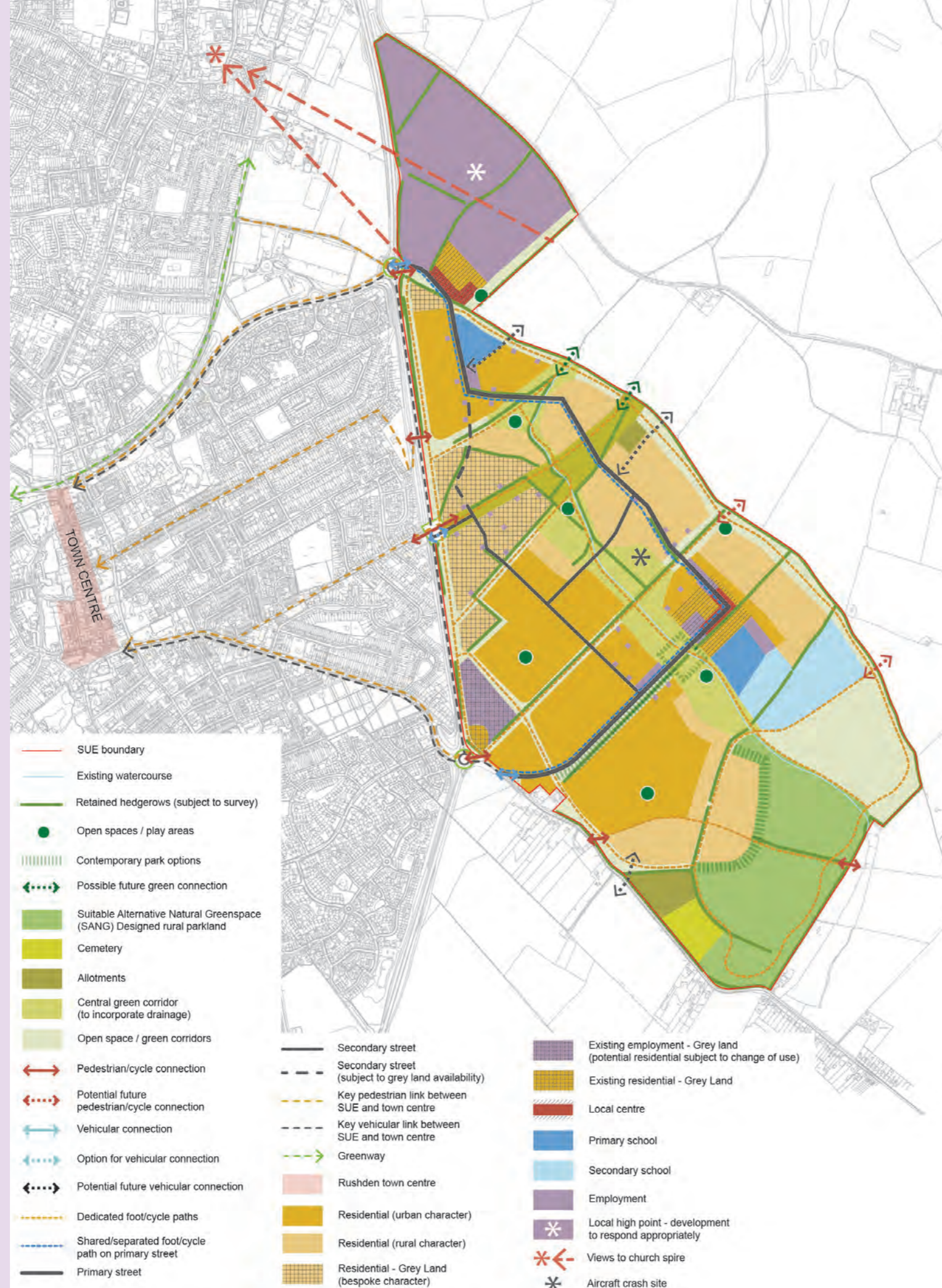


FIGURE 18: RUSHDEN EAST. REG 19 PRE-SUBMISSION DRAFT EAST NORTHAMPTONSHIRE LOCAL PLAN PART 2, 2011-2031



DRAFT RUSHDEN EAST MASTERPLAN FRAMEWORK DOCUMENT

- 2.28 Published for consultation by ENC in February 2020, and then submitted as an appendix to the Regulation 19 Local Plan Part 2 (February 2021), the Rushden East Masterplan Framework Document (Reg19 Submission Version MFD (2021)) sets out the proposed development boundaries and elaborates on the planning policy expectations of any planning application for the Rushden East Sustainable Urban Extension (SUE).
- 2.29 The aims of the document are to ensure that any planning applications for the SUE will meet the long-term aspirations for economic growth, whilst offering a high-quality of life for new and existing residents, and ensuring that the development will enhance the image of the town as a whole.
- 2.30 The Reg19 Submission Version MFD (2021) also presents the masterplan for the whole of the SUE, which seeks to avoid a piece-meal development. The preparation and agreement of the masterplan is a prerequisite before any planning applications are granted permission. Therefore, any development proposals must be consistent with the Reg19 Submission Version MFD (2021), and must not in any way prejudice the implementation of the whole development and any future growth.
- 2.31 Engagement between the Appellant and NNC and their advisers has resulted in agreement that the masterplanning under the Planning Application is consistent with the masterplan framework plan within the MFD. Whilst the MFD is to be taken out of the submitted Local Plan Part 2, the consensus on masterplanning is a positive outcome of close engagement over the course of the Planning Application to date.

THE MASTERPLAN FRAMEWORK. FIGURE 2.2, RUSHDEN EAST SUSTAINABLE URBAN EXTENSION, MASTERPLAN FRAMEWORK DOCUMENT, REGULATION 19 SUBMISSION VERSION, FEBRUARY 2021



CONTEXT

Enhances the Surroundings

3

“An understanding of the context, history and the cultural characteristics of a site, neighbourhood and region influences the location, siting and design of new developments. It means they are well grounded in their locality and more likely to be acceptable to existing communities. Creating a positive sense of place helps to foster a sense of belonging and contributes to well-being, inclusion and community cohesion.”

(Para 39, NDG 2019)

- 3.1 This section provides a summary of the assessment of the site and its surroundings that has been undertaken.

STREET PATTERN AND CONNECTIVITY

- 3.2 The site is well connected to the surrounding urban area, and benefits from access to public transport and strategic highway links that are within close proximity. The plan opposite illustrates the location of the site within the context of the local access and movement network.

PUBLIC TRANSPORT

- 3.3 Bus stops along Hayden Road and Ennerdale Road provide regular Rushden circular services linking Rushden and High Hayden. Buses from central Rushden provide links to Higham Ferrers, Kettering, Wellingborough and Northampton.
- 3.4 The nearest rail stations are Wellingborough (approximately 10km west of the site) and Kettering (18km north-west), both on the Midland Main Line, providing sustainable transport links to Nottingham, Leicester, Luton Airport and London.

THE GREENWAY

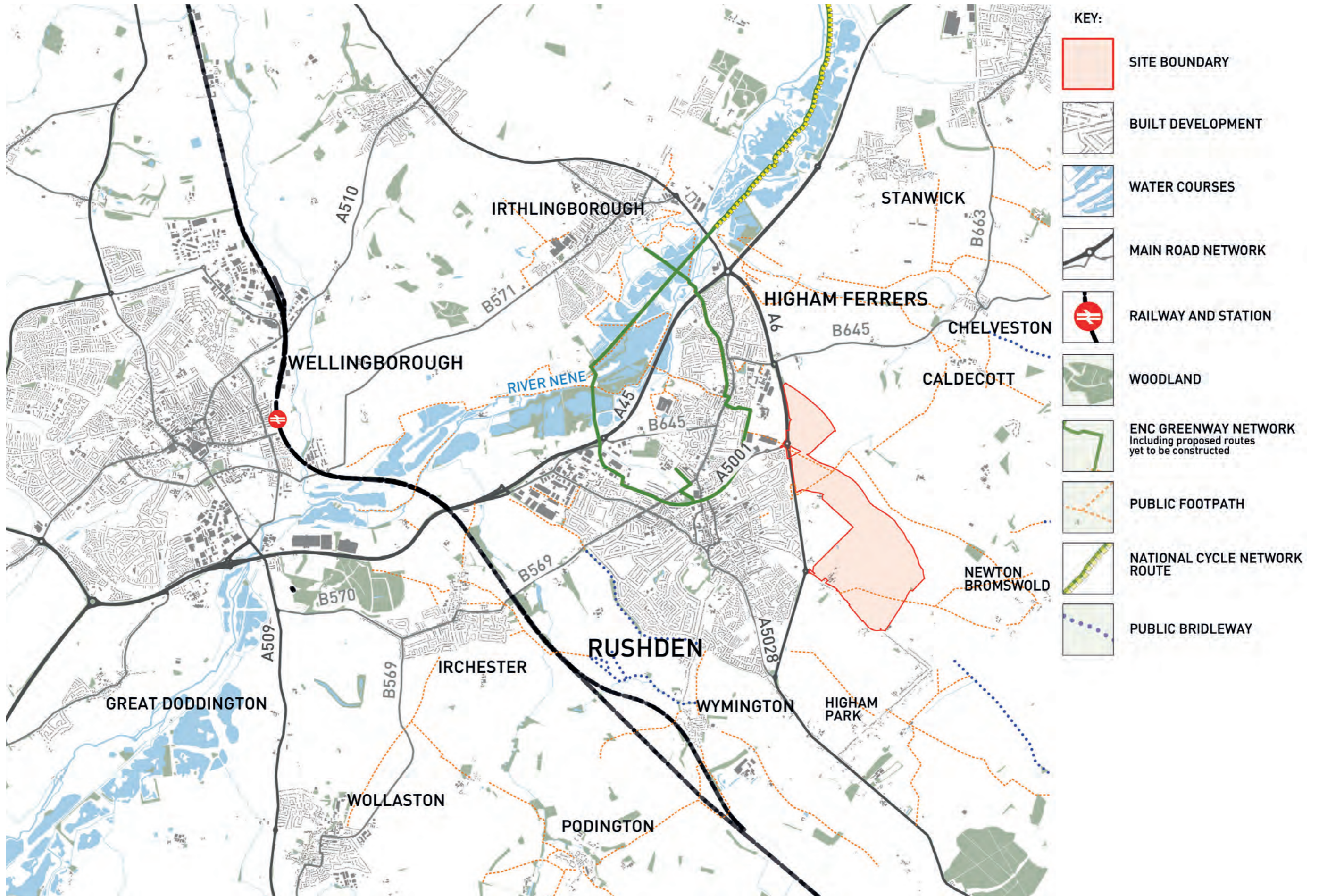
- 3.5 The East Northamptonshire Greenway is a series of shared use paths linking Rushden, Higham Ferrers and Irthlingborough via either traffic free or low traffic routes. The Greenway network provides a safe and quick commuter route to pedestrians and cyclists linking the three towns to local schools and places of work, as well as Stanwick Lakes and the wider Nene Valley.
- 3.6 Future proposals by ENC include the extension of the route further along the Nene Valley to Wellingborough and Thrapston, and it is planned that the Greenway will link in more widely with other surrounding settlements.
- 3.7 There is the opportunity for the extension of the Greenway into the SUE via the existing UK2 Public Right of Way (PRoW) at the north of the site, enhancing the existing Greenway network and meeting the key objectives of the NNJCS Policy 33.

PEDESTRIAN AND CYCLE CONNECTIONS

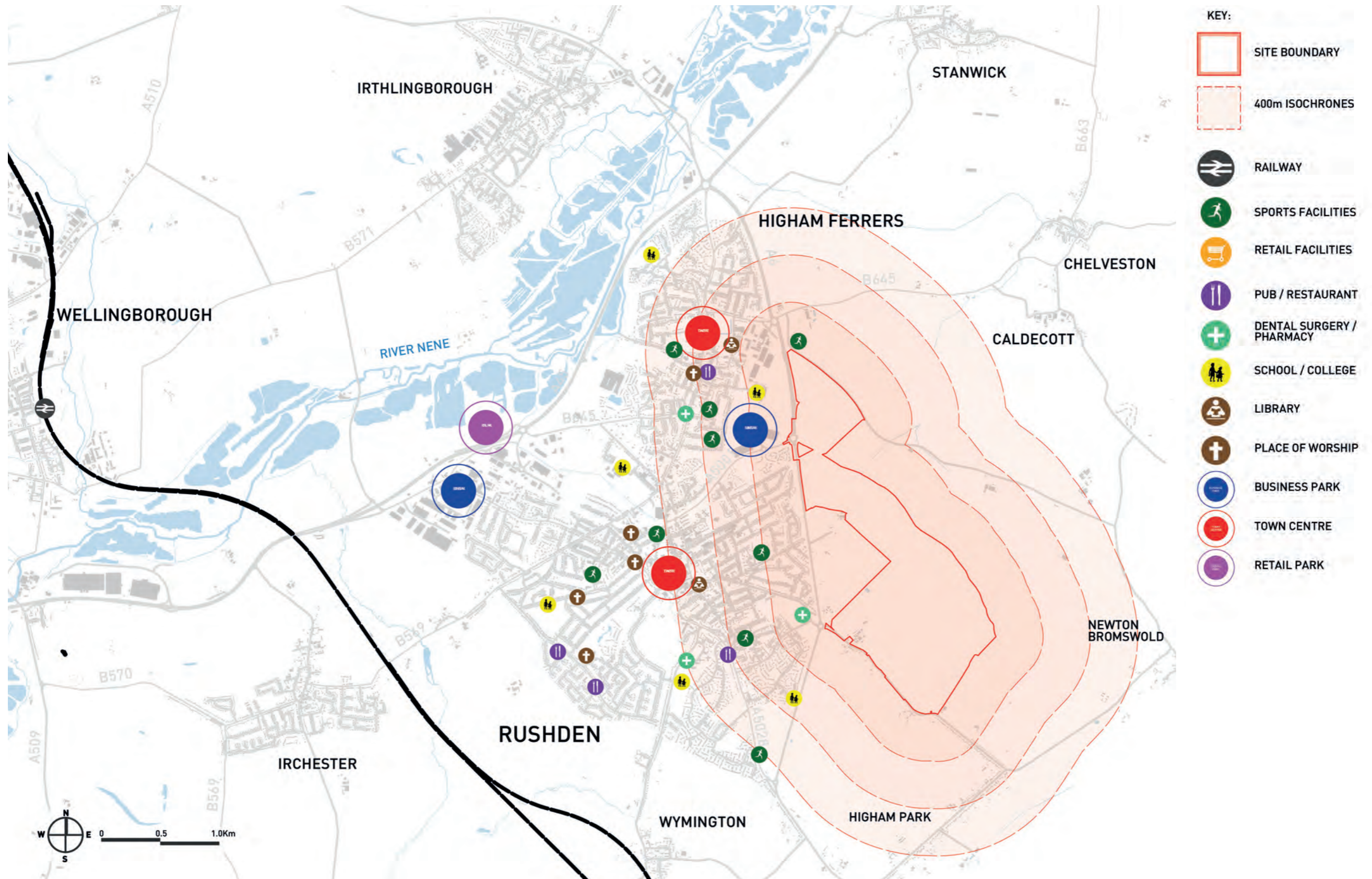
- 3.8 The site is well connected to the existing PRoW network with multiple footpaths crossing the site:
- UK2 runs south east into the site from John Clark Way roundabout, providing links north west to the existing East Northamptonshire Greenway.
 - UK3 crosses the north of the site and the A6 via a dedicated pedestrian footbridge, providing links southeast to Rushden Town Centre and Caldecott to the north east of the site.
 - UK4 crosses the south of the site, linking Newton Road to Newton Bromswold west of the site.
- 3.9 Via these routes links are offered to the Northamptonshire Boundary Walk, Nene Way and St Bernard's Way to the west of the site.
- 3.10 The National Cycle Route 71 provides a safe cycle route from Irthlingborough to Thrapston, following the contours of the River Nene Valley. This short section runs alongside the lakes and wetlands, providing a scenic rural escape from the local towns, and is accessible via the A5001 (John Clark Way) to the west of the site.

HIGHWAYS

- 3.11 The A6 forms the sites western boundary, providing direct access to Kettering and Bedford and the strategic highway network. To the north of Rushden, the A45 and A14 provide access to Thrapston, Cambridge, Huntingdon, Bury St Edmunds and Ipswich. To the south of Rushden, the links to Wellingborough and Northampton. At Northampton the M1 provides access to the national motorway network and routes to London.



WIDER SITE LOCATION PLAN



LOCAL FACILITIES AND SERVICES

3.12 Rushden and Higham Ferrers are located to the west of the site (approximately 1.2km) and have a variety of local retail options, facilities and services. A selection of the services and facilities available are set out below:

- Rushden Lakes;
- Rushden Carnegie Library; and
- Rushden Hall and the Pemberton Centre.

RECREATION

- Nene Valley Walkway;
- Splash Leisure Pool;
- A range of open spaces and parks;
- AFC Rushden & Diamonds and Rushden and Higham Rugby Football Club; and
- Rushden Allotments and Small Holdings Society.

EDUCATION

- Primary education facilities are available at Denfield Park Primary School, approximately 1.03km from the western site boundary.
- Rushden Primary Academy and Alfred Street Junior School are also both located within approximately 1.5km from the site; and
- Secondary education is provided at The Ferrers School to the north-west of the site, approximately 1.37km from the site.

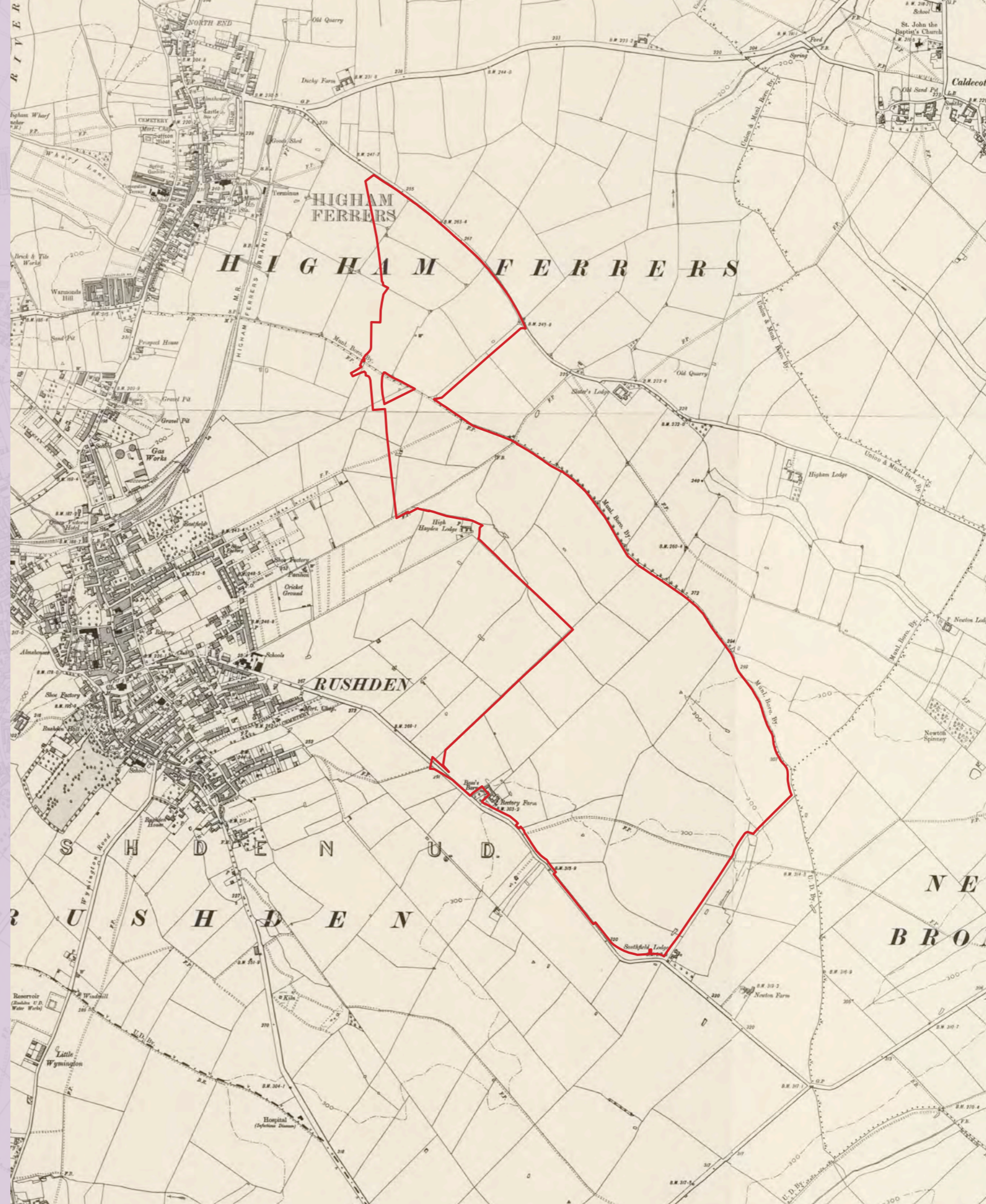
HEALTH

- My Dentist Dental Centre and Harborough Field Surgery are located approximately 1.71km west of the site; and
- Higham Ferrers Surgery and Lloyds Pharmacy is 1.9km north-west of the site, along College Street, Higham Ferrers.

Note: All distances given are taken from the centre of the site



*“When determining how a site may be developed, it is important to understand the history of how the place has evolved. The local sense of place and identity are shaped by local history, culture and heritage, and how these have influenced the built environment and wider landscape.”
(Para 46, NDG 2019)*



HISTORIC MAP OF RUSHDEN AND HIGHAM FERRERS (APPROXIMATELY 1888-1913)

HISTORIC GROWTH

- 3.13 Rushden lies directly west of the site and the A6, and to the south of Higham Ferrers, with which the town is now contiguous. Higham Ferrers is one of the main medieval small towns in the country and an important late Saxon estate centre.
- 3.14 The historic market town of Higham Ferrers is located to the north of Rushden. Its defensive position, sitting upon high ground, overlooking the River Nene valley towards Irthlingborough, gave the town its importance in early times. The town is recorded in the Domesday Book of 1086 as 'Hecham', a Saxon name meaning 'settlement on the hill'.
- 3.15 The small settlement of Higham prospered, with markets and fairs providing much of the town's growth. The town received its Charter in 1251, the result of a deliberate act by Lord of the Manor William de Ferrers. De Ferrers added his name to the town, resulting in the name Higham Ferrers.
- 3.16 From the 14th century Rushden was a Duchy of Lancaster village, and as a result was merged with the Crown and administered from London, with agriculture providing the majority of employment in the area. In the early 15th century Higham Ferrers also became one of the administration centres for the Duchy of Lancaster. The Queen, as the Duke of Lancaster, still retains considerable landholdings around the town, including a proportion of the proposed development site.
- 3.17 Small scale industry with farming, lacemaking and brick making supported much of the areas initial prosperity and growth, with the River Nene providing easy transport connections, and links to Wellington, Northampton and Peterborough.
- 3.18 Despite Higham Ferrers ancient charter, privileges and early growth it grew comparatively slowly in the 19th century, with much of the historic medieval and post-medieval core of Higham Ferrers still visible today.
- 3.19 The use of the River Nene as a transport route declined following the arrival of the railway in the mid 19th Century. In 1883 a short branch railway line opened linking Rushden and Higham Ferrers with the Midland Main Line. There was an aspiration to further extend the railway to the north, providing links to the Kettering–Huntingdon line, however, the plans never materialised, and the line was closed to passengers in 1959, and closed completely in 1969. The branch line now operates as a Historic Railway between Rushden and Higham Ferrers, and in 1991 the track bed was converted into a pocket park.
- 3.20 The Northamptonshire boot and shoe manufacturing trade, and associated supporting trades were responsible for the larger scale expansion of Rushden. Leather and hides, essential for the trade, were abundant from the cattle farms located within the adjacent River Nene Valley.
- 3.21 The boot and shoe industry also developed in Higham Ferrers, but on a much smaller scale, focussed around the historic settlement core. This aided the small-scale regeneration of the town, in turn grew led to population growth, but by this time its immediate neighbour, Rushden, overshadowed its importance.
- 3.22 Industry was initially focused in homes and small work-shops, but as factories rose in most of the streets Rushden expanded from a rural village into a thriving town. The increase in the number of factories reached its peak in about 1920, with over 100 boot and shoe factories in Rushden.

LOCAL CHARACTER ASSESSMENT

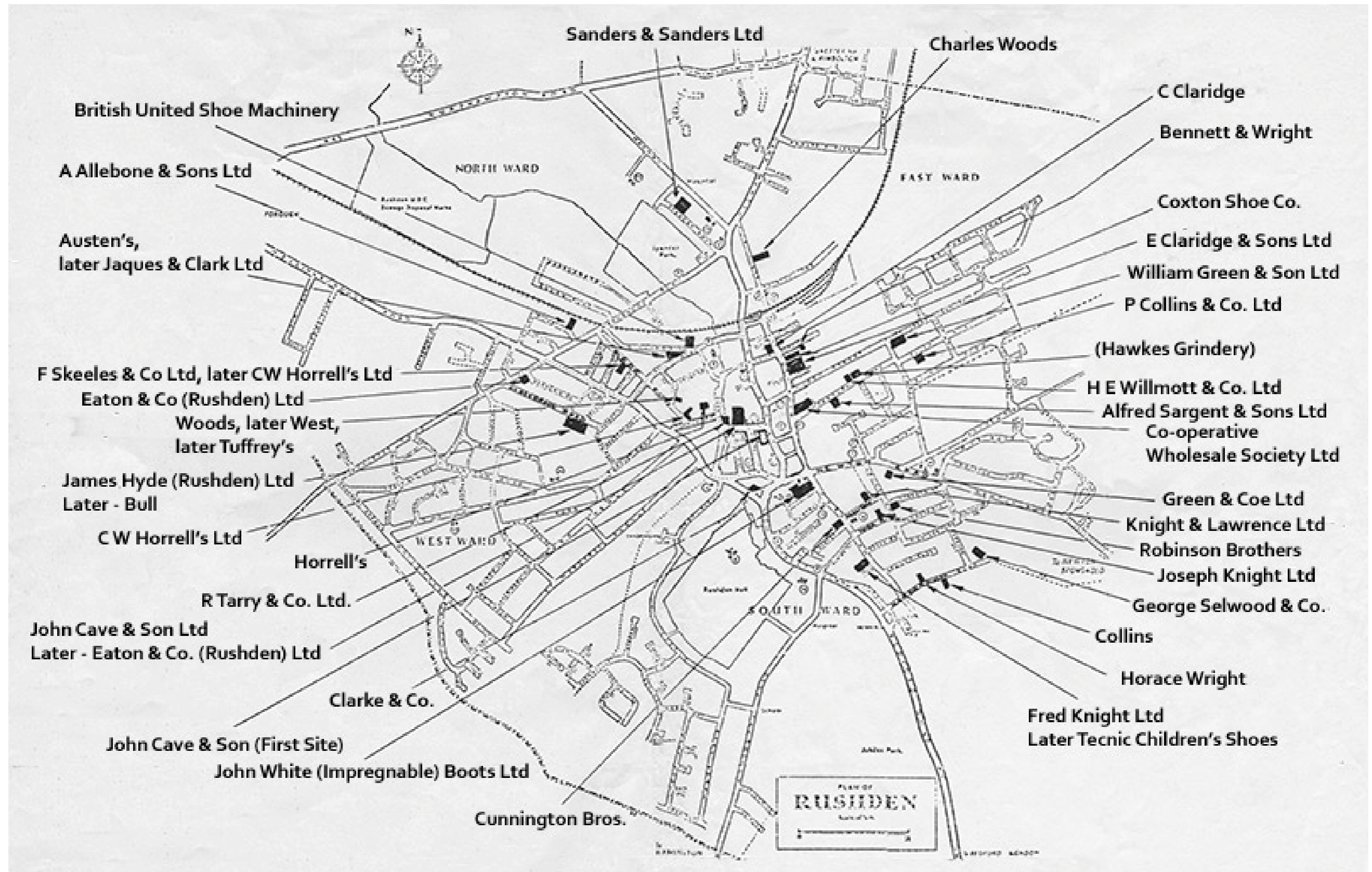
- 3.23 Successful urban design is dependent upon achieving an appropriate relationship between the development's objectives, good urban design practice and a positive response to local conditions. An analysis of the surrounding area can help to achieve an understanding of the physical context of the proposed community including; the immediate neighbourhood, local town and region, as well as street and more intimate spaces. Therefore, an analysis of the local built form and character can aid in the understanding and integration of the proposals into their context, through the generation of a site-specific character.
- 3.24 The four areas that will be analysed to inform the proposals are:
- Rushden
 - Higham Ferrers
 - Chelveston & Caldecott
 - Higham Park & Wymington

RUSHDEN

- 3.25 To house the rapidly growing population of Rushden Victorian terraced workers cottages were developed in linear patterns around the factories, spreading to the east and west of Rushden town centre.
- 3.26 As the industry mechanised, factories moved out of the historic town centre to industrial estates to the north-east and north-west of the town, closer to strategic transport connections. There was a period of consolidation into larger firms and larger premises, but even in the 1950s, 44% of Rushden's trade was in boot and shoe manufacturing.
- 3.27 In the 1930's the continued growth of the shoe industry fuelled large scale inter-war development surrounding the town centre. In the mid-twentieth century rapid increases in car ownership led to the large-scale development of post-war housing developments further out from the town centre. The opening of the A6 in 2003 led to further suburban development, predominantly focussed to the south of the town.
- 3.28 Only 4 factories remain today, with some of the redundant buildings being converted into flats. Today, industry in the town is varied and mostly situated in out of town industrial estates to the north.
- 3.29 Rushden is now much larger than Higham Ferrers and growth patterns have seen the convergence of the two towns, but they both still retain their distinctive characteristics. The centre of the two towns is still defined by historic linear ribbon development, with newer housing and development running parallel to the old north/south road system.



RUSHDEN TOWN CENTRE



HISTORIC MAP OF RUSHDEN'S INDUSTRY

HIGHAM FERRERS

3.30 Higham Ferrers is one of the main medieval small towns in the country and an important late Saxon estate centre. As a result of its decline in the post medieval period and the subsequent growth of its neighbours, Wellingborough and Rushden, the historical topography of the town is relatively well preserved from the post medieval and medieval period. The Industrial Revolution impacted on Northamptonshire with the mechanisation of the boot and shoe industry in the 1850's. This led to a rapid expansion of Higham's neighbour, Rushden, which really took off during this period and overtook Higham Ferrers in terms of size and importance. The boot and shoe industry also developed in Higham Ferrers but on a much smaller scale and on the periphery of the historic settlement core. This did provide some expansion of the population and regeneration of the Town but by this time its immediate neighbour, Rushden, overshadowed its importance.

- 3.31 More recently Higham Ferrers has expanded considerably, with the large-scale construction of housing estates, to the north of the town.
- 3.32 The town has expanded considerably during the last 25 years, particularly to the north-west of the main town, in terms of houses built and population increase. This area has a mixture of modern family housing with layouts providing reasonable amounts of open land and green space with a variety of accommodation sizes and types. They typically form an irregular/non-linear cul-de-sac layout. They often consist of detached two and three storey, terraces and some apartments and some semi-detached houses.
- 3.33 Older houses are of stone, buff or red/brown brick; newer houses are of a light buff or red brick, generally all with grey or red/brown concrete pantile roofs. The older traditional properties tend to have chimneys.



- 3.34 The centre of Higham Ferrers is defined by historic development with a linear street form. Housing and development run parallel to the old north/south road system. The map of 1591 presented below shows the historic layout of Higham Ferrers, reflecting the general layout of the Conservation Area of the town.
- 3.35 To the north-east of the town centre lies earlier development from the 1950's and 1960's. Development follows a linear grid like pattern, predominantly formed of semi-detached or terraces of 4 to 6 dwellings.
- 3.36 Closer to the Conservation Area in the centre of Higham Ferrers there is a marked difference in the style of development, with Victorian Terraces commonplace. The area is defined by workers houses associated with the industrial period of Higham (around the late 19th Century and early 20th Century) followed by local authority housing in the mid 20th Century. Dwellings are mainly two storey, with redbrick façades and pitched grey tiled roofs.

- 3.37 To the west of the main centre development is varied. There is a mixture of loops and cul-de-sacs with houses that are set back from the road and parking is generally in view. The dwellings are mainly built in the 1960's and 70's, with later insertions in the 1980's.
- 3.38 To the south-west development is well defined by a linear layout with dwellings closely following the street pattern. Strong building lines are created by semi-detached and some detached units. Where there is sufficient space, there is some frontage parking but there is also informal street parking. Earlier housing from the late 1930's can also be found in this area.
- 3.39 To the east the layout is linear and regular with a mixture of land uses. There are older pairs of semi-detached dwellings and more modern detached dwellings follow a less rigid layout.



THE STREET WIDENS AS YOU APPROACH THE MARKET SQUARE TO THE SOUTH

MARKET SQUARE



FROM THE NORTH THE OLD CHICHELE COLLEGE ON COLLEGE STREET

LOOKING NORTH TOWARDS THE MARKET SQUARE, THE LANE BEHIND THE THATCHED COTTAGE REMINDS US OF THE AREAS SAXON PAST.

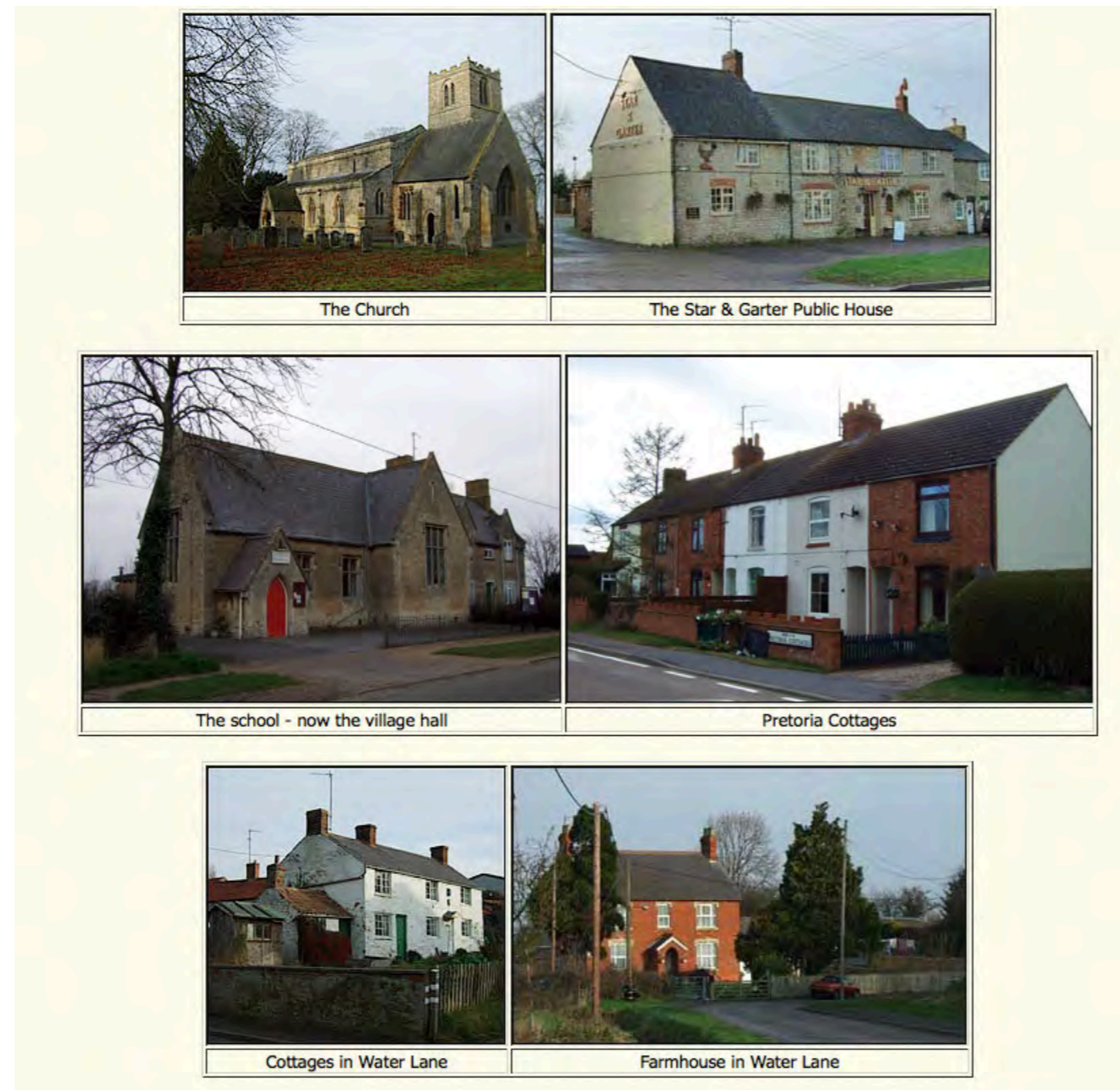


3 STOREY INDUSTRIAL AGE INSERTIONS WITHIN THE MARKET SQUARE

CHELVESTON AND CALDECOTT

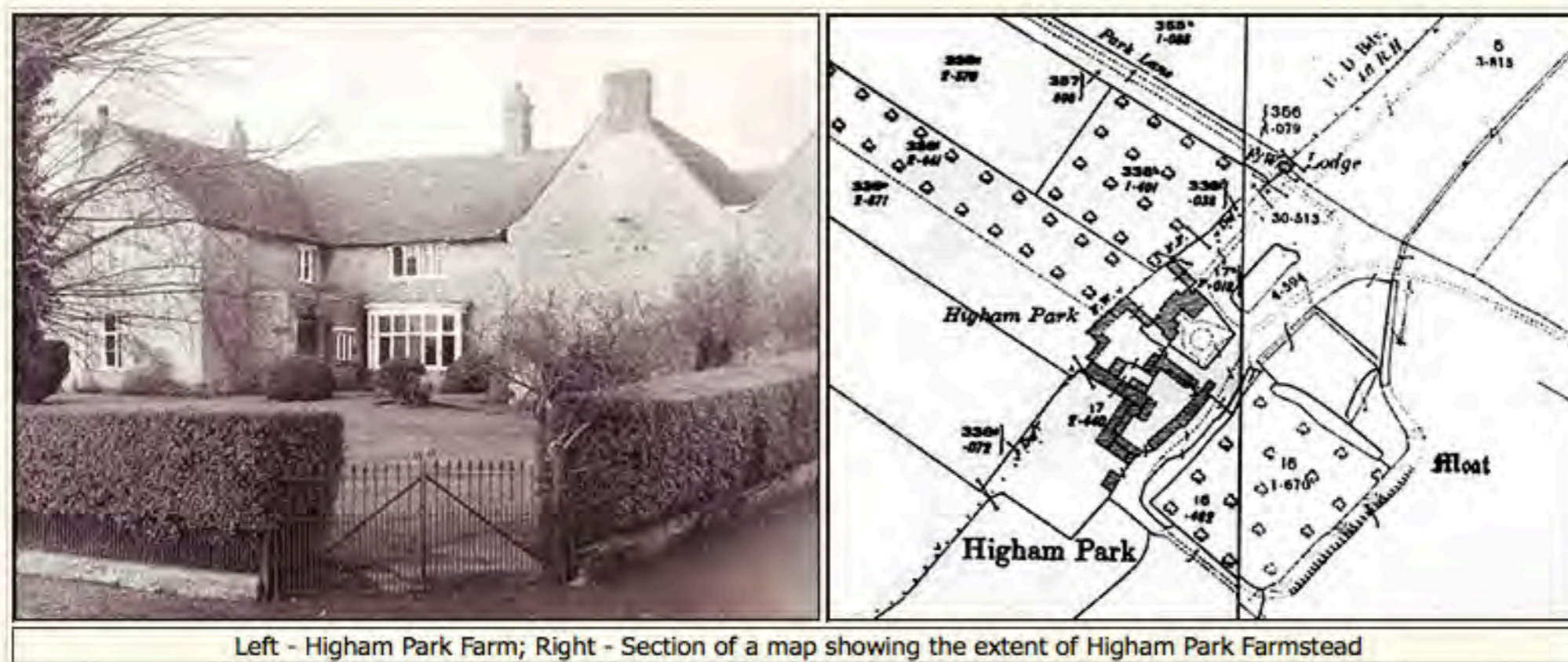
- 3.40 Chelveston village, together with its hamlet neighbour Caldecott, is a small community bounded by Higham Ferrers to the west, Newton Bromswold to the south, by Stanwick to the north and by Yelden to the east.
- 3.41 The church and the old village school both sit up on the hill above Chelveston, on the road to Caldecott, the latter being 3 farms and a cluster of cottages. Chelveston old village sits on the main road between Higham Ferrers and Kimbolton, with several new houses spreading out towards the old, once isolated, farms around the village.

- 3.42 The Star and Garter public house stands alongside the main road and on the grass verge is a newly erected memorial to the 305th Bombardment Group of the United States Air Force, who were stationed at the RAF Base, close to the village, during WWII.



HIGHAM PARK AND WYMINGTON

- 3.43 Higham Park lies 4 miles south, south-east from Higham Ferrers and 2 miles south east from Rushden. Wymington lies in a corner of north west Bedfordshire, and the parish boundary forms in part the division between that county and Northamptonshire.
- 3.44 At one time the village was wholly rural in character, with a cluster of stone houses around the church, several farms within the village, and outlying farms making up the rest of the parish.
- 3.45 Although in Bedfordshire, Wymington is not really characteristic of the county. Its soil is not suitable for the market gardening carried on in some adjacent areas, as it is a mixture of heavy clay and limestone, like the Nene Valley of Northamptonshire. Part of the parish of Wymington comes under the Nene catchment area and part under that of the Bedfordshire Ouse.
- 3.46 Wymington Church, built mainly of gold/grey local limestone, has in some of its courses a contrast of rich brown ironstone like many of the nearby Northamptonshire churches with their beautiful delicate spires. Like the church, the village combines elements from both counties.
- 3.47 About the middle of the 19th Century, the boot and shoe trade was becoming of increasing importance in Northamptonshire, and several factories had been built in Rushden by 1870. Some of Wymington's workers were engaged in the shoe trade by the 1870's and the number grew as Rushden grew. Most of the houses built in the parish by the end of the Century were for people who earned their living in the Rushden factories, and the resulting conflict between rural and urban interests was noticeable, especially in the Parish Council and in the school, where there was increasing opposition to the hitherto undisputed control by the church.
- 3.48 It was not until the late 1920's that a second period of change became apparent when the need arose for several more homes, and the Rural Council began its first building project in the village. The Council houses along the Rushden Road were the start of the ribbon development which soon stretched from the old village to the parish and county boundary by 1937.
- 3.49 By the late 1940's the population of the village was expanding rapidly, and a second, much larger, housing estate was built by the Rural Council, but the village somehow seemed to retain its 'family' atmosphere, and again, there was a period of little change.
- 3.50 This lasted for 15 years until, in the early 1960's, several north Bedfordshire villages were chosen by the Rural Council as development areas for the county. Wymington was one of these.



Left - Higham Park Farm; Right - Section of a map showing the extent of Higham Park Farmstead



KEY CHARACTER GENERATORS

3.51 Key principles of local character have been identified from an analysis of existing surrounding development. The identification of key character generators will help to ground the proposals and ensure that they are responsive to their surroundings and the local vernacular, whilst also ensuring that the legacy of High Hayden Garden Community is long-lasting.

- Traditional development form. Nucleated centre with linear ribbon development along arterial routes, and later infill behind.
- Linear direct streets provide long range views and enhance connections to key local facilities.
- Back to back development, ensuring rear amenity spaces are enclosed and private.
- Development fronts the primary movement route, ensuring streets are well overlooked
- Range of densities used, with the highest density development located close to local centres.
- Use of regular plot widths and a consistent building line reinforces primary routes.
- Higher storey heights and narrow fronted plots are commonplace along primary routes, enhancing a more formal character.
- Wider and shallower plots are more common in rural areas, reflecting the lower density of development.
- Terraced units are commonplace
- Drive through historic coaching archways provide access to rear parking without impacting on building line and built form massing.
- Parking should be carefully considered, it can tend to dominate the street scene in long terraced streets, impeding vehicular flows, but aiding traffic calming.
- Red brick dwellings are common with the occasional use of painted brick or render, either full height or to the ground floor only to define the street scene.
- Painted stone detailing common
- Increased detailing, including traditional dentil courses, stone banding and corbelling used to define higher order properties.
- Gables front the street, with brick or timber detailing adding interest to the street scene.

ASSESSING THE SITE

LANDSCAPE CONTEXT

EXISTING LANDSCAPE STRUCTURE

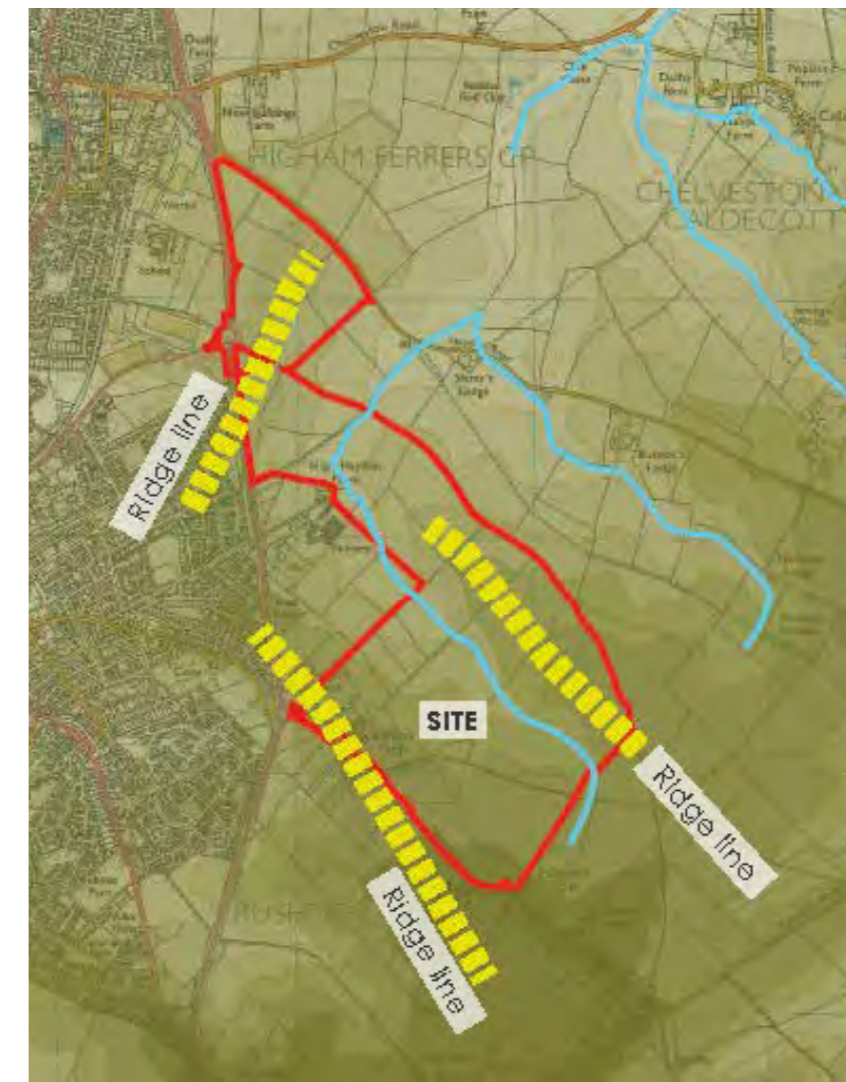
- 3.52 Occupying arable and pastoral fields, the boundaries to the site are generally well defined by native hedgerows or tree lines, with only occasional sections devoid of vegetation.
- 3.53 Within the site there are strong field boundaries, with tree belts and tree groups frequent found across the site that form both structural elements as well as visual barriers.

LAND USE

- 3.54 The majority of the site consists of arable and pastoral farming, with several paddocks located around Lodge Farm within the central part of the site. Broadly, the field pattern to the north and centre of the site is geometric and varies from small to medium in scale, whilst the field pattern to the south of the site is less geometric, with a greater variance in size.

TOPOGRAPHY

- 3.55 Both Rushden, Higham Ferrers and the site lie predominantly within a wide, shallow valley with the land falling to the north-west of the site where the Nene Valley dominates the landscape and it's topography.
- 3.56 Broadly, the site occupies part of a gently undulating valley that follows the course of a minor stream meandering from Eastfields Farm through Chelveston to the northeast and the resultant topography gently falls from the A6 eastwards towards the route of the stream before climbing out of the valley on the opposing side. This forms a minor ridgeline from a high point of around 95m Above Ordnance Datum (AOD) adjacent to Eastfields Farm that wraps around the south and southwest of the site. The ridge line is mirrored on the other side of the stream to the east.
- 3.57 As the stream valley turns and heads northeast towards Chelveston, it creates another minor ridgeline that runs in a northeast direction from the intersection of John Clarke Way and the A6. The point at which the stream breaches the northern site boundary occupies the lowest elevation within the site at around 70m AOD.
- 3.58 Beyond the site to the north, the topography falls away more steeply and forms the valley to a tributary to the River Nene, the valley of which defines the northern edge of Rushden. The landform to the east and south opens out into a gently rolling landscape marked by localised stream and river valleys.



REPRESENTATION OF SITE TOPOGRAPHY (CSA)

LANDSCAPE CHARACTER ASSESSMENT

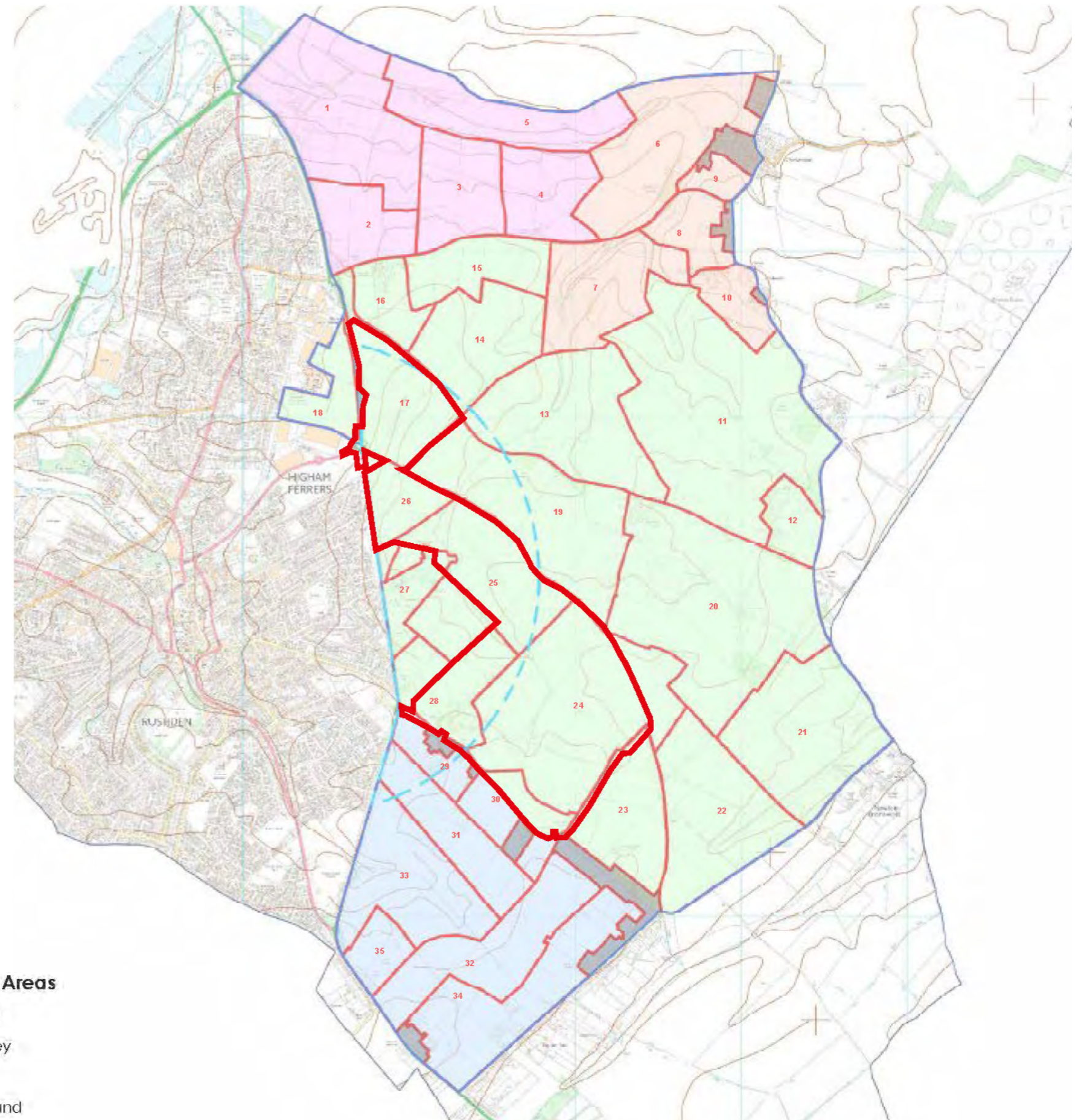
3.59 National landscape Character Natural England has produced profiles for England's National Character Areas ('NCA'), which divides England into 159 distinct natural areas, defined by a unique combination of landscape, biodiversity, geodiversity and cultural and economic activity.

3.60 The site lies across two areas; Northamptonshire Vales (NCA 89) and Yardley Whittlewood Ridge (NCA 91)."

REGIONAL LANDSCAPE CHARACTER

3.61 In April 2010 the East Midlands Landscape Partnership commissioned the East Midlands Regional Landscape Character Assessment (EMRLCA), which defined a series of Landscape Character Types (LCT) across the region designed to add a regional layer to the NCAs identified previously. The site lies with LCT 8A: Clay Wolds which is identified by a series of key characteristics:

- Broad plateau surrounded by undulating ridges and valleys;
- Mixed farming; hedged fields generally medium to large scale;
- Well treed character from hedgerows, hedgerow trees, copses and small woodlands despite limited areas of large woodland;
- Sparse settlement pattern; and
- Quiet and remote, often empty character with expansive views



Key

- Area of Focus
- Study Area
- District Boundary
- Parcels

Local landscape Character Areas

- Caldecott Farmed Plateau
- Chelveston Limestone Valley
- Chelveston Settled Bowl
- Higham Park Settled Farmland

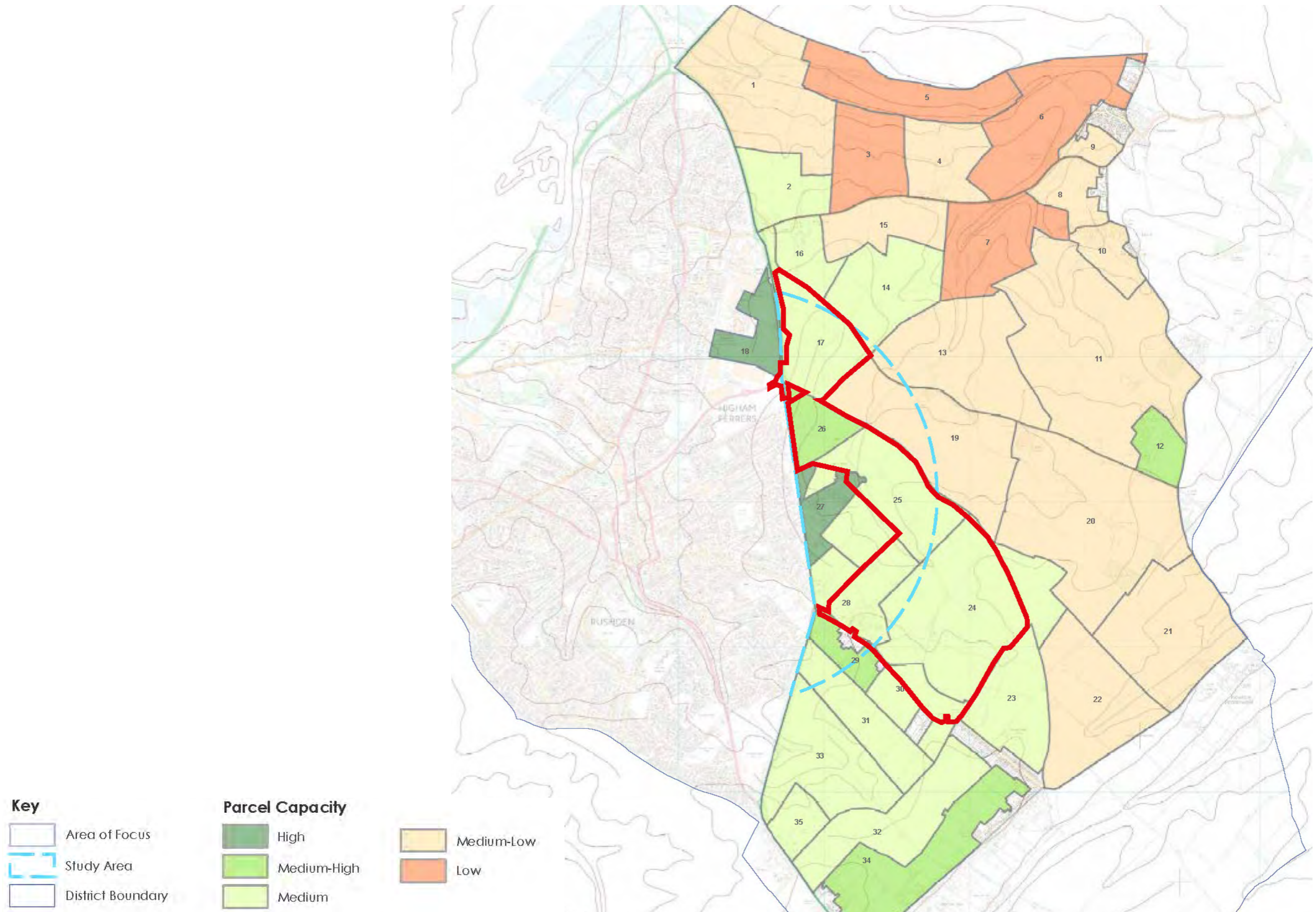
LOCAL LANDSCAPE CHARACTER AREAS AND PARCELS; REPRODUCED FROM RUSHDEN EAST LANDSCAPE CHARACTER ASSESSMENT AND CAPACITY STUDY, 2014 (CSA)

- 3.62 Northamptonshire County Council produced an analysis of local landscape character under the framework of the Environmental Characterisation Strategy (ECS), published as part of the Northamptonshire Environmental Character and Green Infrastructure Suite 2006. This consists of a series of studies describing and mapping the environmental, historical and landscape characteristics.
- 3.63 As part of this, LDA Design has undertaken a character assessment on behalf of Northamptonshire County Council, the Current Landscape Character Assessment (November 2006). The assessment divides the County into a series of LCTs and then subdivides these further into Landscape Character Areas (LCA). The site lies within LCT 9 Farmed Claylands and within LCA 9a Chelveston and Caldecott Claylands.
- 3.64 In December 2014, ENC published the Rushden East Landscape Character Assessment and Capacity Study, which was undertaken as a means to guide potential suitable locations for a Sustainable Urban Extension (SUE). The site falls within LCA1: Caldecott Farmed Plateau, which is defined by the following key characteristics:
- Gently rolling plateau landscape;
 - Medium to large arable or set-aside fields, with pockets of smaller pasture and grassland fields;
 - Fields demarcated by moderately tall hedges, with only the occasional hedgerow tree;
 - Fields of regular/geometric pattern originating from late 18th to early 19th century parliamentary enclosure;
 - Loss of hedgerows to create larger arable fields;
 - Little cultural or historical value;
 - Despite proximity to Rushden and Higham Ferrers, the landscape has a relatively remote character with a few scattered farmsteads; and
 - Elevated open areas with moderate distance views and localised contained views within shallow valleys.

- 3.65 The assessment then goes on to identify 3 distinctive features of the local landscape character specific to the Rushden East site:
- Views of church spire of St Mary the Virgin, Higham Ferrers;
 - Greenfield properties rubber recycling plant forms a noticeable detractive feature;
 - Knights Farm, Lodge Farm, Rectory Farm and nearby allotments and nursery create an extensive area of urban fringe features.
 - The assessment makes a judgement on the condition and strength of character of the LCA, which are poor and moderate respectively and by combining these two judgements, the assessment identifies a strategy of improve and restore for the landscape character area, leading to a judgement of moderate/low value.

LANDSCAPE CAPACITY TO ACCOMMODATE CHANGE

- 3.66 The 2014 Rushden East Landscape Character Assessment and Capacity Study uses the findings of the assessment therein to establish the landscape sensitivity and landscape capacity of the LCA.
- 3.67 The findings of the landscape capacity study shows an increase in capacity from east to west across the site, with the land adjacent to the A6 corridor having the highest capacity for change. The Parcel Capacity Extract Map contained in the study defines an area of primary consideration (referred to as the 'Area of Focus') for the SUE, which broadly accords with the main site area and overall, the site comprises land parcels considered to be of mainly of medium capacity.
- 3.68 Finally, the assessment makes a series of recommendations regarding the development of the SUE, which include:
- Development proposals should take into consideration the retention of views of the Church of St Mary the Virgin, Newton Ferrers from the SUE;
 - The localised valley in Parcel 25 could form the basis for defining the extent of built development and identifying the preferred location of the main public open space;
 - Potential green link within the SUE connecting Newton Road to the wider countryside;
 - New vehicular connections at the existing junctions of the A6 and John Clarke Way and Newton Road;
 - An area of small scale B1/B2 development could be located adjacent to Rusden Link off John Clarke Way;
 - Parcel 18 could be developed for residential and commercial; and
 - Strategic green infrastructure should be used to form a new softer urban edge to integrate town and countryside.



PARCEL CAPACITY; REPRODUCED FROM RUSHDEN EAST LANDSCAPE CHARACTER ASSESSMENT AND CAPACITY STUDY, 2014 (CSA)

BASELINE GREEN INFRASTRUCTURE ASSETS

3.69 The site contains sections of established hedgerows and individual lines and groups of mature broadleaved trees both within the site and to its boundaries. The site also contains a small stream that occupies a gentle valley. The plan opposite identifies the key existing (baseline) GI assets that are described in the following paragraphs.

SITE BOUNDARIES

3.70 The northernmost section of the northern site boundary runs along Newton Road and is defined by a mixed native hedgerow, before stepping in along an existing field boundary before again returning to head in a south westerly direction.

3.71 Generally, the mixed native hedgerow continues along the boundary as it follows existing field boundaries, and is associated with one significant group of trees (feature 12), occasional individual trees and one continuous section of tall mature trees.

3.72 The eastern boundary returns to follow a field boundary for a short section before continuing across the centre of a field, all of which is open and devoid of existing vegetation. The rest of the boundary is defined by hedgerow, with around half of the overall boundary lined by existing mature trees. There is a significant tree group that abuts this boundary about half way along its length, with another group further southeast adjacent to Eastfields Farm (features 5 and 6 respectively).

3.73 The southern boundary to the site runs alongside Newton Road and is defined by a continuous hedgerow without trees, broken in several places to facilitate access to Rectory, Lodge and Knights Farms respectively (feature 4).

3.74 The site boundary to the west steps back from the route of the A6, with the extent of the existing vegetation along this boundary mixed with sections of hedgerow and tree lines wrapping around the southern extent and around the allotments and nursery site. There are further sections of outgrown hedgerow towards the north along with a notable tree group.

WITHIN THE SITE

3.75 Generally, strong hedgerows dominate the field divisions within the site, some of which are associated with scattered trees and form distinct visual barriers when looking into the site.

3.76 Within the site there is a strong tree belt running south-west to north-east through the southern area of the site, which is dominated by Ash trees and reaches approximately 12m high.

3.77 Another strong belt of trees crosses the site approximately half way along and runs along the edge of the stream (feature 2). Smaller tree belts and tree groups are frequent across the site and form both structural elements as well as visual barriers.

3.78 A large tree group lies to the east of High Hayden Farm within the north of the site and can be seen from long distance views (feature 3).

3.79 The public right of way that crosses the southern section of the site (Route Code UK4), will act a key connection between this part of the site and the wider context.



FEATURE 2: EXISTING HEDGEROW WITH TREES



FEATURE 1: EXISTING HEDGEROW WITH TREES ALONGSIDE BROOK



FEATURE 3: EXISTING TREE GROUP



FEATURE 4 : EXISTING HEDGEROW ALONG NEWTON RD



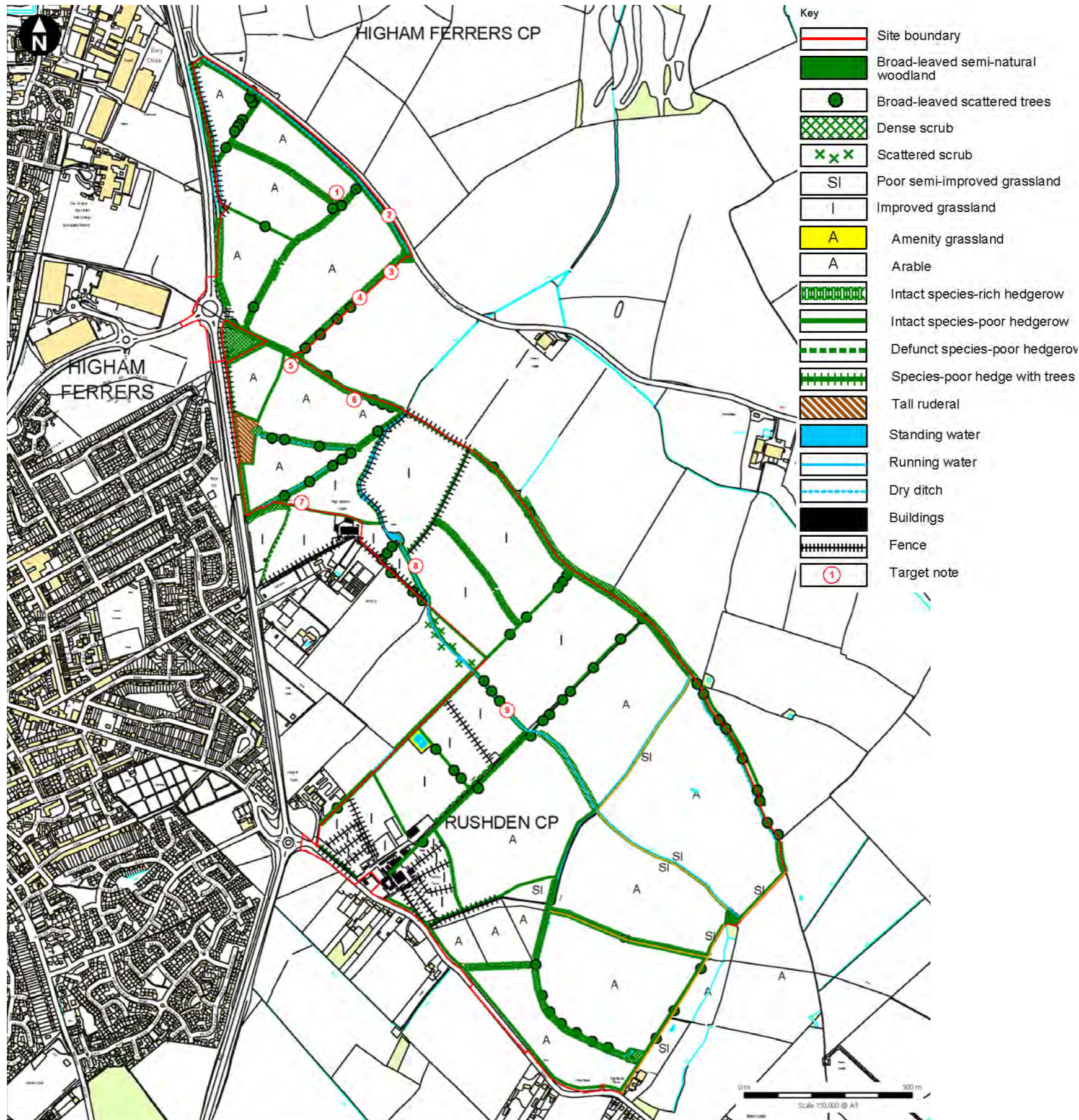
FEATURE 5: EXISTING TREE GROUP



FEATURE 6: EXISTING TREE GROUP



EXISTING LANDSCAPE FEATURES ON SITE (NUMBERS CORRESPOND WITH IMAGES OPPOSITE) (CSA)



PHASE 1 HABITAT SURVEY PLAN

ECOLOGY AND BIODIVERSITY

3.80 A suite of baseline ecological surveys and subsequent updates were carried out at the site between 2015–2022. This included a Desk Based Study, Extended Phase 1 habitat survey and specific surveys for hedgerows, badgers, bat activity surveys, great crested newt presence/absence, population surveys and the collection of eDNA, reptile presence/absence surveys, and breeding and wintering bird surveys.

DESIGNATED SITES

3.81 The site is not designated for nature conservation, however, there are a number of such sites nearby:

- The Upper Nene Valley Gravel Pits located approximately 1.5km to the north of the site are designated as a site of Special Scientific Interest (SSSI), Special Protection Area (SPA) and RAMSAR site. This site is nationally important for its breeding bird assemblage of lowland open waters and their margins, wintering waterbird species, an assemblage of over 20,000 waterbirds in the non-breeding season and a rare example of wet floodplain woodland. In view of this, public open space/amenity measures will likely need to be provided within the site boundary (greater than adopted open space standards) to encourage residents to utilise these planned areas, rather than venturing into the SPA.
- Yelden Meadows is located approximately 2.7km to the east of the site and is designated as an SSSI for a good example of species rich unimproved neutral grassland. Considering its relatively distant proximity, it is unlikely that the proposed development would have any adverse effects on the sensitive vegetation that this site contains.
- Higham Ferrers Pocket Park (a Potential Wildlife site) is the only non-statutory designated site that is located within 1km of the site, being located 500m from the site boundary.

3.82 No Local Wildlife sites (LWS) or areas of Ancient Woodland have been identified in the area.

ONSITE ECOLOGICAL FEATURES

- 3.83 The field work identified the presence of the following valued ecological features on-site namely, broad-leaved woodland copse, the cumulative cover of mature standard trees, a network of hedgerows (some of which are 'biologically important' under the Hedgerow Regulations 1997), a brook, water bodies, foraging badger, roosting bats (one common pipistrelle maternity roost at Rectory Farm), two further roosts at Tree 60 (single soprano pipistrelle) and Tree 66 (single unidentified bat) and foraging bats (at least eight species of bat utilise the habitats on-site for foraging and commuting, namely common, soprano and Nathusius pipistrelle, noctule, Leisler's, barbastelle, long-eared, Myotis sp.). There are also "small" populations of Great Crested Newts (GCN) in three on-site water bodies (2, 4 and 8) and three off-site water bodies (5, 7 and 12), and a "medium" population occurs in one off-site water body (1). Breeding bird surveys completed in 2015 and 2019 identified an assemblage of breeding birds associated with farmland habitats which included notable species such as skylark, grey partridge and yellow hammer, whilst wintering bird surveys recorded infrequent use of arable habitats by wintering golden plover and lapwing in low numbers.
- 3.84 The site also provide habitats for assemblages of invertebrates and other 'important' species such as brown hare, common toad and hedgehog. No invasive species were recorded during the surveys. Further surveys in respect of an update to the extended Phase 1 habitat survey, an update to the badger and an update to the bat surveys has been carried out in 2020, the results of which will be provided within a subsequent technical note.
- 3.85 Additional bird surveys were also carried out at the Upper Nene Valley Gravel Pits SPA and RAMSAR site in the non-breeding period between October 2015 and March 2016 to assess the current baseline of human disturbance at the SPA/RAMSAR site. The results of this study were used to support proposed mitigation measures in consultation with Natural England.

- 3.86 The NPPF makes clear that development should achieve BNG. The Framework states in para 174 (d) that development should contribute to enhancing the natural environment by "minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures".

ECOLOGICAL MITIGATION

- 3.87 A suite of ecological measures should be embedded within the design proposals to mitigate the potential effects of the development on the ecological receptors, as well as the provision of replacement habitat where necessary. Refer to Section 12 of this Design and Access Statement for further information on the proposed mitigation measures.
- 3.88 It is recommended that the provision of substantial areas of Green Infrastructure, comprises the following features:
- Amenity grassland;
 - Species-rich grassland including wildflower planting;
 - Woodland/ tree planting;
 - Existing woodland retained where possible
 - Inundation grassland as part of the sustainable drainage proposals
 - Scrub planting;
 - Water bodies and watercourses for nature conservation
 - Allotments to include the planting of fruit trees; and
 - New hedgerow planting
- 3.89 Retained hedgerows should be enhanced via gapping up, creation of a 5m ecotone (either side of the hedgerows where possible), planting of standard trees within the hedgeline and the implementation of rotational management.
- 3.90 Wherever possible new areas of planting should comprise native or near native species of local origin that are appropriate to the ground conditions.
- 3.91 Water courses should be enhanced via the creation of pools, backwaters, planting of riparian vegetation and the selective willow planting.
- 3.92 To prevent an increase of recreation at the Upper Nene Valley Gravel Pits SPA/RAMSAR site Destination Open Space (or Suitable Alternative Natural Greenspace (SANG)) should be included as part of the scheme. This area will provide on-site public open space and retained wildlife habitat and will be designed to be suitable for recreational use (walking, dog-walking, jogging and cycling) whilst also providing valuable wildlife habitat and green space.
- 3.93 Further features to be incorporated within the detailed design of the scheme includes the provision of replacement roost habitat, integrated bat boxes/tiles in new residential homes, bat boxes on retained trees, an artificial hibernacula and a log pile in the vicinity of each of the new water bodies and SuDS, nesting boxes for birds, hedgehog houses and a hedgehog highway.
- 3.94 Further more detailed information regarding the ecological measures recommended for inclusion within the design proposals can be found in the accompanying suite of Ecological Reports.

ARBORICULTURE

- 3.95 An arboricultural survey was undertaken in 2018 to ascertain the condition of trees and hedgerows on the proposed development site. The survey area comprised agricultural land, hedgerows, individual trees, tree groups and woodland areas.
- 3.96 The trees surveyed predominantly comprised typical English species such as *Quercus Robur*, *Fraxinus excelsior* and occasional *Ulmus* sp. The trees have mainly formed in hedgerows and at hedgerow intersections with occasional plantings around Rectory Farm and its domestic buildings.
- 3.97 One hundred and eighty-seven references have been provided including thirty-nine tree groups.
- 3.98 In summary the following have been recorded; retention value A (45 individuals and 2 tree groups), retention value B (88 individual and 22 groups), retention value C (15 individuals and 3 groups) and 14 Category U tree references.
- 3.99 A number of trees are important arboricultural assets and have been awarded high retention values (A1/A2 to B1/B2) due to their longevity and visual prominence. Such trees may constrain the sites re-development and would need to be considered during the designing of the development and if their removal is unavoidable then adequate mitigation will be required.
- 3.100 Some trees have been categorised as retention value 'C' due to their limited arboricultural merit or impaired condition which are unlikely to pose a constraint to the site. Their loss could be mitigated by replacement planting.
- 3.101 Fourteen Category U trees were also recorded.
- 3.102 The development proposals should seek to retain and incorporate as many of the existing trees as possible, within the proposed open space network.



VIEW NORTH-EAST ACROSS THE SITE TOWARDS EXISTING TREES TO BE RETAINED IN-SITU

HYDROLOGY AND DRAINAGE

- 3.103 An assessment of the potential effects of the proposed development on hydrology, hydro geology and water resources has been undertaken. The assessment considered the effects relating to flood risk, surface water drainage and water quality and is supported by a Flood Risk Assessment (including surface water drainage strategy), Foul Drainage Strategy and Baseline Surface Water Quality Report.
- 3.104 An ordinary watercourse (WCO1) flows through the site starting in the south east corner and flowing through the site in a north easterly direction. A tributary of this watercourse (WCO2) begins in the southern corner of the site and joins WCO1 in the centre of the site. Both watercourses are tributaries of the River Nene. An Anglian Water surface water sewer that serves the existing urban area west of the site outfalls into the head of a ditch at the western site boundary. This ditch (WCO3) flows in a north-easterly direction through the site and joins WCO1 close to the northern site boundary. There are a small number of minor land drainage ditches throughout the site associated with the sites agricultural land use. These serve to drain the site only.

FLUVIAL, SURFACE WATER AND RESERVOIR FLOOD RISK

- 3.105 The Environment Agency (EA) Flood Maps indicate the site is wholly located in Flood Zone 1 and is therefore at a low risk of fluvial flooding. However, the EA's flood map is not based on detailed hydraulic modelling in this area and therefore site-scale hydraulic modelling of the on-site watercourses has been undertaken. This confirmed that all development will be located outside of the 1 in 100 year plus climate change and 1 in 1,000 year annual probability flood extents i.e. located in Flood Zone 1.
- 3.106 Hydraulic modelling has also been undertaken to inform design parameters for proposed crossings over WCO1. There will be no detrimental impact on flood risk for the onsite watercourses, as the conveyance of the channel will be unaffected.
- 3.107 The EA Surface Water Flood Map indicates that the majority of the site is at a very low risk of surface water flooding. Surface water flood risk at the site is constrained to the existing watercourse corridors.

- 3.108 A review of the ENC Strategic Flood Risk Assessment (2011), NCC's Preliminary Flood Risk Assessment (2011) and stakeholder responses confirms that the site is considered to be at a low probability of flooding from surface water, groundwater and reservoir flooding.
- 3.109 Surface water runoff currently drains to the onsite watercourses. Prior to construction a Construction Environmental Management Plan (CEMP) will be prepared outlining a suitable surface water drainage scheme to ensure there is no increase in surface water flooding at or within the vicinity of the site and to avoid any potential pollution effects. Mitigation measures outlined in the management plan will ensure that on-site treatment of any sediment laden or contaminated water occurs prior to discharge to the drainage system.
- 3.110 The potential effect of the construction of the proposed development on water resources including flood risk has been assessed as negligible due to the incorporated mitigation and CEMP that will be produced.
- 3.111 Overall no residual significant effects have been identified as result of the proposed development or cumulatively with other local developments on the water environment in relation to flooding, drainage and water quality effects.



VIEW NORTH ACROSS THE UNNAMED WATERCOURSE AT THE CROSSING OF PROW UK#3

UTILITIES

WATER

3.112 Anglian Water (AW) are the regional water supply and sewerage undertaker. Sewerage record plans, document potable water mains present within the west of the site.

Potable Water

- A 355mm HPPE/PE100 main runs adjacent to the eastern side of the A6;
- A 355mm HPPE/PE100 Mains and 8inch CI Mains are present along the southern and northern footways of Newton Road respectively, at the south of the site;
- A 225mm HPPE/PE100 water main passes from the northern roundabout along John Clark Way (A5001) to the west; and
- A 900mm DI Main crosses the south-east of the site.

3.113 All of these existing water mains will require a 6.0m easement either side of the centreline to development (12m total easement).

EXISTING FOUL AND SURFACE WATER SEWERS

- A 225mm diameter foul gravity sewer flows in a westerly/north-westerly direction flowing within the southern footway of Newton Road (south) towards central Rushden;
 - A 600mm diameter surface water sewer crosses the A6 and appears to discharge to the existing watercourse/ditch crossing the site, discharging off-site to the north-east or to the south; and
 - There are no foul water sewers present within the A6, which passes the site boundary to the west.
- 3.114 Based on the topography of the site and potential connection locations it is likely that one or more pumping stations will be required on the development site. The locations for the foul pumping stations would likely be at low points in the site topography. The lowest topographical elevations are situated to the north of the site.

GAS

3.115 A 90mm PE low pressure (LP) main passes along the northern footway of Chelveston Road, to the north of the site. The LP main terminates at Moulton College (to the east) and continues west towards Rushden, crossing the A6 before passing along the northern footway of Kimbolton Road.

3.116 A 180mm PE main is shown to pass within the northern footway of Newton Road (south), along the southern boundary of the site.



ELECTRICAL

3.117 Asset Location plans received from Western Power Distribution (WPD) document both underground and over ground services present within the vicinity of the site, as set out below:

- At the north of the site an underground 33 kV High Voltage (HV) line sits below the western footway of the A6.
- A 33kV and 11kV line also run adjacent to the north-eastern site boundary along Newton Road/Upper Higham Lane, these are located within the northern and southern verges of Newton Road (north) respectively.
- Overhead HV 11kV cables cross the centre of the site, with Low Voltage (LV) lines feeding individual properties, including Slaters Lodge and High Hayden Farm, outside the site boundary.

- AN LV underground cable runs south from the John Clark Way roundabout, underneath the eastern footway of the A6. Joining the 11kV line just north of the A6 pedestrian footbridge; and
- An underground HV 11kV line runs south-east along the northern side of Newton Road (south) adjacent to the southern site boundary, with LV overhead lines above ground siting just within the site boundary. LV above ground lines also serve Lodge Farm and a mast located within the southern site boundary,

3.118 It is assumed that as part of the development the 11kV cables crossing the site will be undergrounded and diverted within the proposals. WPD have indicated that a 'primary' sub-station compound (measuring approximately 60m x 60m) may be required to service the development, with approximately 19 substations located within the site. The detailed specification and design of these should be agreed with WPD.

TELECOMS

- 3.119 BT apparatus is situated within northern and southern footways of Chelveston Road, connecting into the southern footway of Newton Road (north), and terminating at Slaters Lodge;
- 3.120 A BT service crosses the A6 from Hayden Road as an overhead line, serving High Hayden Farm and other dwellings/buildings; and
- 3.121 Underground BT services cross the Newton Road/A6 roundabout, before passing within the southern footway of Newton Road (south). BT cabling (serving one of the existing farm buildings) is shown to pass within the site from Newton Road.
- 3.122 No BT infrastructure is located within the A6, which passes adjacent to the western boundary of the site.



VIEW EAST ACROSS THE SITE FROM THE A6 FOOTBRIDGE TOWARDS CHELVESTON AND CALDECOTT

GROUND CONDITIONS

- 3.123 An assessment of likely effects upon the ground conditions from the construction and post completion phases of the proposed development has been undertaken and is presented in the accompanying Environmental Statement.
- 3.124 Current land uses include arable and grazing agricultural land with a number of farmyard buildings located to the edges of the site. Site tipping and Made Ground were present within the farmyard areas. There is public access to the site via a pathway in the northern section and a farm track in the southern section of the site.
- 3.125 The assessment has involved a study of available desk-based information on land within and surrounding the proposed development, as well as a ground investigation which involved trial pits and boreholes and laboratory analysis of soil to more accurately characterise the site conditions.
- 3.126 The assessment established that there is generally a very low risk to all receptors, however a small risk remains from a localised contamination hotspot area identified on site (adjacent to one of the existing farm buildings).
- 3.127 It has been recommended that delineation and further sampling is undertaken in the hotspot area to adequately assess the risk of the impacted area. This work will be undertaken as part of the demolition works of the farm buildings.
- 3.128 A number of measures for good site management have also been recommended during and post construction to minimise the risk of contamination whilst providing protection to the site, the surrounding area and the groundwater beneath the site.
- 3.129 On the basis that mitigation measures are implemented appropriately, it is considered there will be no significant residual effects on ground conditions during either the construction or post completion phase of the proposed development for these parcels.

SOILS AND AGRICULTURAL LAND QUALITY

- 3.130 An assessment has been undertaken to consider the effects of the proposed development upon soils and agricultural land at the site. Significant negative effects for soils and agricultural land quality may be caused where newly created infrastructure is built on good quality agricultural land and soil resources are either lost or damaged as a result of the development.
- 3.131 The baseline agricultural land quality conditions have been established from an ALC survey undertaken at the Site which identified predominantly Grade 3a BMV agricultural land to be present along with soils described as mostly calcareous clayey slowly permeable soils.
- 3.132 Mitigation measures will be incorporated into the proposed development to prevent the loss of soil resources (through the design of the scheme to remove topsoils and subsoils and reuse these within the proposed development) and reduce the reduce potential for damage to soil structure (through incorporation of DEFRA and MAFF guidance on good practice measures for storage, handling and reuse of soils into the CEMP).
- 3.133 It is noted that whilst in EIA terms the loss of agricultural land is significant, the selection of the Site in the NNJCS already incorporates the requirements of the NPPF to give weight to the use of non BMV agricultural land over BMV agricultural land. Accordingly, the significance of this effect has already been considered and acknowledged through the Site selection process and no further mitigation is possible.

UNEXPLODED ORDNANCE RISK

- 3.134 The greenfield nature of the site indicates that any shallow or deep UXO (Unexploded Ordnance) contamination risk remains largely unmitigated. Only the zone of very shallow (UXO) burial within the arable fields will have experienced partial risk mitigation due to ploughing activities
- 3.135 An elevated likelihood of American UXO contamination and likelihood of UXO remaining up to the present day has been identified at one specific location on site. One or two of the proposed archaeological trenches are planned for the likely B-17 debris field and therefore it can be said that there is a heightened likelihood of UXO encounter during these proposed ground works. Any future site investigations and construction works within this area will also be at an increased likelihood of encountering UXO.
- 3.136 The vast majority of the future ground works are planned for areas assessed as being low risk from German UXO remaining and consequently, the risk from encountering UXO here is also low.
- 3.137 Further reference should be made to the Detailed Unexploded Ordnance (UXO) Risk Assessment submitted in support of the outline application.

NOISE AND VIBRATION

- 3.138 Comprehensive baseline environmental noise surveys were undertaken from Thursday 15th September 2016 to Monday 19th September 2016. The measured noise levels over the weekday and weekend period were comparable. Check noise monitoring was carried out in September 2022 to compare noise levels from the 2016 baseline noise survey. The survey indicated that the change in road traffic noise was less than +/-2dB and therefore considered comparable to the 2016 baseline conditions.
- 3.139 During the demolition and construction phase an increase in the prevailing conditions are predicted when works are undertaken at the shortest distance to the sensitive receptors. With the introduction of a construction and environmental management plan (CEMP) levels would be reduced to an acceptable level. On balance the overall effect is insignificant but with the potential for some significant effects at Lodge Farm Liveries and 283a Newton Road during demolition and if driven piling is undertaken proximate to the site boundary.
- 3.140 The forecast number of daily HGVs is relatively low in comparison to flows on the A6 and A45. Additional HGV movements during the construction phase will have negligible effect. Initially HGVs will access the site via Newton Road east of the roundabout. Given the distance from the Site access from Newton Road to the nearest sensitive receptors, this is unlikely to result in adverse effects. Overall, the effect from construction HGVs is considered insignificant.
- 3.141 Noise limits for fixed external plant and building services associated with the completed development have been recommended to safeguard existing and future residential amenity. Compliance with these limits, which are in accordance with ENCs requirements, ensures negligible effect and therefore insignificant.
- 3.142 Although the Development is predicted to result in some increases in road traffic noise on the local road network, they are predominantly less than 1dB and not exceeding 2dB at sensitive receptor locations, when compared to the Without Development scenario. On this basis the overall effect is considered insignificant.

AIR QUALITY

- 3.143 A review of relevant legislation, policies and guidance that relate to air quality has been carried out and considered throughout an Air Quality Assessment. Information about existing air quality in Rushden has been gathered from ENC. Data and tools for dispersion modelling have been obtained from the Department for Environment, Food and Rural Affairs (DEFRA).
- 3.144 The assessment has considered effects in relation to construction dust emissions with the potential to affect people within 350m of the site boundary, and within 50m of construction vehicle routes up to 500m from the entrance to the construction site were identified. The construction phase assessment concluded there will be no residual effects to people in the vicinity of the site when appropriate mitigation measures to reduce dust emission have been put in place.
- 3.145 The main pollutants of concern in the UK in relation to health effects are nitrogen dioxide (NO₂) and particles (Particulate Matter – PM). The particles in the air which were considered in the assessment were PM10 (particulate matter up to 10 micrometres in diameter) and PM2.5 (particulate matter up to 2.5 micrometres in diameter). Additional road vehicle movements associated with the proposed development will directly impact concentrations of these pollutants.
- 3.146 Dispersion modelling has been used to predict the future air quality baseline and to assess the effects of the proposed development. The proposed development will be carried out over a number of years, with the aim to be completed in completed in 2038. Therefore, the assessment year for the operational phase is 2038, to account for additional traffic from the proposed development as a whole. Also, the expected first year of occupancy, 2024, was considered.
- 3.147 Whilst there are expected to be increases in pollutant concentrations from additional vehicles associated with the proposed development, these are not predicted to have a significant effect on people living in the Rushden area as in future years concentrations are expected to be much lower than in the current day because there will be newer road vehicles meeting tighter emission standards and an increase in electric vehicles.

HERITAGE AND ARCHAEOLOGY

- 3.148 An assessment of the proposed development on the historic environment has been undertaken as part of the ES. For the purposes of the assessment, historic environment includes both below ground archaeology and historic buildings and monuments.
- 3.149 The assessment determined that following the implementation of agreed programme of archaeological mitigation with the Northamptonshire County Archaeologist, no significant effects to buried archaeological remains are anticipated. This archaeological programme should be agreed in a Written Scheme of Investigation (WSI) approved by the Northamptonshire County Archaeologist.
- 3.150 Through careful design and management, preservation in situ will be possible within the south-east of the site. The only intrusive works in this area relate to:
- The installation of pegs for surfaced pathways at five locations where there is known archaeology. These pegs will intrude on archaeological deposits by a maximum of 0.25 metres;
 - Postholes for the installation of post and wire fences around planting along the boundaries of public open space, which correspond with known archaeological remains at 12 locations;
 - Installation of mature trees which may affect previously unknown archaeological remains; and
 - Tree root growth affecting known archaeology in the south-east of the site, and previously unknown archaeology planted with mature trees.
- 3.151 Intrusive work would, therefore, be very minimal and localised, and would not affect the integrity of the preserved sites. There would be, at worst, a minor adverse effect during the construction phase; this would relate to previously unknown archaeological remains. This would be not significant.

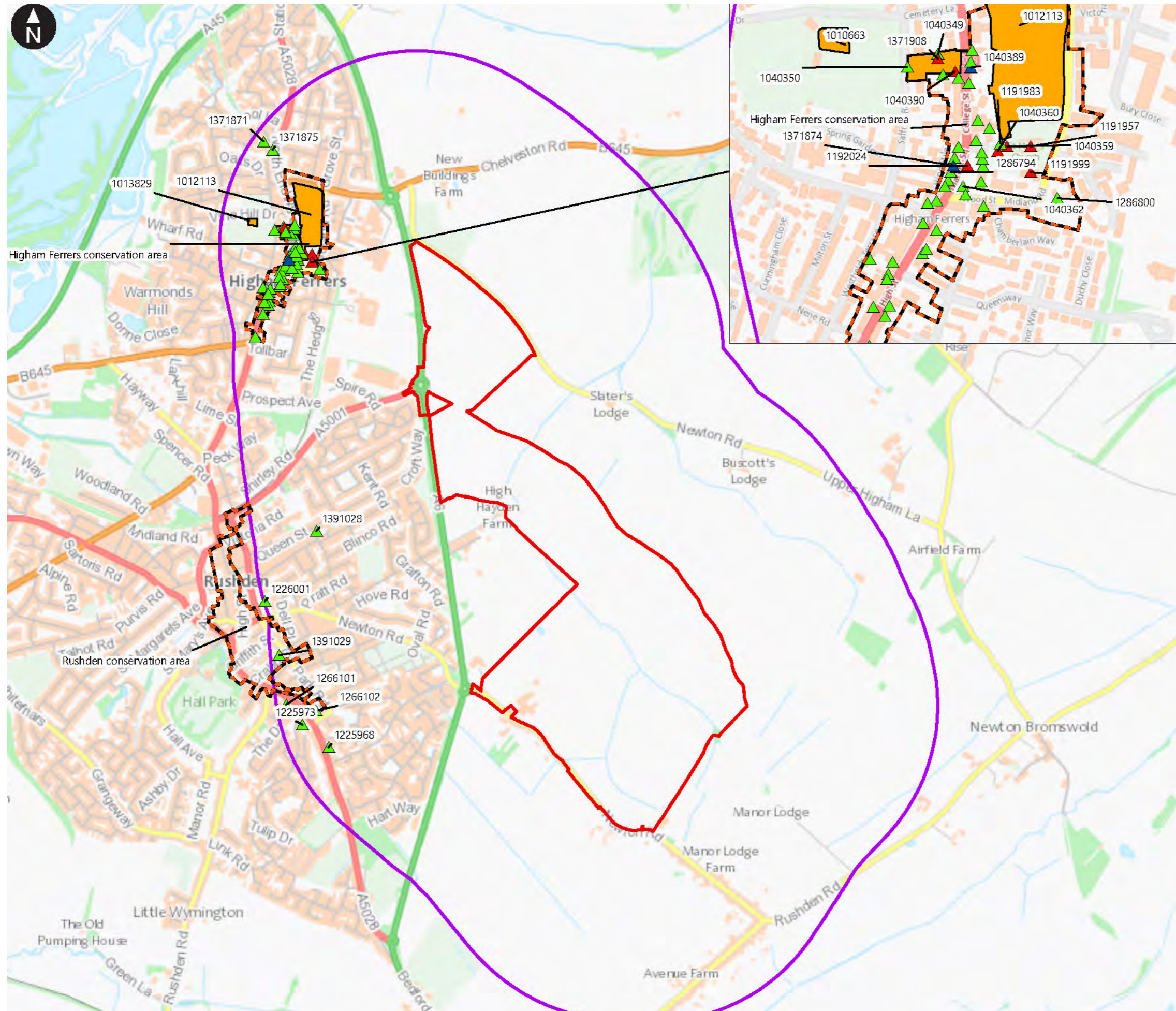
- 3.152 During the operation phase, there is the potential for beneficial effects of to the preserved remains at the SANG land. The main axial ditch should be reflected on the ground by the proposed open space design, and the use of interpretation panels placed at key locations will increase public awareness and engagement with the heritage of the site.
- 3.153 Whilst Historic Landscape Character within the site will be lost the legibility of the historic boundary on the eastern perimeter of the site, represented by an important historic hedgerow, should be maintained and enhanced through planting.
- 3.154 Effects to heritage assets off site are confined to St Mary's Church; no effects are expected to arise to any other scoped in heritage assets within the wider study area.
- 3.155 Change to the setting of St Mary's Church is expected during both the construction and operation phase. During both phases, the visibility of the proposed development would affect the sense of approach to a historic market town and the understanding of a former agricultural landscape, to which St Mary's historic interest is tied. These changes would be confined to a limited number of locations:
- In views from the church spire to the east and south-east;
 - In views of the spire from the western ends of Newton Road/Upper Higham Road and Newton Road/Rushden Road, and the stretch of the A6 on the south-eastern edge of Higham Ferrers; and
 - In views of the spire from public rights of way within the site.



COLLEGE HOUSE, HIGHAM FERRERS



5 MARKET SQUARE, HIGHAM FERRERS



Key

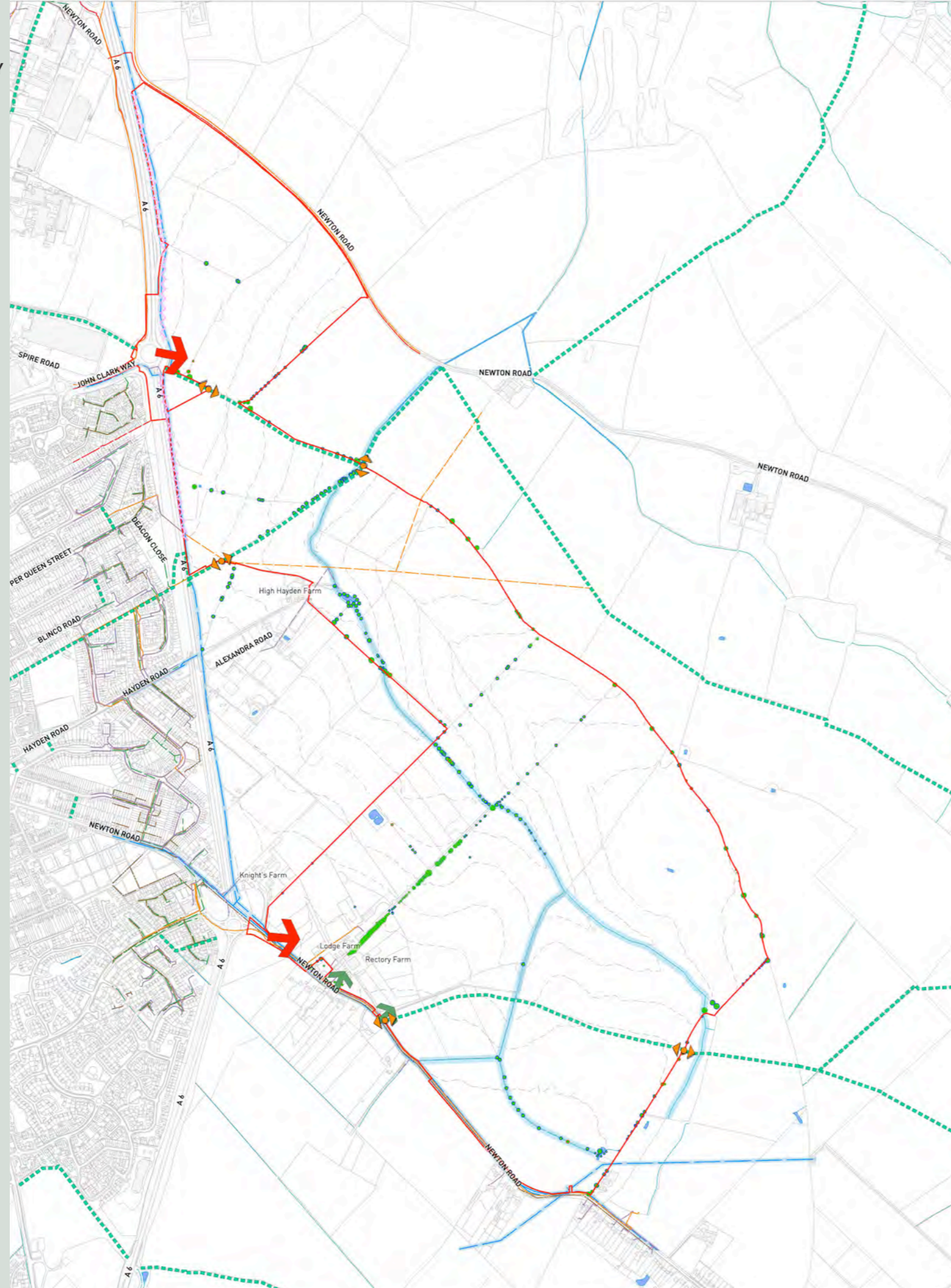
- Wider Study Area
- Scheduled Monument
- Site Boundary

















Listed building

Grade

- I
- II*
- II

Conservation Area



-  SITE BOUNDARY
-  CONTOURS
(At 2.5m intervals)
-  EXISTING WATERCOURSE
(With 9m offset to development from top of bank)
-  LOW POINT
(Potential area for attenuation)
-  LISTED BUILDING
-  EXISTING 33kV ELECTRICAL CABLE
(overhead / underground)
-  EXISTING 11kV ELECTRICAL CABLE
(overhead / underground)
-  EXISTING LV ELECTRICAL CABLE
(overhead / underground)
-  EXISTING WATERMAIN AND ASSOCIATED EASEMENT
(and associated 12m easement, 6m either side)
-  EXISTING FOUL SEWER
-  EXISTING SURFACE WATER SEWER
-  EXISTING CAT A TREE/ HEDGEROW PLANTING
-  EXISTING CAT B TREE/ HEDGEROW PLANTING
-  EXISTING CAT C TREE/ HEDGEROW PLANTING
-  EXISTING CAT U TREE/ HEDGEROW PLANTING
-  EXISTING PUBLIC RIGHT OF WAY
-  POTENTIAL VEHICULAR ACCESS POINT
-  EXISTING ACCESS POINT
-  EXISTING PEDESTRIAN/ CYCLE ACCESS POINT

OPPORTUNITIES AND CONSTRAINTS SUMMARY

3.156 The opportunities and constraints presented by the site are utilised to inform and structure the development proposals. These are outlined below and illustrated, where appropriate, on the Opportunities and Constraints plan presented opposite.

LAND USE

- Opportunity to provide Public Open Space (POS) integrated alongside residential development;
- To provide sports facilities to meet the local needs;
- Opportunity to provide significant new areas of accessible open space including SANG to mitigate against the potential development impacts on the Upper Nene Valley SPA;
- Opportunity to provide a new local facilities and services to support the new residents and complement the existing offerings in Rushden and Higham Ferrers;
- Opportunity to provide land for the delivery of new primary and secondary education facilities, as well as space for community uses and formal sports facilities;
- The proposals will respect the amenity and privacy of existing properties located adjacent to the site boundary;
- Opportunity to provide new employment opportunities and support local job creation; and
- Opportunity to deliver a strategic residential-led mixed-use allocation, meeting the housing need of Rushden and Higham Ferrers, including the delivery of affordable housing.

ACCESS

- Opportunity to provide two new vehicular access points from the A6 to the north-west of the site and Newton Road (south) to the south-west of the site;
- Opportunity to provide links from the application site to the wider Rushden East Policy EN33 allocation area, enabling future development and the delivery of the remaining SUE allocation;
- Opportunity to promote the use of sustainable methods of transport, with jobs, facilities and services located close to dwellings;
- Opportunity to ensure that access and links via pedestrian, cycle and public transport are attractive and direct; and
- Opportunity to provides links to the ENC Greenway and enhance the existing Public Rights of Way (PRoW) network, with appropriate diversions where necessary to improve connectivity

VIEWS AND VISUAL AMENITY

- The proposals will consider views across the site towards St Marys Church, Higham Ferrers, as well as views from the eastern countryside back towards Rushden and the site.

UTILITIES

- The existing Potable Water Mains and associated easements, will be retained in-situ within the proposals;
- Existing 11kV electrical cables crossing the site will be diverted within the proposals, with services to existing properties maintained;
- A new primary electrical sub-station will be provided to serve the proposed development, as well as a series of associated local sub-stations;
- Opportunity to provide new foul pumping stations to support the developments needs.

DRAINAGE

- The majority of the site falls within Environment Agency (EA) Flood Zone 1;
- The existing series of watercourses crossing the site will be retained in-situ, with an appropriate offset to development incorporated into the proposals; and
- Opportunity to utilise Sustainable Drainage systems (SuDs) to attenuate and better manage surface water run-off, as well as providing ecological and biodiversity enhancements

ARBORICULTURE

- Existing tree and hedgerow planting will be retained and enhanced within the proposals wherever possible; and
- Opportunities to provide additional tree planting around the eastern site boundary and the central corridor.

NOISE

- The proposed development will be set back from the western site boundary and the A6 to mitigate against any potential noise impacts; and
- Opportunity to provide noise bunds, screened with planting, along the eastern site boundary.

HERITAGE AND ARCHAEOLOGY

- The existing potential B-17 crash site will be retained within the proposals, with the opportunity to provide educational interpretation boards to communicate the history of the site to visitors and residents.
- Earlier studies have located other areas of archaeological interest. Development will be located to preserve these features in-situ within the proposals.

DEVELOPING THE DESIGN CONCEPT

“Design quality should be considered throughout the evolution and assessment of individual proposals. Early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests. Applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot.”
(Para 132, NPPF 2021)

SUSTAINABLE DESIGN

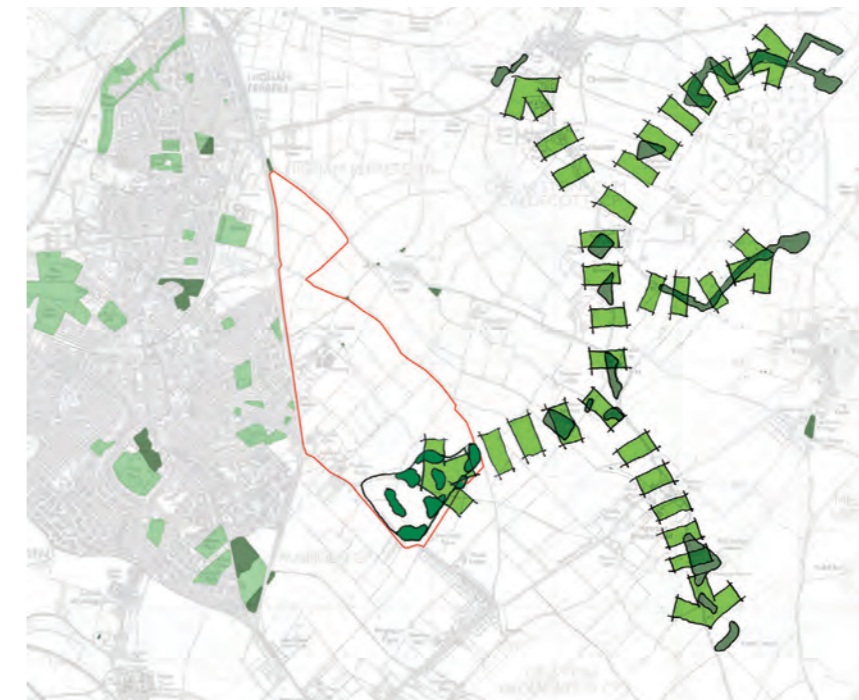
- 4.1 In line with National and Local Government Guidance and Policy, considerable importance has been placed on achieving a high standard of design across the site. Successful urban design is dependent upon achieving an appropriate relationship between community needs, development principles, development form and a positive response to local conditions.
- 4.2 The application of key urban design objectives will ensure a high-quality layout is achieved, whilst the early identification of the sites features will ensure that the proposals are sensitively assimilated into the landscape and urban fabric.
- 4.3 To maximise the sustainability and environmental sensitivity of the project the design concept has been prepared using a number of design components as follows (see concept plan(s) opposite):

LANDSCAPE STRATEGIES

NATURAL CAPITAL

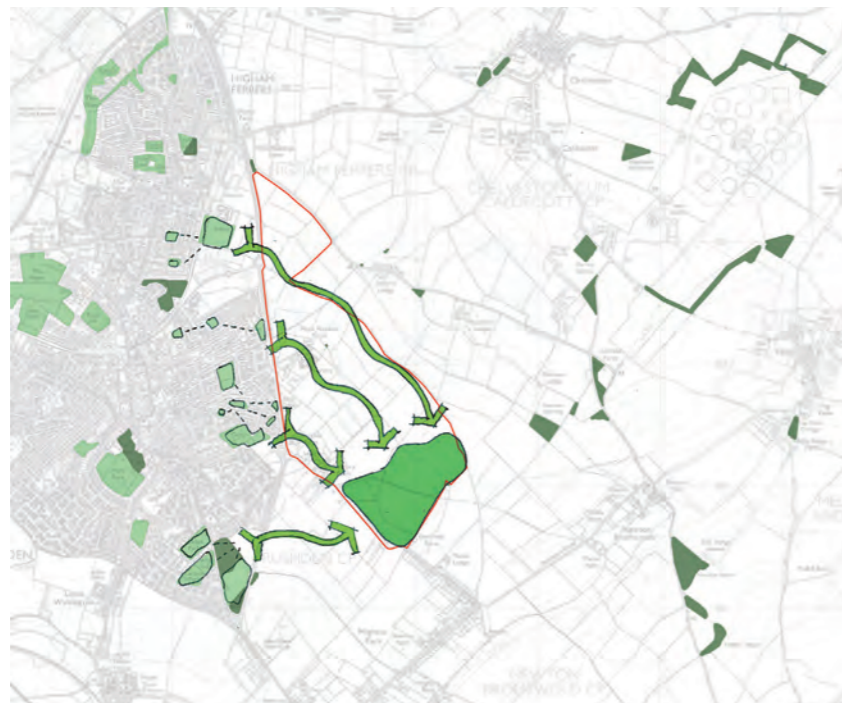
- 4.4 The provision of new green infrastructure as a fundamental natural capital asset, is a key driving principle of High Hayden Garden Community. Policy 33 calls for a sensitively designed environment that responds to the existing landscape character and features, including how the edge of the site is treated.
- 4.5 A series of conceptual structuring principles have been developed at a high-level to inform the construct of the masterplan from a landscape perspective.

- 1 DRAWING THE STRUCTURE OF THE WIDER LANDSCAPE INTO THE HEART OF THE SITE, INCREASING LOCAL WOODLAND COVER



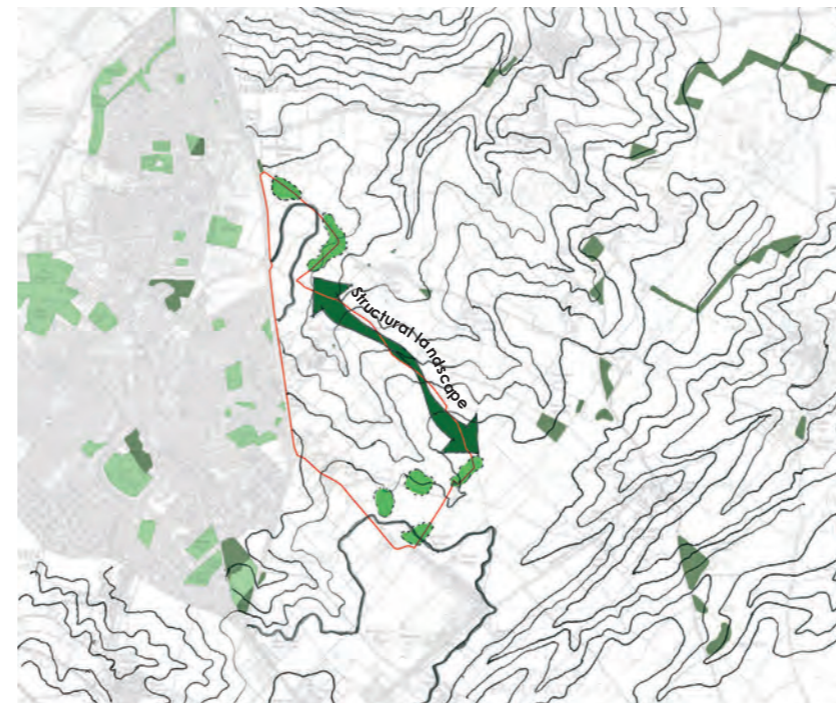
- 4.6 The wider landscape context to the east of the site contains small, fragmented areas of woodland cover and tree belts, which provide a strong structuring element of the countryside context. The opportunity exists to draw this wider structure into the core of the development, increasing overall woodland cover in the area.

2 CONNECTING UP THE JIGSAW OF LOCAL OPEN SPACES TO CREATE A LARGER 'DESTINATION OPEN SPACE' TO SERVE THE WIDER COMMUNITY



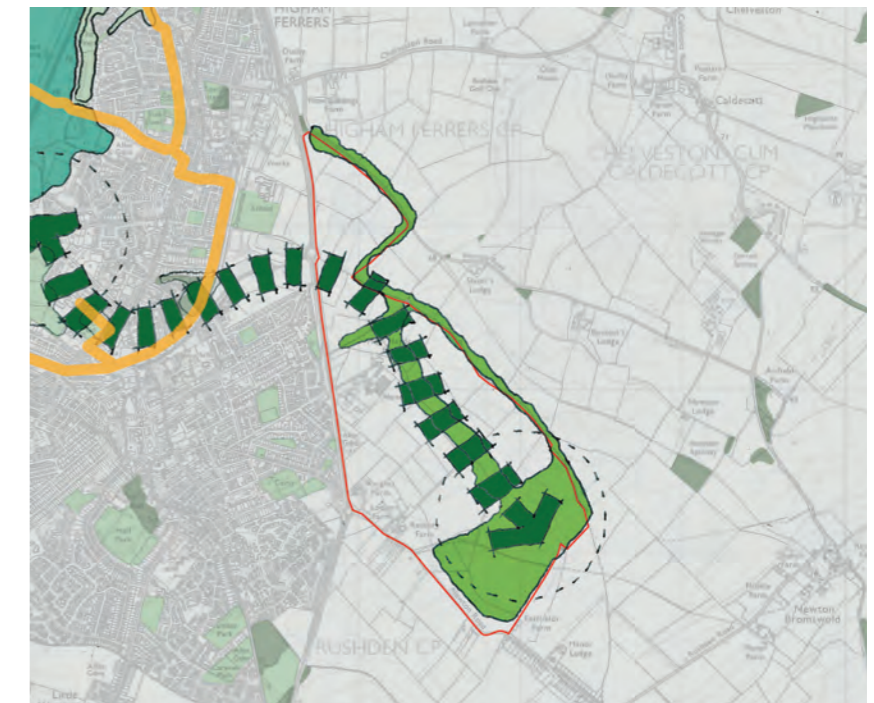
4.7 The existing fabric of Rushden and Higham Ferrers contains a series of smaller, community open spaces that function well at a local scale. The masterplan provides the opportunity to draw together the intrinsic value of all these small spaces and provide one larger destination space to serve the new and existing community alike.

3 TOPOGRAPHY WITH TREE AND WOODLAND PLANTING ON ELEVATED GROUND AND STRUCTURAL PLANTING ALONG THE LOCAL RIDGE LINE



4.8 The proposals will utilise and reflect the unique character of the subtle local topography. Carefully positioned planting will help soften views of the development and integrate it into the wider context, providing structural landscaping along the new countryside edge to provide an appropriate rural transition.

4 LINKING THE MATURE LANDSCAPE TO THE WEST OF RUSHDEN WITH THE NEW LANDSCAPE TO THE EAST THROUGH GREENWAY CORRIDORS



4.9 The provision of a new destination open space as called for by Policy 33, and the creation of a central green spine through the site provides the opportunity to strongly link the site with the wider landscape of the Nene Valley to the west, through the provision of a strategic greenway connection.

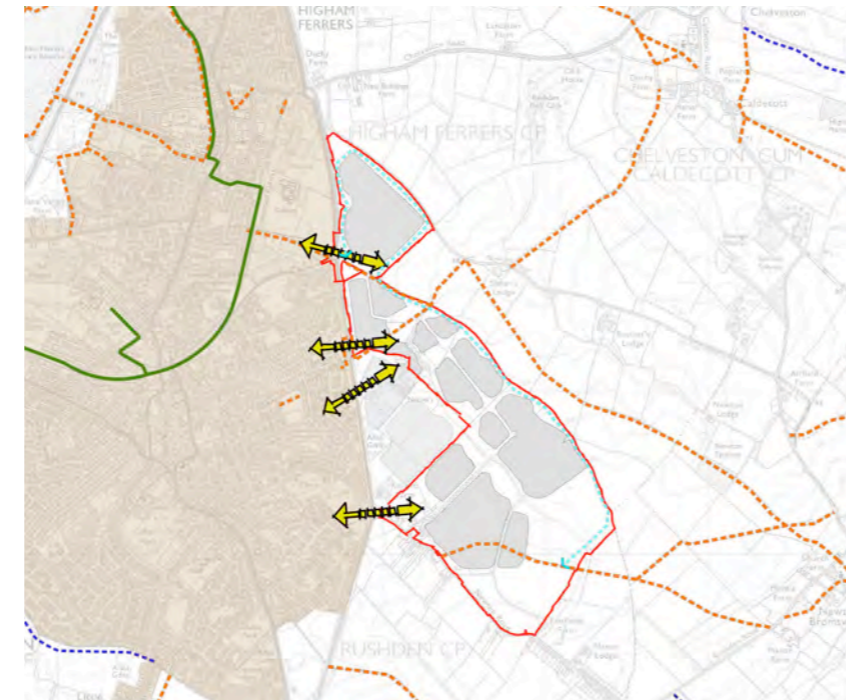
ACCESSIBLE CONNECTION STRATEGIES

5 USING THE LANDSCAPE OF THE DEVELOPMENT TO 'ZIP' TOGETHER THE SITE WITH POTENTIAL FUTURE DEVELOPMENT IN THE WIDER ARC



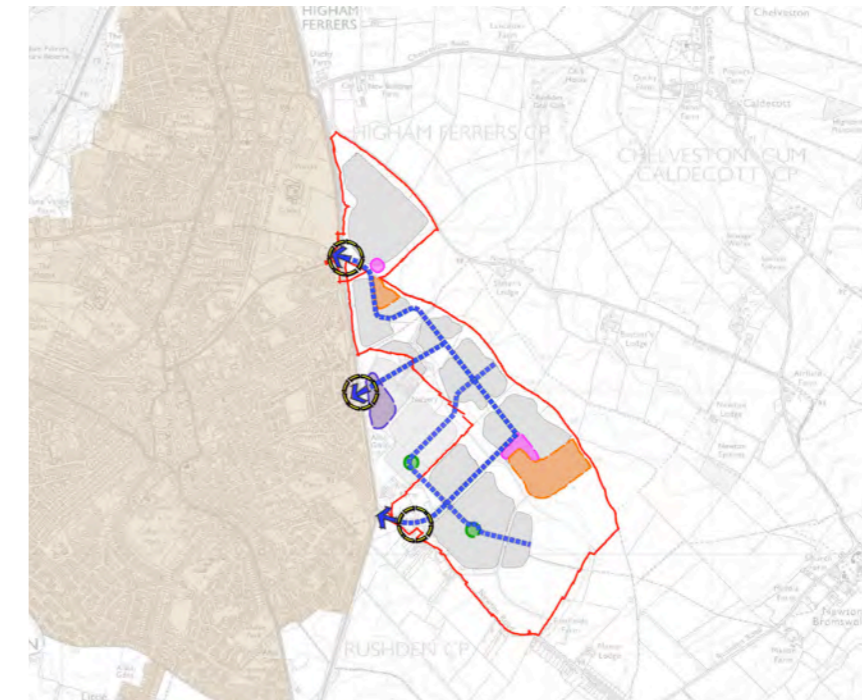
4.10 The use of structural landscaping along the local ridge-line to the east of the site will act as a rural interface with the open countryside. Designed in such a way as to allow this corridor to act as a key landscape space, that can draw together any future development on land to the immediate east. Extend existing ENC Greenway network into the site

6 IMPROVING CONNECTIONS TO THE EXISTING URBAN AREA



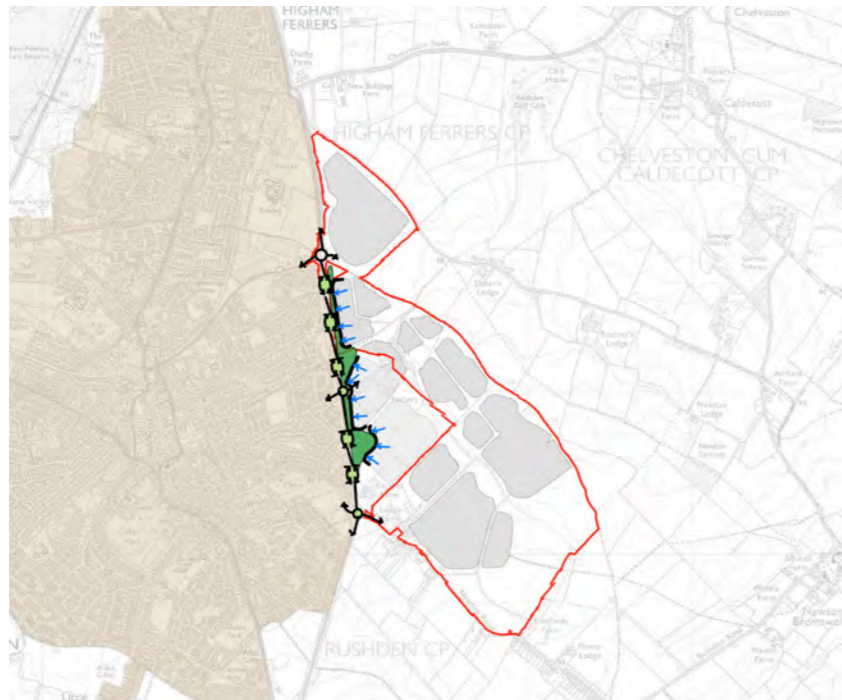
- Retain and enhance existing Public Rights of Way's within development
- Provide connections to local facilities responding to existing key desire lines
- Provide a choice of sustainable transport methods
- Provide good connections between Greenways, foot and cycleways and streets

7 LEGIBLE DEVELOPMENT



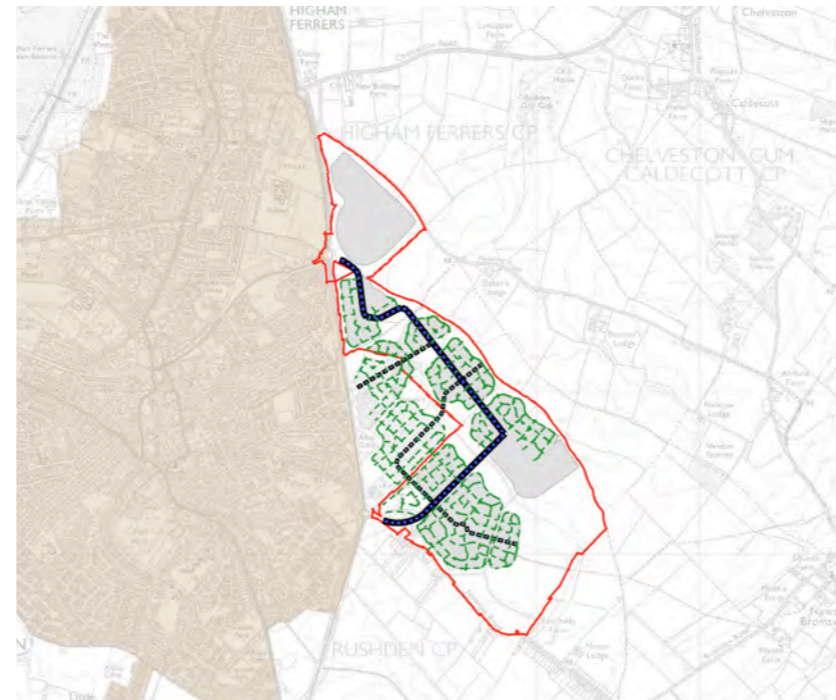
- Provide gateways entrances to development
- Primary movement route connecting key destinations and facilities
- Development of a clear street hierarchy with defined roles
- Series of urban focal spaces to aid wayfinding
- Street tree planting and landscaping to define streets

8 REDUCE IMPACT OF THE A6



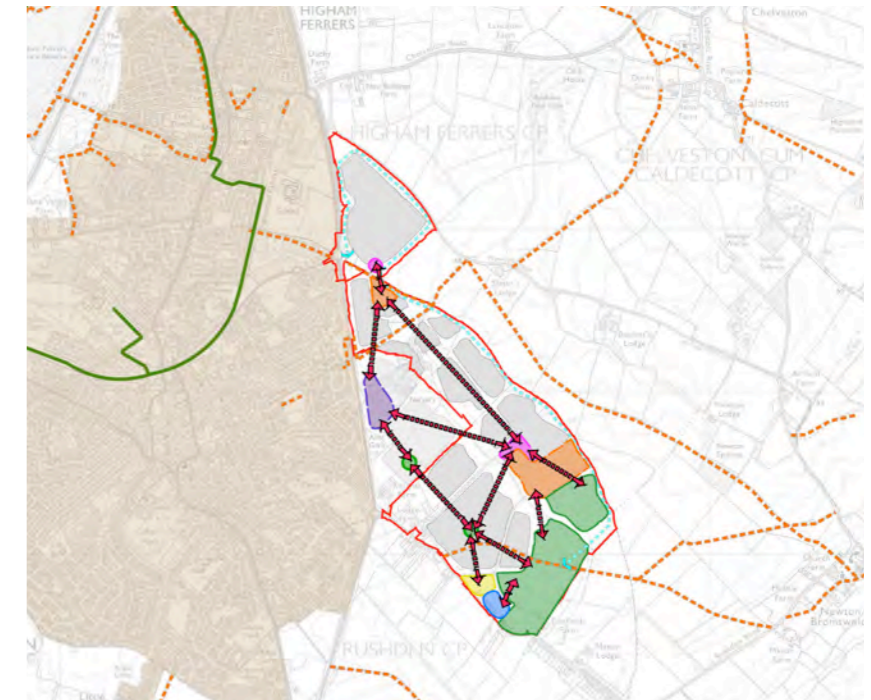
- Provide deflections to movement within the carriageway to reduce vehicular speeds
- Green infrastructure to break up the long stretch of carriageway
- Positively address and front onto the A6
- Provide active overlooking to Liberty Way

9 PERMEABLE DEVELOPMENT



- Intersecting primary and secondary routes
- Provision of movement loops within development
- Provision of cycle network alongside vehicular routes
- Green grid of streets with SuDs integrated into the street design
- Legible streets with clearly defined roles
- Provide views from streets across areas of open space, assisting with awareness of location within development.

10 WALKABLE NEIGHBOURHOODS



- Direct connections to facilities via a choice of routes
- Encourage walking as the preferred mode of transport
- Reduce vehicular dominance of streets
- Provision of attractive and safe, overlooked routes



DESIGN CONCEPT PLAN (SEPT 2020)

THE DESIGN CONCEPT

4.11 The principles which have been developed provide a framework by which to create a distinctive place, with a consistent and high-quality standard of design. These principles have been derived from the site assessment, in conjunction with the delivery of a high-quality development which achieves the criteria set out within the NPPF, namely:



FUNCTION AND QUALITY

“...will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development”

(Para. 130(a), NPPF 2021)

- New development provides the opportunity to establish a distinctive identity to a place which, whilst having its own character, integrates with the surrounding built form and landscape context;
- Retention of the existing landscape features on the site where possible;
- Provision of a mix of uses which cater for the everyday needs of the new residents including work, education, leisure, recreation and small scale retail opportunities to serve the day to day needs of the community whilst complimenting the existing surrounding local area;
- Provision of a range of house types, tenures and sizes in order to cater for choice and a variety of households;
- In-built ‘robustness’ – the ability of the development, including individual buildings, to adapt to changes such as use, lifestyle and demography over time;
- Provision of Sustainable Drainage systems to ensure that the development does not increase the risk from flooding in the area;
- New development at High Hayden Garden Community will be designed to deliver proposed residential development alongside mix-use local centres, education and community uses, employment opportunities and significant areas of integrated public open space, representing value for money in terms of lifetime costs;
- Make efficient use of the site through proposing a development with an appropriate density; and
- It will be intuitive, comfortable, safe and easy for all to use irrespective of the environmental conditions identified within Section 3 above.

VISUALLY ATTRACTIVE

“...are visually attractive as a result of good architecture, layout and appropriate and effective landscaping”

(Para. 130(b), NPPF 2021)

- Provision of a clear hierarchy of connected spaces and places, including streets, accessible by a variety of users, which consider the design of the space as well as its function as a movement corridor;
- Integration of existing and proposed landscape features will help to soften the built form, particularly towards the eastern countryside edge of the development
- Minimise the impact of the development on the open countryside and surrounding context;
- New development will be set within a considered and attractive landscape setting; and
- Enrich the qualities of the existing place, with distinctive responses that complement the setting, respect the grain of the local area and acknowledge the established local character.

RESPONSE TO CONTEXT

“...are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities)”

(Para. 130(c), NPPF 2021)

- Integration of the development into the existing surrounding built form of Rushden and Higham Ferrers and the local area, particularly in relation to development block form, scale, height and massing;
- Consider how distinctive elements of the local vernacular and the best examples of local buildings relate to the space they enclose, and how this might be reflected within the proposals and can be used to inform the architecture of the proposed development;
- Consider carefully the specification of materials that respect/enhance the local vernacular;
- Respond to the existing site topography including the consideration of key views in and out of the site, westwards to St Mary’s Church, Higham Ferrers, and key eastwards views away from Rushden towards the countryside beyond the site;);
- Retention of the existing landscape features and habitats on the site; and
- Protection of existing and proposed residential amenity through the use of frontage development thereby enclosing rear gardens.

STRONG SENSE OF PLACE

“...establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit”

(Para. 130(d), NPPF 2021)

- Allow the key characteristics identified within the Local Character Analysis (undertaken in Section 3) to influence the character of the development;
- Position key spaces & focal points where movement corridors converge to encourage activity and vitality;
- Creation of a development which allows ease of movement for all types of users and provides equal employment, social, community, leisure and retail activity opportunities for all;
- Consider how open spaces will best meet the recreational needs of the local community, thereby encouraging social interaction;
- Consider how the type and positioning of enclosures and soft landscape will clearly define the ownership of the space between buildings;
- Incorporate existing and proposed landscape features into the proposals, so as to enhance the richness and attractiveness of the streetscape; and
- Consider carefully texture, colour, pattern and durability of materials and how they are used.

ACCESSIBILITY

“...optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks”

(Para. 130(e), NPPF 2021)

- Integration of the proposed development into the existing movement network of footpaths, greenways, cycleways, bus routes and vehicular routes, with new public transport provision with bus stops located within easy walking distance of the new dwellings;
- Provision of multiple access points into the development forming part of a permeable network of streets which assists in dispersing traffic (vehicular and pedestrian);
- Maximisation of the opportunities for alternative modes of transport to the car particularly walking, cycling and bus travel;
- Creation of a legible and permeable development, that is easy to navigate for all users, with a clear movement hierarchy providing easily recognisable routes, balancing the street as a space alongside its function as a movement corridor;
- Enhancement and extension of the existing public rights of way network as an integral part of the development, particularly facilitating sustainable access to Rushden town centre and both existing and proposed employment areas;
- Ensure a mix of appropriate residential tenures to further promote the economic and social success of the scheme; and
- Consider the potential for a variety of uses to be included within the development to promote its economic and social success, and to reduce the need to travel.

SAFE, INCLUSIVE AND ACCESSIBLE PLACES

“...create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience”

(Para. 130(f), NPPF 2021)

- Convenient, safe and direct access for all residents to the existing and proposed local services and facilities including schools, retail, community uses and employment opportunities;
- Provision of a variety of accessible public open spaces and recreation areas to meet the needs of the local community whilst encouraging social activity;
- Creation of a clearly defined public realm through the provision of continuous building frontage lines and variations in the methods of enclosure of private spaces;
- Consideration of the proposals in relation to the location of the buildings on the site, gradients, and the relationship between various uses and transport infrastructure, particularly for those with disabilities; and
- Control of access to private areas, particularly rear gardens and parking courts.

PRE-APPLICATION ADVICE AND DISCUSSIONS

“Local planning authorities should ensure that they have access to, and make appropriate use of, tools and processes for assessing and improving the design of development. These include workshops to engage the local community, design advice and review arrangements, and assessment frameworks such as Building for Life. These are of most benefit if used as early as possible in the evolution of schemes, and are particularly important for significant projects such as large-scale housing and mixed-use developments. In assessing applications, local planning authorities should have regard to the outcome from these processes, including any recommendations made by design review panels.”

(Para 133, NPPF 2021)

- 4.12 The proposed development has been subject to detailed pre-application discussions with East Northamptonshire Council, the North Northamptonshire Joint Planning Unit and Northamptonshire County Highways through a substantial of meeting held since early 2015.
- 4.13 In summary, the following issues have been discussed with the Council at pre-application stage:
- Highways and access;
 - Treatment of the A6;
 - Affordable housing provision;
 - Urban design;
 - Allocation requirements;
 - Schools provision;
 - Masterplan principles for the whole of the Rushden East SUE Policy 33 allocation area, beyond this application boundary;
 - Open space provision;
- 4.14 Specific meetings have been held with the following disciplines:
- Urban Design (NNJPU and Place Services)
 - Highways;
 - Ecology;
 - Landscape;
 - Sports provision;
 - Education;
 - Housing delivery team;
 - Heritage and archaeology; and
 - Rushden and Higham Ferrers Town Councils

“Local communities can play a vital role in achieving well-designed places and buildings and making sure there is a relationship between the built environment and quality of life. Communities can be involved in design processes through approaches such as co-design, design workshops and other engagement techniques, so that places and buildings reflect local community preferences, improve their quality of life and fit well into their surroundings.”

Para. 17, NDG 2019

KEY STAKEHOLDER CONSULTATION

- 4.17 Key stakeholder meetings have been held with Rushden Town Council, Higham Ferrers Town Council, ENC Rushden East Project Board, ENC planning department, NNJDPU.
- 4.18 The proposals have also been subject to a Space Syntax, OPUN and Highways, Design and Speed review panels held in 2015 and 2017.

PUBLIC CONSULTATION

- 4.19 The public exhibitions of the development proposals were held over two days, one in Rushden and one in Higham Ferrers.
- 4.20 The first event was held on Wednesday 5th June 2019 at AFC Rushden & Diamonds, Hayden Road, NN10 OHX between 2pm and 7.30pm. The second event was held on Thursday 6th June 2019 at Higham Ferrers Bowling Club, Saffron Road Recreation Ground, Wharf Road, Higham Ferrers NN10 8EF.
- 4.21 An earlier preview session was held on both days from 1.00pm to 2.00pm for local councillors. Representatives from The Applicants and members of the project team were in attendance throughout to talk through the proposals and answer questions.

- 4.22 The project website, www.highhayden.co.uk, enabled residents who were unable to attend the exhibition to view the proposals. It has also enabled residents to review the information they saw at the exhibition, before submitting their comments.

- 4.23 Key topics raised through the consultation process include:

- Reducing traffic impact;
- Providing community infrastructure including schools;
- Making new routes for pedestrians, cyclists and public transport;
- Provision of housing to meet local needs including affordable housing;
- Drainage and flood prevention;
- Minimising construction impact;
- Attention to detail and high-quality development;
- Landscaping and open spaces;
- Employment opportunities; and
- Providing opportunities for recreation including sports facilities and play areas

- 4.24 Further detail on the consultation process and community involvement is set out in the accompanying Statement of Community Involvement.

SUMMARY OF CHANGES MADE TO THE MASTERPLAN

- 4.25 The proposals for High Hayden Garden Community have evolved significantly throughout the iterative design process. The community engagement process has included a public event, OPUN Design Review Panel, Space Syntax Review and detailed pre-application discussion with ENC, NCC, Rushden Town Council and Higham Ferrers Town Council.
- 4.26 The design of the proposed development has been an iterative process, informed by the consultation process, as well as emerging technical information. A summary of the masterplan development, key meetings held and key stakeholder engagement events is set out on the following pages.

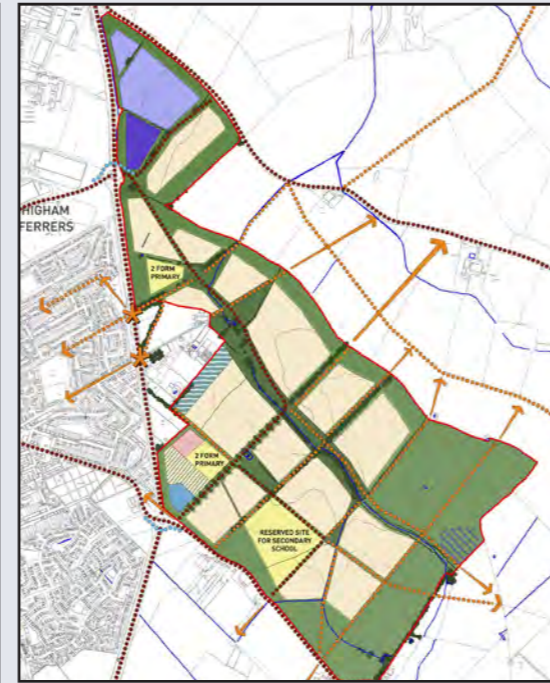
MASTERPLAN CHRONOLOGY

2015



JULY 2015

- Two points of access from Newton Road
- Local facilities, including schools located along Newton Road south
- Retention of key landscape features used to define development parcels
- Employment located to the north

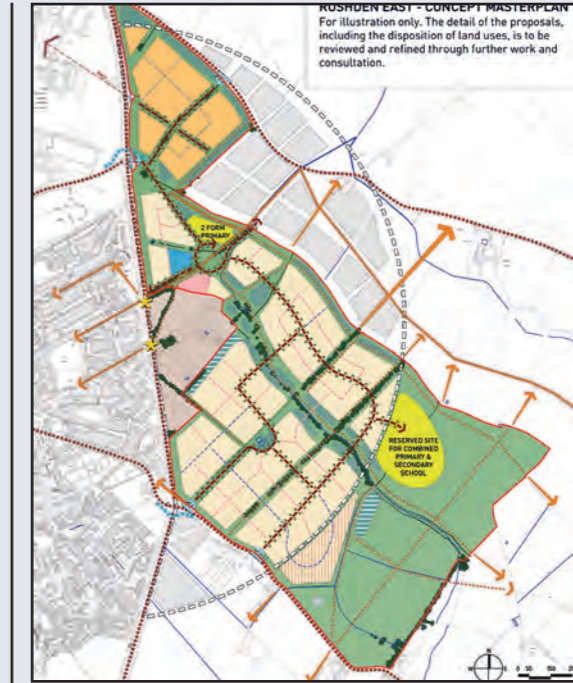


SEPTEMBER 2015

- Primary school introduced to the north of the site
- Introduction of more direct key routes through the site in response to Space Syntax report
- Green/blue spine given a more prominent hierarchical design position



2016

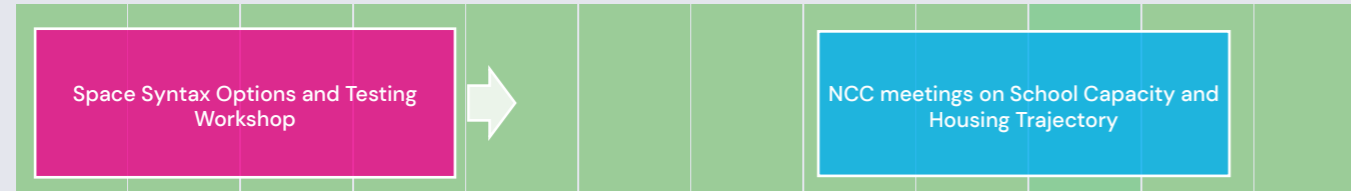


JUNE 2016

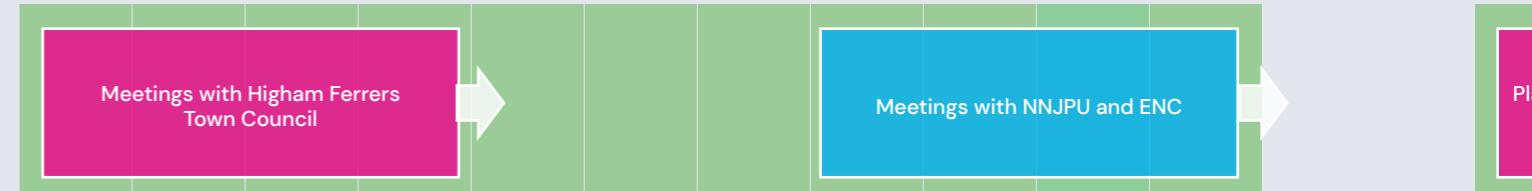
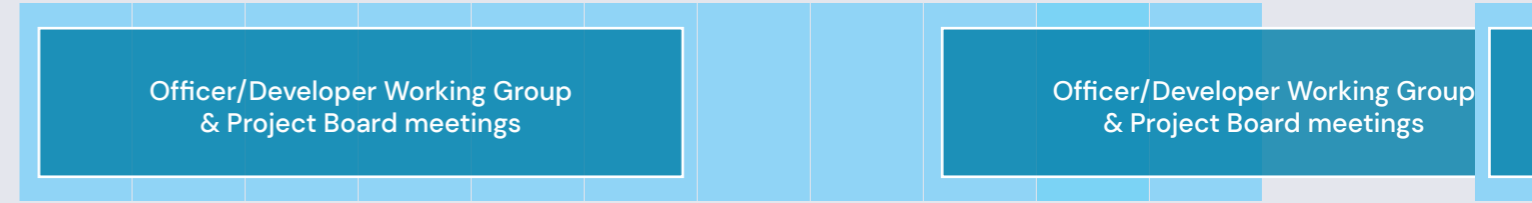
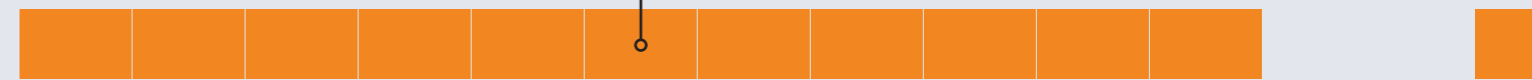
- Combined primary/secondary school moved to the east of the site
- Open space provision increased to the east of the site

2017

JANUARY DECEMBER



JANUARY DECEMBER



2017

JANUARY

DECEMBER



JULY 2017

- Development on south eastern edge of site reduced in size
- Single access from Newton Road
- Destination green space located to the east of the site including SANG

Officer/Developer Working Group & Project Board meetings

Highways, Design and Speed Review Panel

A6/Liberty Way Workshops

Vision and Objectives Workshop

Meetings with NCC Archaeology Project Board

Space-making workshop



2018

JANUARY

DECEMBER



APRIL 2018

- Newton Road Access priority amended
- Introduction of potential town park in response to initial archaeological information
- Amended primary school location
- Small local centre added to combined primary school site
- B17 crash site included

Officer/Developer Working Group & Project Board meetings

NNDPU Design Officer Meetings



DECEMBER 2018

- Spine road straightened to follow line of existing mature trees leading to mixed use local centre
- Detailed street network introduced

MASTERPLAN CHRONOLOGY (Continued)

2019



NOVEMBER 2019

- Amended Primary School location (further north within the development) to co-locate education with northern local centre and ensure all residents will be within walking distance of primary education facilities
- Amended attenuation basins



DECEMBER 2019

- Revised Secondary School layout
- Sports pitches relocated to allow changing rooms to have improved location near community hub
- Minor amendments to internal street network



2020



FEBRUARY 2020

- Additional allotment space provided to the north east of the site in line with emerging Draft MFD
- Development relocated adjacent to rear of High Hayden Farm
- New green link through Parcel R1 following discussion with Place Services



OCTOBER 2020

- Submission Outline Masterplan

2021

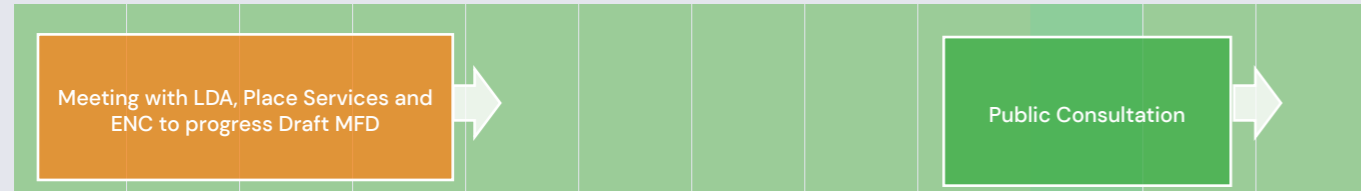
JANUARY DECEMBER



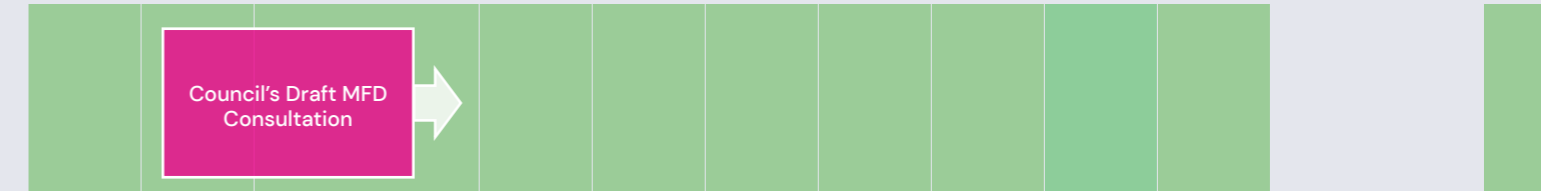
KEY DATES & MEETINGS

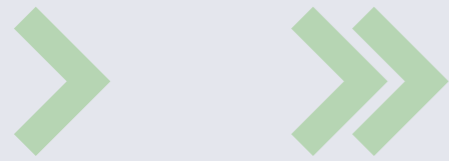


KEY EVENTS



JANUARY DECEMBER





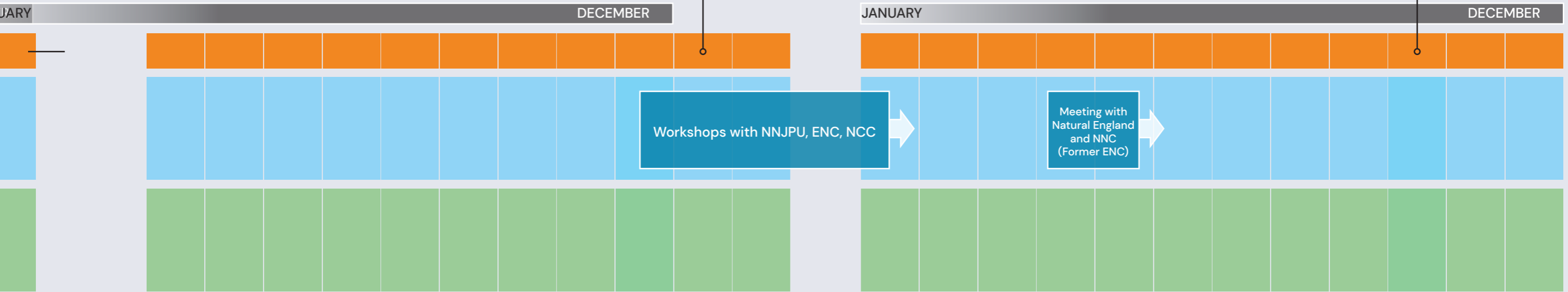
NOVEMBER 2021
• Local centre workshops and design consultee comments



OCTOBER 2022
• Resubmission outline masterplan

2021

2022



OUTLINE DEVELOPMENT PROPOSALS

5

- 5.1 The Parameter Plans and associated wording set out in this section of the DAS are to be 'fixed' as part of the Outline Planning Permission, and have been assessed in the accompanying Environment Statement forming part of this application.
- 5.2 The Parameter Plans will provide a framework for future, more detailed designs, and will define the type of development that can be bought forward at the Reserved Matters stage.
- Land Use
 - Access and Movement
 - Building Heights
 - Green Infrastructure
- 5.3 The Parameter Plans should be read in conjunction with all documents submitted as part of this planning application. The accompanying Illustrative Masterplan (presented later in this DAS) shows one way in which the development could be laid out in accordance with these parameters.

LAND USE PARAMETER PLAN

RESIDENTIAL

- 5.4 The proposals will provide 67.81 Ha of land for residential development which will accommodate up to 2,200 dwellings in a range of types, sizes and tenures.

PUBLIC OPEN SPACE

- 5.5 Approximately 83.44 Ha of public open space will be provided within the site. This will accommodate areas for drainage, allotment, space for a new cemetery site, existing and proposed planting, infrastructure, access roads, pedestrian and cycle routes, and associated formal and informal play/ recreation facilities. Additional information is provided on the Green Infrastructure Parameter Plan presented later in this section.

MIXED USE

- 5.6 Two mixed-use local centres, totalling 2.11 Ha will be provided to complement the existing local facilities and services in Rushden and Higham Ferrers, and will include retail, health, community and residential uses.

PUBLIC SQUARE

- 5.7 1.67 Ha of land has been identified to provide a public square, adjacent to the proposed southern mixed-use local centre and the southern primary school, secondary school and the Playing Fields.

PLAYING FIELDS

- 5.8 Located within the east of the site, adjacent to secondary school, 9.03 Ha of playing fields will be provided. This area includes space for the provision of a sports pavilion building and associated car parking

EMPLOYMENT

- 5.9 22.75 Ha of land is proposed for employment uses in the north of the site.

EDUCATION AND COMMUNITY USE

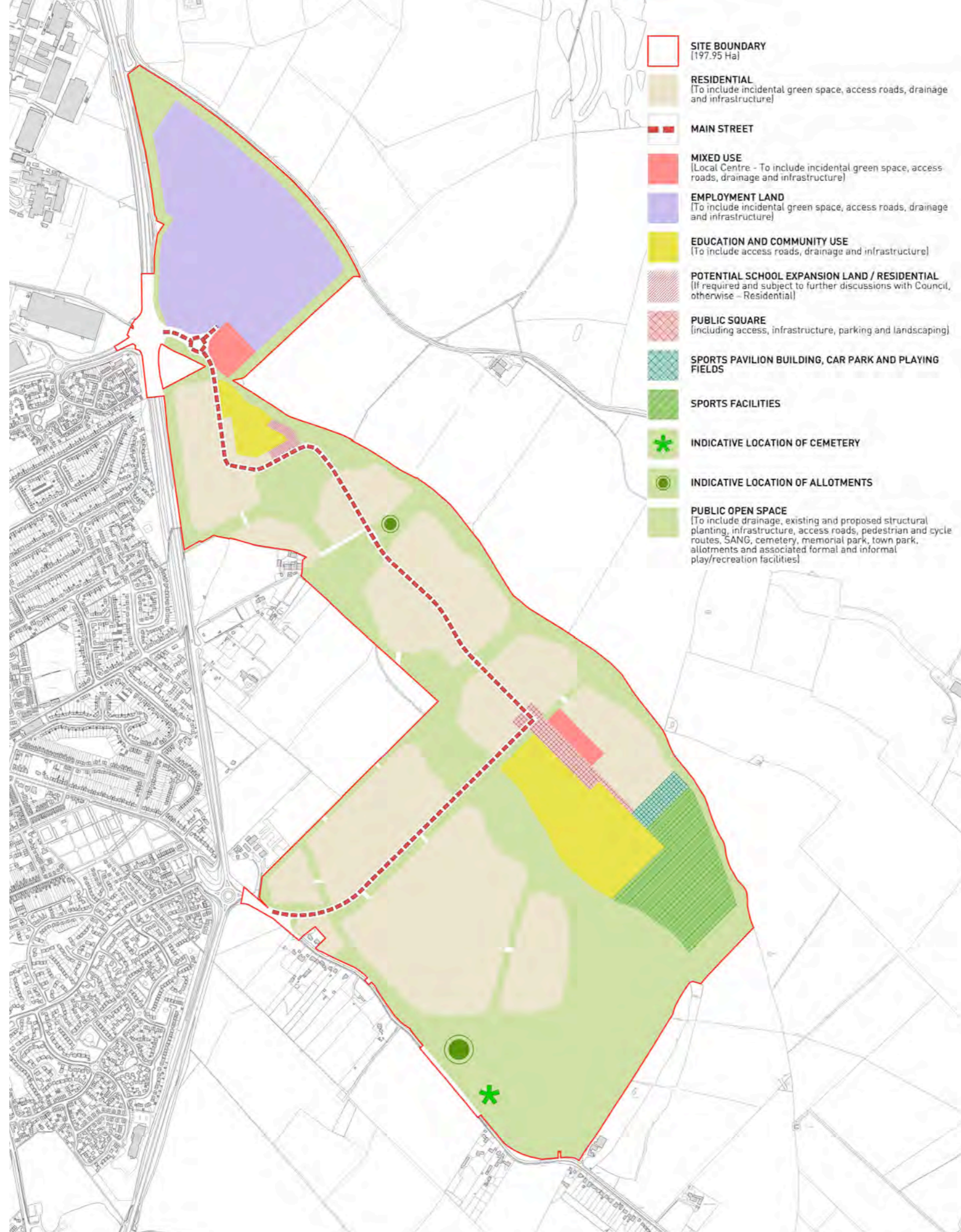
- 5.10 11.27 Ha of land is proposed for a secondary school and two primary schools.

POTENTIAL SCHOOL EXPANSION LAND

- 5.11 An area of development land totalling 0.44 ha has been identified for the potential expansion of the northern primary school site, subject to further discussions with ENC. If this area is not needed for an increase in the capacity of the primary school then it will revert to residential development.

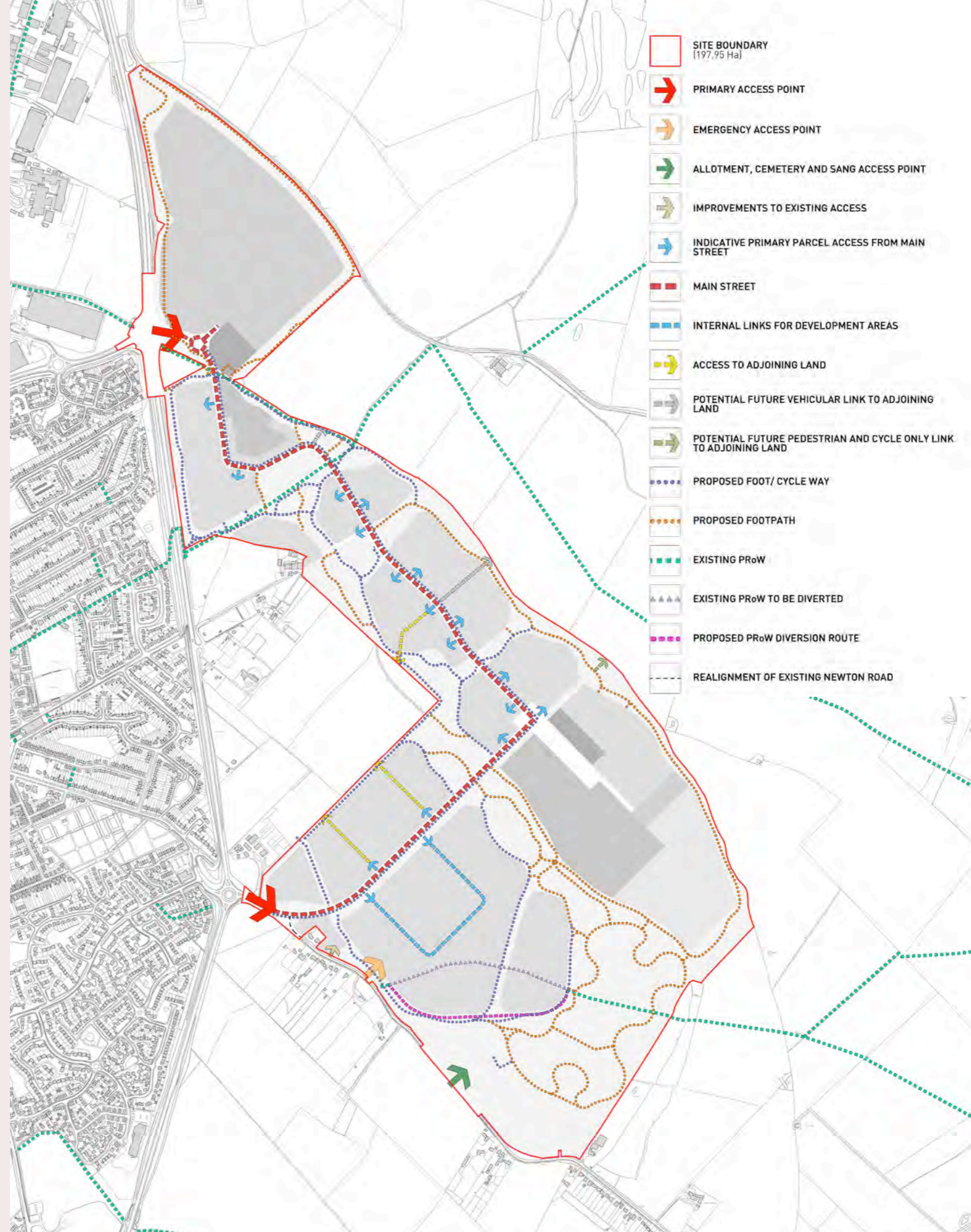
UTILITIES

- 5.12 The land uses shown on the Land Use Parameter Plan will include easements and/or diversions for utilities as appropriate, as well as areas for drainage, access roads, car parking, and associated infrastructure requirements.



- SITE BOUNDARY**
(197.95 Ha)
- RESIDENTIAL**
(To include incidental green space, access roads, drainage and infrastructure)
- MAIN STREET**
- MIXED USE**
(Local Centre - To include incidental green space, access roads, drainage and infrastructure)
- EMPLOYMENT LAND**
(To include incidental green space, access roads, drainage and infrastructure)
- EDUCATION AND COMMUNITY USE**
(To include access roads, drainage and infrastructure)
- POTENTIAL SCHOOL EXPANSION LAND / RESIDENTIAL**
(If required and subject to further discussions with Council, otherwise - Residential)
- PUBLIC SQUARE**
(including access, infrastructure, parking and landscaping)
- SPORTS PAVILION BUILDING, CAR PARK AND PLAYING FIELDS**
- SPORTS FACILITIES**
- * **INDICATIVE LOCATION OF CEMETERY**
- INDICATIVE LOCATION OF ALLOTMENTS**
- PUBLIC OPEN SPACE**
(To include drainage, existing and proposed structural planting, infrastructure, access roads, pedestrian and cycle routes, SANG, cemetery, memorial park, town park, allotments and associated formal and informal play/recreation facilities)

LAND USE PARAMETER PLAN



ACCESS AND MOVEMENT PARAMETER PLAN

ACCESS AND MOVEMENT PARAMETER PLAN

ACCESS POINTS

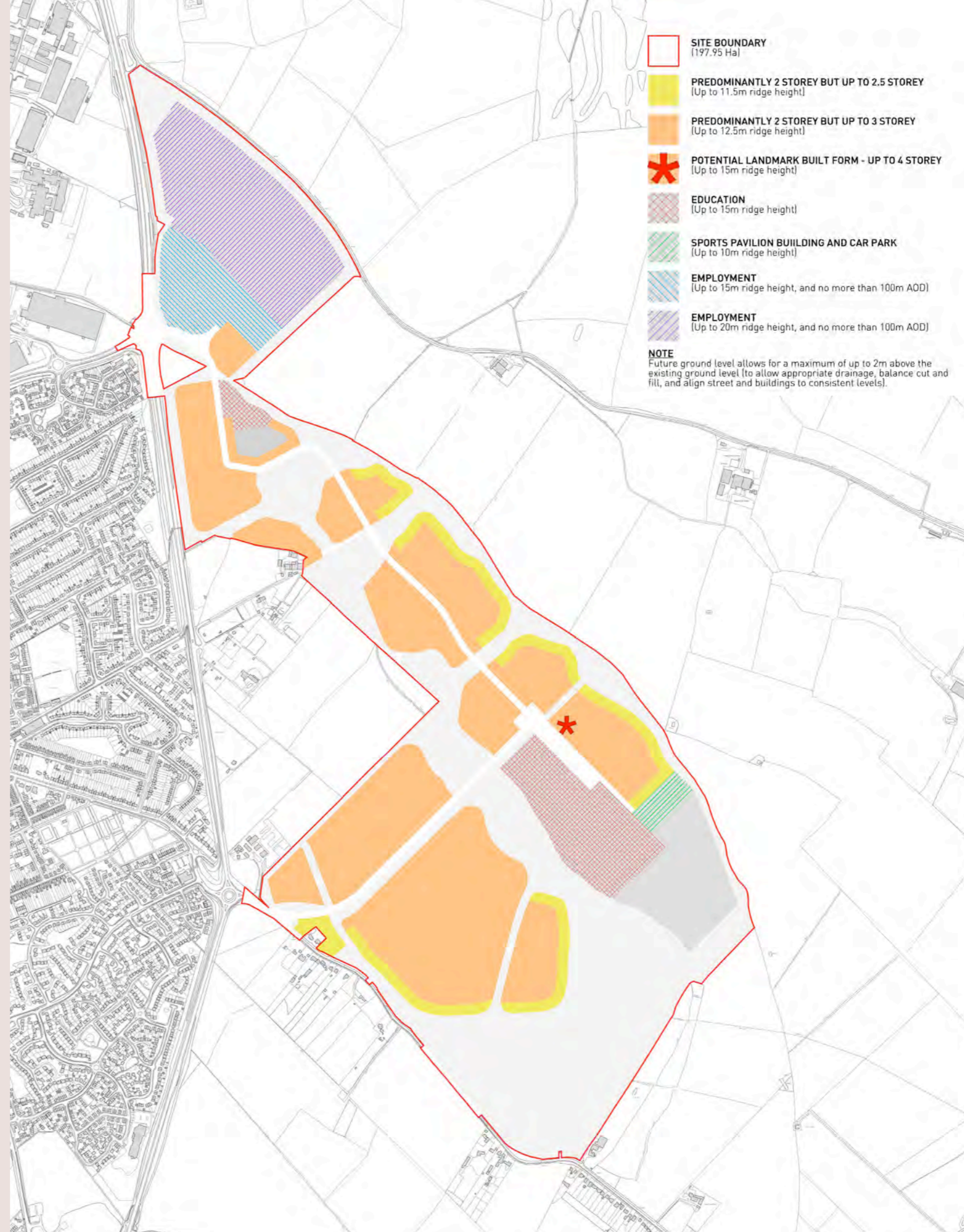
- 5.13 Primary vehicular access to the development will be taken via two new vehicular access points.
- The northern access will be via a new fifth arm taken from the John Clark Way Roundabout, extending eastward into the site.
 - The southern access will be formed via the realignment of Newton Road (south), and a new priority T-junction. Access from existing properties (outside of the site boundary) onto Newton Road will be retained in-situ.
- 5.14 An emergency access point is proposed along Newton Road (south), serving the southern development area.
- 5.15 A separate vehicular access to the cemetery site, southern allotments and the SANG car park will be provided via a priority T-junction onto Newton Road (south).

VEHICULAR MOVEMENT ROUTES

- 5.16 The major vehicular movement routes are shown on the Access and Movement Parameter Plan. They aim to aid the creation of a legible development and will help to facilitate a clear hierarchy of streets.
- 5.17 The Avenue will connect the two proposed primary vehicular access points, allowing traffic to enter and exit the site at both the north-west and south-west of the site. The Avenue will be designed with the capacity to accommodate a potential future bus route through the site.
- 5.18 Secondary streets will be formed off The Avenue and will provide access to areas of adjoining land, ensuring that the development of the wider Rushden East SUE allocation is not precluded from coming forward.

PEDESTRIAN AND CYCLE MOVEMENT

- 5.19 Pedestrian access to the development will be provided from the two primary access points as well as the emergency access, and the allotment, cemetery and SANG access located on Newton Road (south).
- 5.20 The four existing pedestrian access points, providing links to the Public Rights of Way (PRoW) network will be retained within the proposals.
- 5.21 It is intended that the along the western site boundary, the central footpath PRoW UK3 will form a safe pedestrian access route to Rushden town centre, via the pedestrian footbridge over the A6.
- 5.22 Within the development footways will also be provided on either side of the vehicular movement routes, with some shared cycle routes and landscaping including street trees, ensuring that the development is easily access and permeable to visitors.



BUILDING HEIGHTS PARAMETER PLAN

- 5.23 Residential development will predominately be 2-storeys and will be up to 3-storeys according to location within the site, reflecting existing built development adjoining the site at High Hayden Farm, Knights Farm and along Newton Road, as well as the wider local area of Rushden and Higham Ferrers.
- 5.24 Increased storey heights (up to 3-storeys) will be located adjacent to the primary movement route, alongside central areas of open space and to define the development areas closest to the existing built form of Rushden and the A6.
- 5.25 The local centre in the east of the site will feature the tallest development (up to 4 storeys). This will allow for the provision of a landmark building to define the mixed-use facilities and public square.
- 5.26 The residential dwellings will not exceed two storeys (as per the building height parameter plan) where the development overlooks the open countryside to ensure a transition to the rural area.



GREEN INFRASTRUCTURE PARAMETER PLAN

5.27 The Green Infrastructure Parameter Plan shows the major areas of public open space within the proposals and the associated land uses.

PUBLIC OPEN SPACE

5.28 In total approximately 83.44 Ha of accessible public open space will be provided as part of the development proposals across the site.

5.29 It will include existing and proposed tree and hedgerow planting, areas for formal play and recreation, walking and cycling routes (existing and proposed), areas for drainage, allotments, space for a new cemetery site, infrastructure, access roads, Suitable Alternative Natural Greenspace (SANG) and the Town Park.

5.30 The masterplan has retained large areas of tree and hedgerow planting located within the site, and this has been used to shape areas of development. Areas of hedgerow have been removed to allow for the proposed vehicular access points and the primary movement route. Mitigation measures will be provided as appropriate.

SANG

5.31 Within the area identified for public open space 21.43 Ha is to be used for the provision of destination open space in the form of SANG, to mitigate the effect of the development on the Upper Nene Valley Gravel Pits Special Protection Area (SPA). Further details of this are set out in the SANG Framework Document.

FORMAL PLAYING FACILITIES

5.32 Formal playing facilities will be provided throughout the development in the indicative locations shown opposite. Further detail on the provision of formal play facilities is set out later in this document and in the accompanying Green Infrastructure Strategy.

ALLOTMENTS

5.33 Two locations for the provision of Allotments have been identified on the Green Infrastructure Parameter Plan: the first in the north of the site, within open space close to residential development, and the second in the south, adjacent to the proposed cemetery and Newton Road (South).

5.34 9.03 Ha of sports pitches and playing fields is provided in the east of the site. This area includes space for the delivery of a sports pavilion/changing rooms as well as car parking.

PLAYING FIELDS

5.35 The development will provide public open space integrated with development, including a new central green corridor, connecting areas of residential development via plentiful green spaces. New planting located within streets and areas of public open space will bring further benefits to the site.

5.36 Further detail regarding the proposed landscape strategy is set out later in this document, and is contained in the Green Infrastructure Strategy and the supporting application pack.

SUPPORTING DESIGN STRATEGIES

5.37 The outline application plans are accompanied by a set of Supporting Design Strategies that illustrate how the development could be realised, in accordance with outline application.

5.38 The supporting design strategies include:

- Illustrative Masterplan;
- Land Budget Plan;
- Access and Movement Strategy;
- Landscape Strategy;
- Drainage Strategy; and
- Indicative Phasing Strategy.

5.39 The strategies set out here are for illustrative purposes only, and do not form part of the formal outline submission. They are therefore subject to interpretation and discussion and should be read in conjunction with the Parameter Plans.

National Planning Policy Framework chapters: 2, 5, 6, 7, 8, 12

USES Mixed and Integrated

6

“Well-designed neighbourhoods need to include an integrated mix of tenures and housing types that reflect local housing need and market demand. They are designed to be inclusive and to meet the changing needs of people of different ages and abilities. New development reinforces existing places by enhancing local transport, facilities and community services, and maximising their potential use.”

(Para. 109, NDG 2019)

USE AND AMOUNT

6.1 The development proposals include the following Land Uses and amounts of development:

RESIDENTIAL – UP TO 2,200 DWELLINGS

6.2 The development proposals provide approximately 67.81 Ha of residential development, achieving up to 2,200 dwellings, allowing space for a range of dwelling types suitable for people of different ages and lifestyles, at an average density of 32.4 dwelling per hectare (dph).

AFFORDABLE HOUSING

6.3 The precise mix of unit types, sizes and details of tenure arrangements are subject to consultation and agreement with the LPA. Detailed design information regarding the design of affordable dwellings will be submitted at the Reserved Matters Stage.

PUBLIC OPEN SPACE AND GREEN INFRASTRUCTURE

6.4 In total approximately 83.44 Ha of accessible public open space has been provided within the proposals. The proposed network of green corridors, centred around the existing watercourse will benefit both the existing and proposed communities, ensuring that key wildlife corridors between the site and surrounding land uses retained within the proposals.

6.5 Further details on the proposed landscape design are provided later in this document and in the supporting Green Infrastructure Strategy.

MIXED USE LOCAL CENTRE

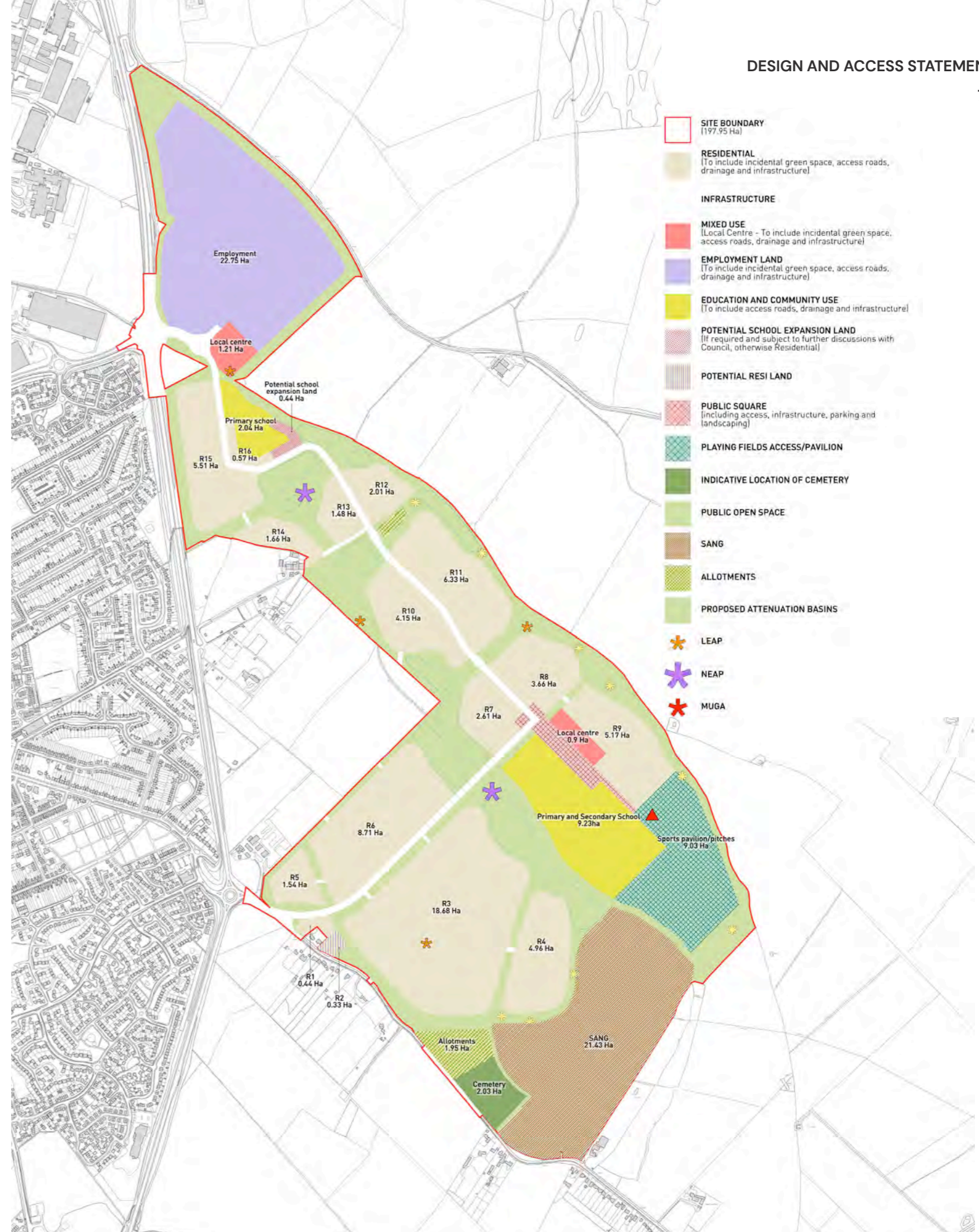
6.6 Mixed use areas provide a good basis for building communities that, in turn, will provide support to the facilities. The Masterplan proposes two local centres, located in the east and the north of the site. Accessible to both the existing and proposed communities it is anticipated that both local centres will complement existing town centre retail facilities, rather than competing with them, by providing community facilities within convenient walking distances of new dwellings.

6.7 The southern mixed-use local centre is co-located with the proposed primary and secondary school, the public space and sports pitches along the central green corridor. Providing a diverse mix of uses, with local shops and services the local centre will contribute towards making High Hayden an active and vibrant place throughout the day.

6.8 The northern local centre will provide retail opportunities close to the northern primary school and employment land.

EMPLOYMENT

- 6.9 Located within the north of the site, 22.75 Ha (Gross) of land has been set aside to allow for an employment or business park that will provide employment opportunities for residents and those living within the wider area. It is intended that starter business units will be integrated within this.
- 6.10 The employment land will benefit from easy access to the A6, and access will be provided by the new fifth arm of the John Clark Way roundabout. The proposed access arrangements will ensure that vehicular movements associated with the employment land will not have to pass through residential areas and that key strategic road links area accessible as possible.
- 6.11 The employment land has been located close to the existing settlements of Rushden and High Ferrers, retaining active uses as close to existing areas of development as possible. This location also ensures that built form can be delivered within the area noted on the Policy 33 Broad Location Plan, and that SANG and Playing Fields can be provided in the east of the site, helping to retain a sensitive transition between the development the countryside to the east beyond the site.



INDICATIVE LAND BUDGET PLAN

INDICATIVE MASTERPLAN AND THE DRAFT MFD PROPOSALS

6.12 The Masterplan Framework Plan presented in the Reg19 Submission Version MFD (2021) indicates the overall form and disposition of the proposed development. As set out in Section 1 of the Reg19 MFD the Masterplan Framework Plan is one stage in the development process, and the scheme will continue to evolve and respond as it moves closer to implementation.

6.13 The outline development proposals and the Indicative Masterplan are broadly in compliance with the Reg19 MFD Masterplan Framework Plan.

6.14 During the development of the outline application, and further to the receipt of more detailed technical inputs, there are eight minor differences between the Indicative Masterplan and the Reg19 MFD Masterplan Framework Plan, as set out below:

1 LAND AVAILABILITY/SUE BOUNDARY

- The outline application development proposals are based on land within the control of the applicants (Taylor Wimpey UK Limited and BDW Trading Limited), totalling approximately 198 Ha.
- Areas of land identified within the wider SUE boundary that are not include in this application, are to be bought forward by others. The outline application proposals have been developed to ensure that access to the wider SUE is retained, and the development of this land is not precluded from coming forward by the proposals contained within this application.

2 RESIDENTIAL CHARACTER

- The Reg19 MFD Masterplan Framework Plan seeks to fix the character of the development by the use of densities and street patterns, into broad urban and rural character areas.
- The Indicative Masterplan respects the edge of settlement character of eastern areas of the development, with the use of a more meandering street form, however the green outlook of development is not unique to this area of the site. When combined with the use of appropriate storey heights, density, built form, materiality and detailing as well as landscaping the individual character of areas of the site will be created.
- Guidance for the development of six built form character areas is set out in greater detail later in this document, and together with the Indicative Masterplan these should inform the detailed design process.

3 LOCAL CENTRES

- The Land Use Parameter Plan proposes that the southern local centre is located to the north east of The Avenue instead of straddling the primary movement route, as per the Reg19 MFD Masterplan Framework Plan.
- This strategic move ensures that all elements of the southern mixed-use local centre are located on the same side of the busiest vehicular route through the development, reducing potential conflicts of interest between pedestrians, cyclists, public transport, vehicles and access arrangements.
- As such the southern primary school, secondary school, playing fields and SANG will all be easily accessible to visitors and the offset location.
- The principles of a mixed-use local centre being offline from the primary movement route are already well established in Rushden and Higham Ferrers town centre, and the Reg19 MFD makes reference to this at 2.7.5, “Local centres offset from main route Intersections”. It is considered the proposed location shown on the Indicative Masterplan will be more user friendly, and will enable the public square to be a truly multifunctional space.

4 JOHN CLARK WAY AND NEWTON ROAD CROSSINGS

- The detailed design of the access proposals and the two associated proposed pedestrian crossings over the A6 differs from vthe proposed “super-crossings” concept presented in the Reg19 MFD. The proposals have been agreed with NCC Highways (as per 2.3.16 of the Reg19 MFD), through an iterative process, and resolved through a series of detailed pre-application discussion with NCC, since 2015.

5 THE AVENUE

- The Reg19 MFD Masterplan Framework Plan presents an indicative street alignment, with a double ditch crossing to the south of the northern primary school. The primary movement route has been altered within the Indicative Masterplan to remove the double ditch crossing, and the need for extra engineering. This change also allows for more efficient areas of surface water attenuation to be provided to the west of the primary movement route.

6 PLAYING FIELDS AND SECONDARY SCHOOL

- The Land Use Parameter Plan proposes that the secondary school and playing fields are located in the same broad location as the Masterplan Framework Plan, adjacent to the southern local centre and proposed primary school. The proposed secondary school has been located to the west of this area, closer to the central green corridor with the playing fields to the east, closer to the site boundary.
- This change enables both the secondary school and the playing fields to have vehicular access to the public square, bringing the sports pavilion into the heart of the community It also ensures that all built form is closer to the residential development, creating a more sensitive transition to the countryside to the east.

7 TOWN PARK

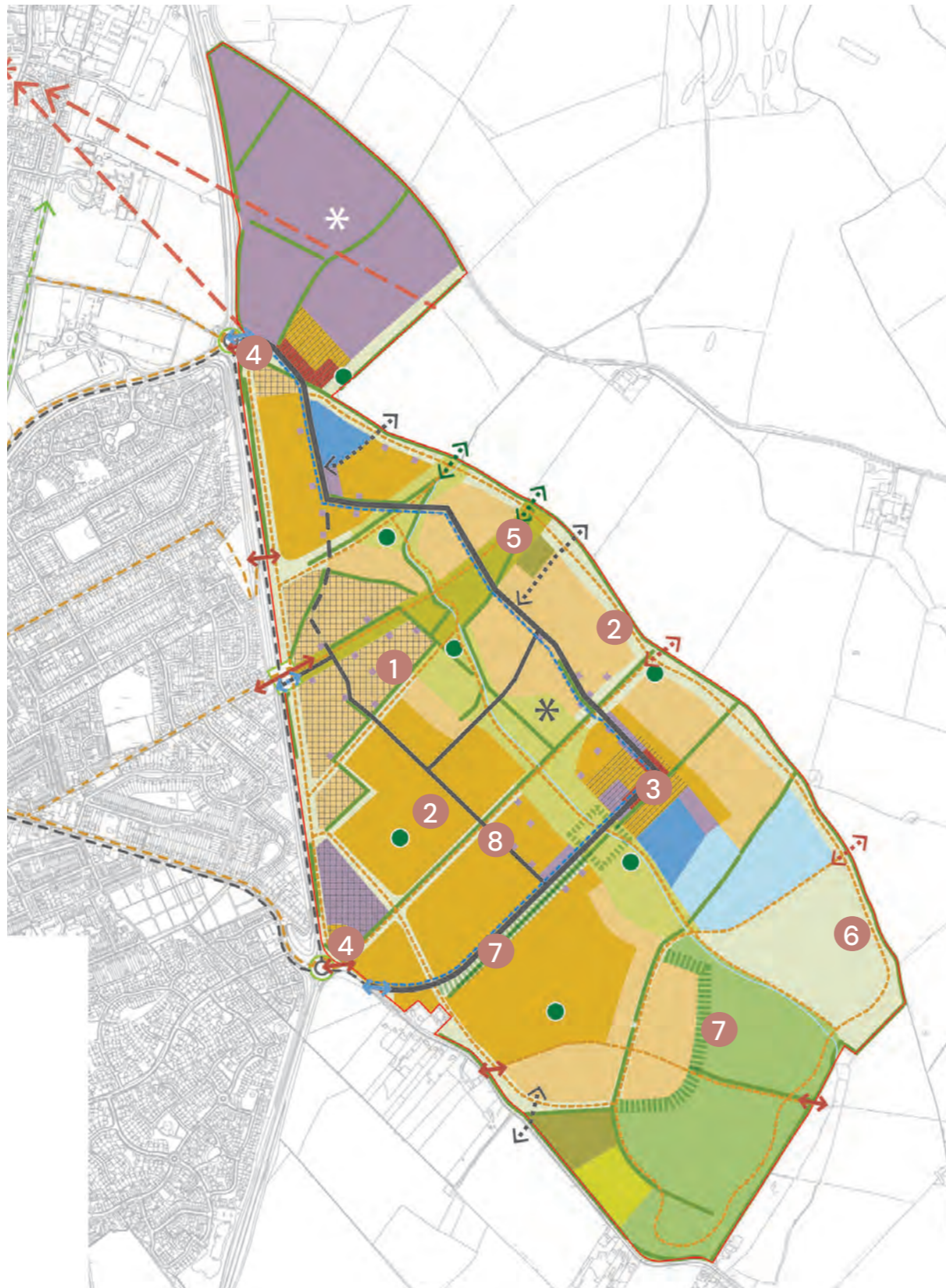
- The Indicative Masterplan includes space for a linear Town Park, as per Option 1 presented in the Reg19 MFD. Option 1 has been selected as it allows for formal open space to be provided in the location closest to the existing community of Rushden, whilst also befitting the proposed community.
- Option 2 was discounted as the SANG, located immediately to the east, has a very different and more naturalistic landscape character, and it is felt that the formal character of the Town Park would conflict with the principles and aims of the SANG. Option 3 would conflict with the proposed Sustainable Drainage strategy. Further detail on the design of the Town Park is set out later in this document and in the accompanying Green Infrastructure strategy.

8 SECONDARY ROUTES

- Following the more detailed breakdown of areas of development Secondary Routes have been identified providing access to development parcels. The secondary route close to the Southern Gateway has been moved to enable easier access to adjacent areas of land (within the wider Reg19 MFD boundary) and to better serve the development. The proposed locations of the secondary routes is indicative only, and will be subject to further more detailed design work, to be submitted the RMA stage.

9 GREEN LINK

- The Reg19 MFD Masterplan Framework Plan proposes that the existing hedgerow crossing the eastern development parcel is removed. The Indicative Masterplan (and Parameter Plans) retain this feature within the structure of development enabling the existing habitats and tree/hedgerow planting to be retained in-situ.



LDA REG19 MFD MASTERPLAN FRAMEWORK PLAN



INDICATIVE MASTERPLAN

National Planning Policy Framework chapters: 2, 5, 6, 7, 8, 12

BUILT FORM

A Coherent Pattern of Development

Built form is the three-dimensional pattern or arrangement of development blocks, streets, buildings and open spaces. It is the interrelationship between all these elements that creates an attractive place to live, work and visit, rather than their individual characteristics. Together they create the built environment and contribute to its character and sense of place.
(Para. 60, NDG 2019)

- 7.1 The design solution for the site reflects the variety in townscape form that can be seen in Rushden and Higham Ferrers and in particular the area surrounding the site.
- 7.2 The arrangement of the built form at High Hayden Garden Community has been designed to create a network of attractive streets and spaces and been informed by the following design principles:

CONNECTIVITY

- Primary vehicular access will be taken from the A6 to the west of the site and Newton Road (south) to the south-west of the site;
- Emergency vehicular access and access to land identified for the provision of the allotments, cemetery and SANG will be taken from Newton Road (south);
- Provision of additional informal pedestrian and cycle routes, reflecting key desire lines, and providing the opportunity to enhance the existing PRow and East Northamptonshire Greenway network;
- Provision of new community led local facilities within easy walking distance of dwellings, encouraging sustainable transport choices and healthy lifestyle choices;
- Provision of primary movement route capable of accommodating a bus route through the site;
- Access to development blocks will be provided via a legible network of streets with a clear hierarchy provided through a variety of typologies;
- Circulatory pedestrian and cycle routes are provided around the development, ensuring residents have access to leisure routes on their doorstep (further info on the proposed routes is set out in Section 8 of this document);
- Improvements to the John Clark Way and Newton Road roundabouts, with new signalised pedestrian and cycle crossings across the A6, improving safety and access into Rushden and Higham Ferrers; and
- The close proximity of the site to Rushden and Higham Ferrers Town Centres, key local education and community facilities will encourage travel via sustainable transport modes.

PLACEMAKING

- The design and structure of the development proposals is based on best practice urban design principles;
- Perimeter blocks will enclose private rear gardens, whilst providing a strong frontage to the public realm, ensuring active frontages overlook streets and spaces wherever possible;
- Opportunities for the integration of public open space within the proposals will be maximised, with pocket parks, green corridors and informal open space set within the development;
- The relationship between existing and proposed development is a key element of the masterplan. Proposed dwellings will back or side onto existing properties adjoining the southern site boundary at Newton Road (south), ensuring that the amenity and privacy of existing properties is respected and maintained within the proposals;
- Development will front onto the other site boundaries, as well as areas of retained tree planting, proposed open space and green corridors, ensuring these features are well overlooked and benefit from natural surveillance;
- A variety of house types, tenures and sizes are to be provided which will assist in the creation of a balanced community, thereby minimising the potential of social exclusion;
- A series of focal spaces will be accommodated within the proposals aiding legibility;
- High Hayden Square will act as a key arrival space in the scheme, with a multi-functional space located just off the primary movement route, reflecting space found in Higham Ferrers and traditional Northampton towns, as per the MFD aspirations;



KEY

-  INDICATIVE DEVELOPMENT PARCELS
-  INDICATIVE PARCELS FOR SELF/CUSTOM BUILD RESIDENTIAL DEVELOPMENT
-  EMPLOYMENT AREA
-  POTENTIAL FUTURE VEHICULAR CONNECTION
-  POTENTIAL FUTURE PED/CYCLE ONLY CONNECTION
-  EXISTING PROW
-  INDICATIVE PRIMARY FOOT/CYCLEWAY (SEE LANDSCAPE MASTERPLAN/GI STRATEGY FOR ADDITIONAL CONNECTIONS)
-  MAIN STREET
-  INDICATIVE SECONDARY STREET
-  INDICATIVE TERTIARY STREET
-  INDICATIVE SHARED SURFACE
-  INDICATIVE PRIVATE DRIVE
-  INDICATIVE KEY FRONTAGE
-  POTENTIAL LOCATION OF PRIMARY ELECTRICITY SUBSTATION
-  EXISTING WATERCOURSE
-  INDICATIVE LOCATION OF ATTENUATION BASIN
-  EXISTING TREE/HEDGEROW PLANTING TO BE RETAINED
-  INDICATIVE TREE PLANTING
-  INDICATIVE OPEN SPACE
-  INDICATIVE PLAYING FIELDS
-  INDICATIVE LOCATION OF ALLOTMENTS
-  INDICATIVE LOCATION OF CEMETERY
-  INDICATIVE LOCATION OF TOWN PARK
-  INDICATIVE LOCATION OF LEAP
-  INDICATIVE LOCATION OF COMBINED NEAP/LEAP
-  INDICATIVE LOCATION OF MUGA

ILLUSTRATIVE MASTERPLAN

PLACEMAKING (CONTINUED)

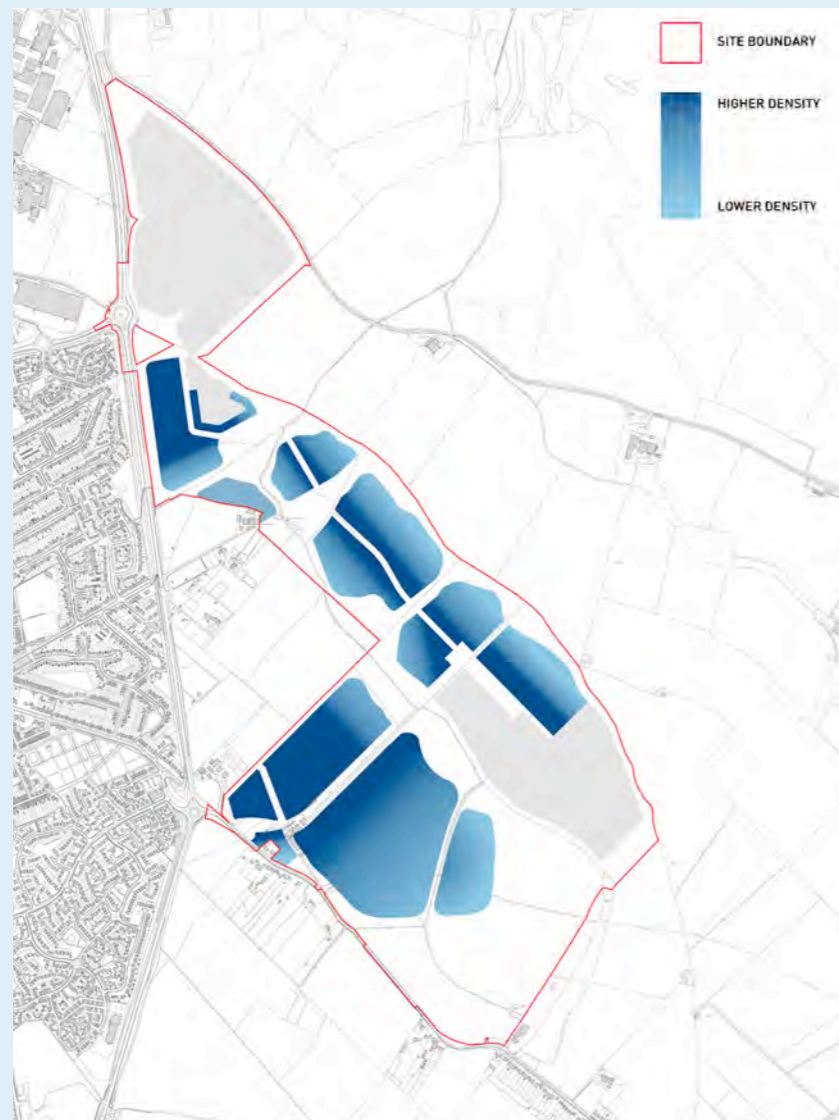
- The public square will form the heart of the High Hayden, with local retail and service opportunities, located adjacent to key facilities including primary and secondary schools, sports facilities and residential development;
- The northern local centre and co-located primary school will ensure that services and facilities are accessible to residents across the development;
- The employment land will benefit from retail facilities and public open space within close walking distance, encouraging employees to make healthier lifestyle choices;
- The two primary vehicular access points will be defined by gateway spaces, providing a sense of arrival and a positive entrance to the garden community;
- Place-making and character will be inspired by an analysis of the local context (presented in Section 3 of this DAS) encouraging the creation of a distinct sense of place and identity for the proposals. Further detail on the proposed character of the development is set out Section 10 of this document;
- Development in the south east of the site will overlook the SANG, and as such this location will be a prominent development frontage. The detailed design and between the built form and more natural area of open space will be resolved at the detailed design stage;
- There is the potential for plots for self/custom build housing to be provided in the south-west of the site, adjacent to 283 and 283a Newton Road; and
- Development overlooking the north eastern site boundary meanders creating a more informal and softer development edge, respecting the edge of settlement location and creating a sensitive landscaped transition from the built form of Rushden to the wider gently rolling countryside beyond the site. Opportunities for the inclusion of areas of woodland planting along the north eastern development edge should be optimised as much as possible and the exact form of the north eastern edge is subject to detailed design and discussion with officers.

LANDSCAPE

- Green infrastructure is a key organising element of the masterplan, aiming to ensure a site-specific identity is created. Development has been shaped by the proposed series of east west green corridors and new central green space, running broadly north-south through the centre of the site;
- Existing tree and hedgerow planting has been retained within the proposals wherever possible;
- The provision of key green infrastructure links will help to improve existing habitats on-site, as well as catering for biodiversity enhancements and providing valuable community education benefits;
- Provision of plentiful recreation opportunities, with Destination Open Space/Suitable Alternative Natural Greenspace (SANG) provided in the south-east of the site. Offering destination open space on the doorstep of new residents this space will include semi-natural open spaces featuring a choice of walking routes, complimenting and enhancing the existing PRoW network, car parking and links to the wider countryside beyond the site;
- Opportunities for food production will be encouraged with space for allotments provided in the north and south of the site;
- The mixed-use local centre will overlook the southern east west green corridor, providing recreation opportunities, and plentiful views to areas of open space, and existing tree and hedgerow planting from key community facilities;
- Development is set back from the eastern and southern site boundaries, enabling open space to be located in the areas furthest away from Rushden;
- The playing fields are located in the eastern most area of the site, enabling key visual links between the formal sports pitches and SANG around the east of the development;
- Dwellings are set back from the A6, providing a high-quality and attractive frontage to the road, the area will accommodate a range of uses, including; new areas of informal open space and strategic planting which will help define the edge of the site, and integrate the new urban extension with the existing built form;
- The central green space will extend into the development via a series of green corridors, and is supplemented by a series of additional small-scale green spaces, creating a network of new open spaces and places that vary in function and character;
- The development will provide active frontages to proposed areas of public open space, landscape planting and areas for formal play, providing natural surveillance and opportunities for active overlooking;
- Play opportunities will be provided alongside development, with a series of formal play areas and formal sports pitches offering recreation on the doorstep, and encouraging healthy lifestyle choices; and,
- Illustrative design strategies for green infrastructure and drainage are set out later in this document.

DENSITY

- 7.3 The development will achieve an average density of 32.4 dwellings per hectare (dph) across the site, which ensures the efficient use of land, yet is reflective of the surrounding area, helping to assimilate the proposals into the surrounding areas.
- 7.4 This average density allows for the formation of differing densities across the development; including higher densities towards the western boundary and the existing built form of Rushden, and lower densities towards the peripheries of the site.



DENSITY STRATEGY PLAN

BUILDING HEIGHTS (SCALE)

- 7.5 The height and massing of the proposed development varies across the site according to the nature of the public realm to be created. The majority of residential development will be 2-storey, reflecting the surrounding built form of Rushden and Higham Ferrers
- 7.6 Variety in the heights and massing of the residential buildings will be achieved through the use of a range of house types and sizes, ranging from smaller 1 and 2 bedroom apartments, through to larger 4 and 5-bedroom detached houses.
- 7.7 The use of increased storey heights (up to 3-storeys) could be used where it would be appropriate to aid legibility and provide articulation within the street scene, or to define the following key elements of the proposals:
- The Primary movement route;
 - The central green corridors; and
 - Development fronting the A6.
- 7.8 Development located within the two mixed-use local centres will be up to 4-storeys aiding legibility and providing an element of distinctiveness with the scheme.
- 7.9 Dwellings will be up to 2-storeys where the proposed development backs onto existing properties adjoining the southern site boundary, in order to respect the privacy and amenity of the existing dwellings.

CONTINUITY AND MASSING

- 7.10 Key development frontages, such as those overlooking areas of public open space and following the primary movement route, will be particularly prominent and critical to the appearance of the development. Particular attention will be paid to the massing and architectural style of these buildings, so that they contribute positively to the quality and character of the new development.
- 7.11 These frontages should be designed as a composition, with consideration also given to the spaces they adjoin, in order to provide a cohesive design approach to these prominent locations.
- 7.12 However, as this is an edge of the town location, some streets could incorporate a more open aspect, with elevations set back behind deeper private planted frontages. This would reflect the suburban character of more recent post-war development surrounding the site, and the more traditional and rural characters of the villages of Chelveston and Caldecott to the south-east and north-east of the site.
- 7.13 The use of more generous frontages and more informal buildings arrangements would be appropriate to the east of the site, where the sensitive transition between built form and the countryside to the east of the site is prominent.
- 7.14 Further detail relating the detailed design of these key frontages is provided later in this document.

National Planning Policy Framework chapters: : 8, 9, 12

MOVEMENT

Accessible and Easy to Move Around

“Patterns of movement for people are integral to well-designed places. They include walking and cycling, access to facilities, employment and servicing, parking and the convenience of public transport. They contribute to making high quality places for people to enjoy. They also form a crucial component of urban character. Their success is measured by how they contribute to the quality and character of the place, not only how well they function.”

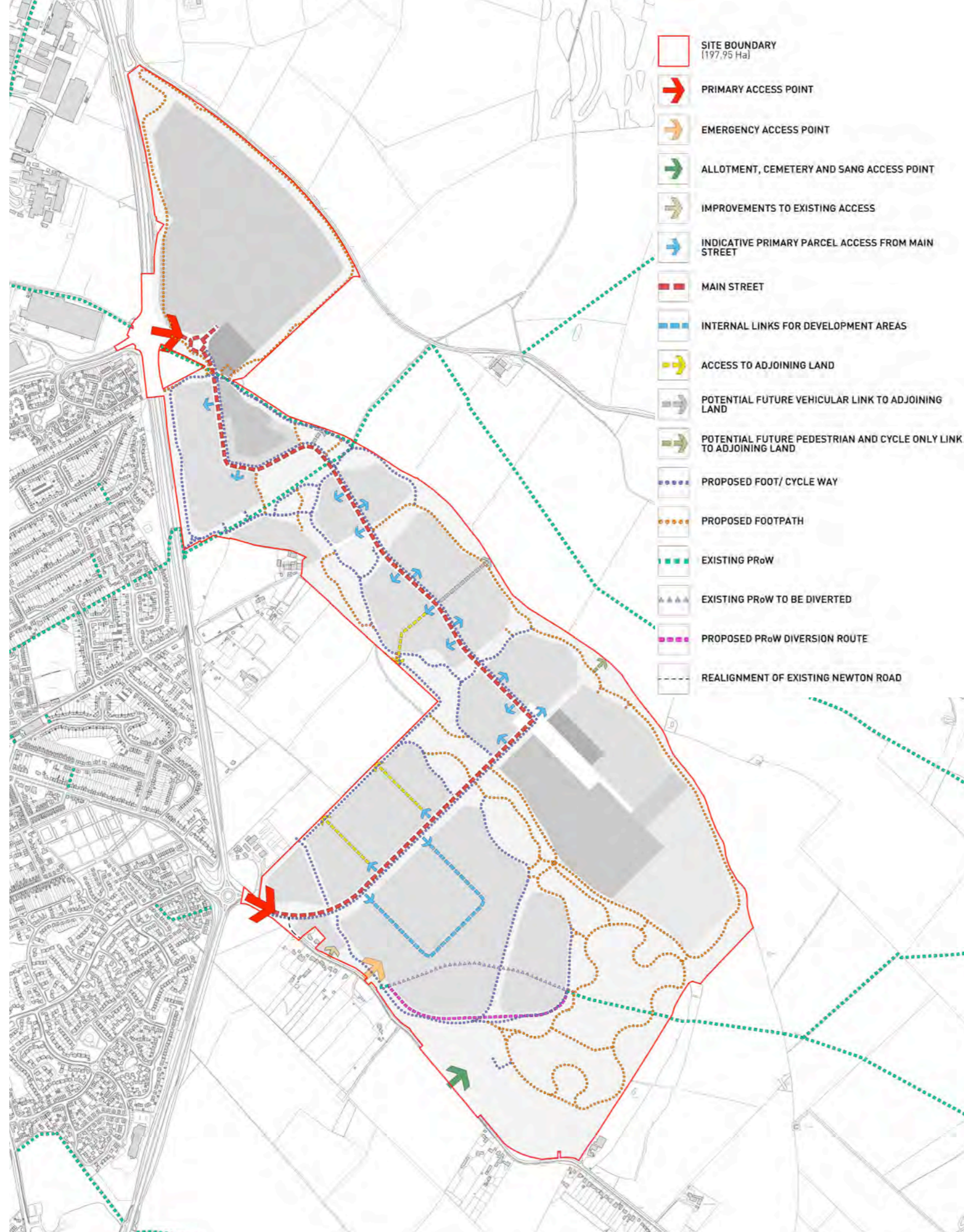
Para. 74, NDG 2019)

- 8.1 The proposals for High Hayden will promote healthy lifestyle choices, with key destinations located within easy walking distance of the new dwellings, meeting the aims of the Northamptonshire County Council (NCC) Transport Plan to deliver growth alongside the development of sustainable communities.
- 8.2 The development proposals have been designed in accordance with NNJCS Policy 8: North Northamptonshire Place Shaping Principles and encourage travel by sustainable modes. Proposed community destinations are located in positions that are within appropriate maximum travelling distances, alongside multi-modal routes, maximising access opportunities and aiding movement via foot and cycle modes.
- 8.3 Links to the site boundaries adjacent to the grey land and wider Rushden East allocation area have been provided and the proposed development does not preclude these area of development coming forward.

ACCESSIBLE AND SUSTAINABLE DEVELOPMENT PRINCIPLES







- 8.4 The development and internal road network will be designed to encourage low vehicular speeds (circa 20mph, refer to detailed street type design criteria on pg 96) and streets will be defined by the building layout, so that buildings and spaces, instead of roads, dominate the street scene. The design will promote safe walking and high permeability through the site and aims to limit the potential for anti-social behaviour.
- 8.5 The proposed access and movement strategy will focus on the delivery of the following elements which are in accordance with the objectives of national and local planning policy:
 - Proposed access points;
 - Proposed pedestrian and cycle movement network;
 - Street hierarchy;
 - Street typologies; and
 - Parking strategy.
- 8.6 The location of the development, adjacent to the existing and established communities of Rushden and Higham Ferrers is a positive characteristic which has been maximised through the provision of direct and attractive pedestrian routes.
- 8.7 The proposed access strategies set out here clearly define the main routes and will help to achieve a permeable and easily navigable development. The Access and Movement Strategy Plan, presented opposite, shows the proposed structure for movement within the development.

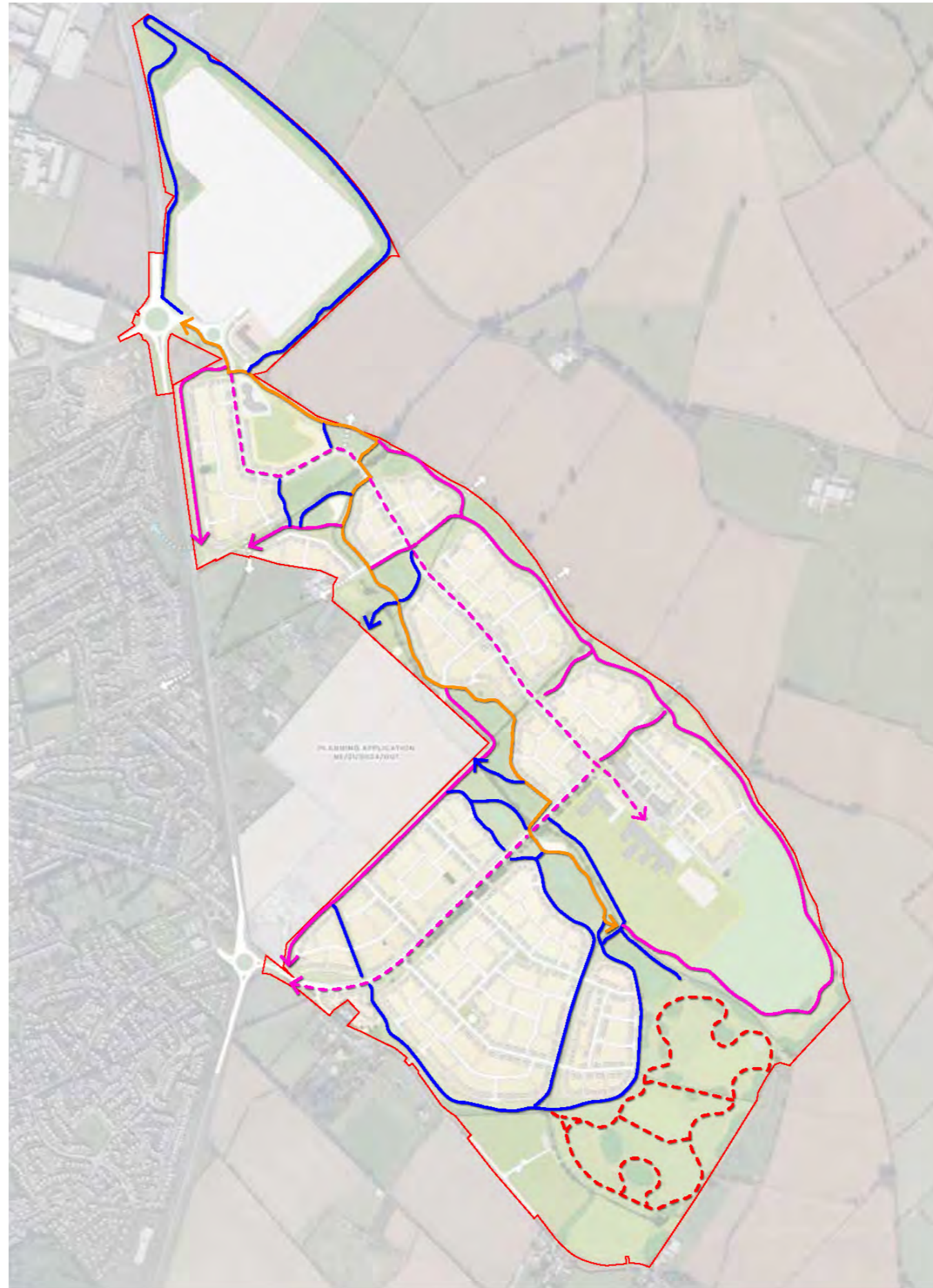
8



High Hayden Garden Community offers a unique opportunity to create a high-quality living environment. Close to town centre amenities and transport links, with the open countryside on its doorstep, and the potential for excellent public transport connections in the future, it already has many of the credentials for a sustainable and attractive urban extension

ACCESS AND MOVEMENT PARAMETER PLAN

-  SITE BOUNDARY
-  3m MACADAM 'GREENWAY' CYCLEPATH
-  2.5m MACADAM SHARED PEDESTRIAN / CYCLEWAYS
-  SHARED PEDESTRIAN / CYCLEWAYS ALONG SPINE RD
-  1.8-2m RECREATIONAL FOOTPATHS (HOGGIN)
-  1.8m SANG RECREATIONAL FOOTPATHS (HOGGIN)



KEY MOVEMENTS & CONNECTIONS PLAN (CSA)

PEDESTRIAN AND CYCLE ACCESS STRATEGY

- 8.8 To successfully integrate into the surrounding urban area the proposals will be designed to maximise access to local facilities, services and employment sites in Rushden and Higham Ferrers, via pedestrian and cycle connections. The development of an integrated pedestrian/cycle network within the site is seen as a key part of the transport infrastructure for the site.
- 8.9 Cycle use is encouraged through the high degree of permeability within the masterplan. With local facilities located nearby and low vehicular speeds proposed within the development, cyclists will therefore find it safe and convenient to use the streets for cycling.
- 8.10 The following measures to provide accessibility by foot and cycle are proposed and illustrated, where appropriate, on the Key Movements & Connections Plan (presented opposite):
- Provision of an off-road shared use formal foot/cycleway (minimum 3m width) running adjacent to the primary and secondary movement routes;
 - Provision of key new pedestrian/cycle links through the proposed network of green corridors and a series of circulatory paths, linking the exiting PRoW and Greenway network and open space provided within the development;
 - Cycle parking will be provided outside key destinations and facilities;
 - Existing pedestrian access points and PRoWs crossing the site are to be retained, and diverted (where necessary) through the development;

- Provision of circulatory informal pedestrian routes (minimum 2m width) throughout the site, offering pedestrians easy access to development and a choice of routes away from the primary movement route and encouraging healthy lifestyles choices;
- Provision of range of pedestrian routes through destination open space (SANG);
- Where possible pedestrian links will be suitable for use by disabled people;
- Particular attention will be paid to ensure surface material quality and sufficient active overlooking, to provide a sense of safety and security for users;
- To ensure that vehicular movement corridors do not become a barrier to pedestrian/cyclist movements crossing points will be defined where appropriate, to enable all users to cross safely; and
- Potential additional pedestrian/cycle link to Deacon Close from the existing A6 footbridge.

PUBLIC TRANSPORT STRATEGY

- 8.11 Transport via sustainable modes of transport, including, foot, cycle and public transport, will be promoted and encouraged. The proposals will be designed to provide a number of opportunities for public transport operators to serve the development, making it attractive for long-term, viable bus routes.
- 8.12 The primary movement route will be designed to cater for buses, enabling the extension of existing public transport routes to serve the site.
- 8.13 Bus stops will be located in accessible locations, close to key facilities and residential development.
- 8.14 It is proposed that a bespoke local bus service would be provided linking the proposed development with Rushden town centre and local education facilities. A longer-term aspiration is to connect the proposed development with Rushden Lakes and beyond to destinations such as Wellingborough. This could be phased in accordance with the strategy and phasing of development and the primary movement route through the site.
- 8.15 Further detail on the proposed transport strategy can be found in the Public Transport Strategy and Transport Assessment that accompany this outline application.

OFF-SITE HIGHWAYS MITIGATION

- 8.16 Details of off-site highways works can be found in the accompanying Transport Assessment.

Garden community cycling cycle to school, cycle to shops, cycle to Rushden centre, a cycle network has been designed as an integral part for the garden community, both within the masterplan and beyond to make cycling to Rushden centre as attractive as possible.

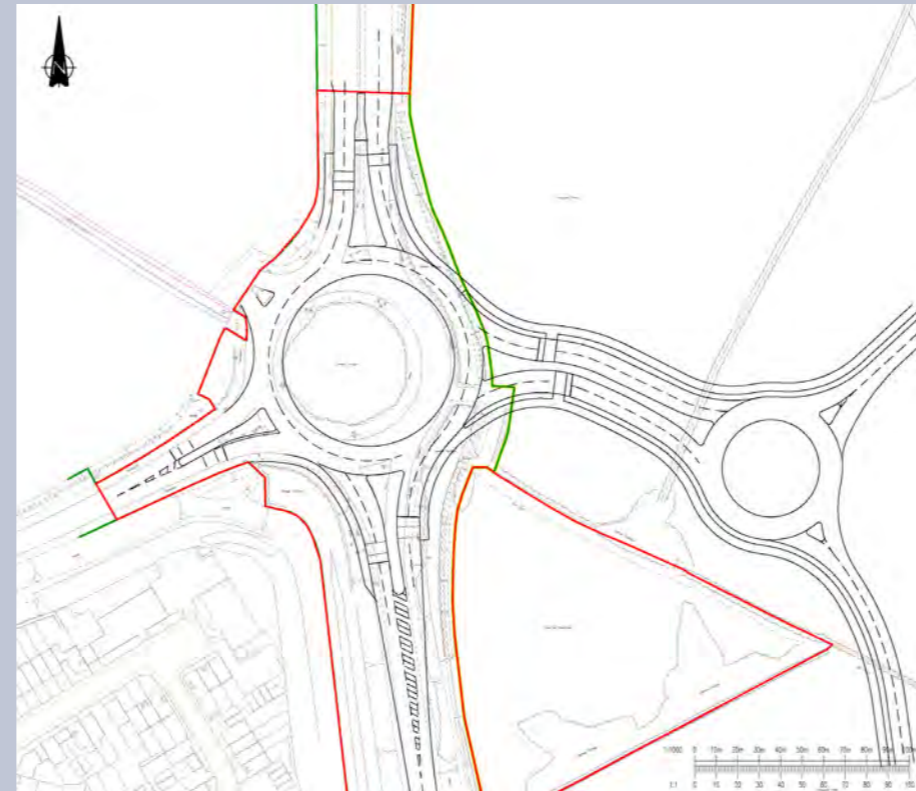


PROPOSED ACCESS POINTS

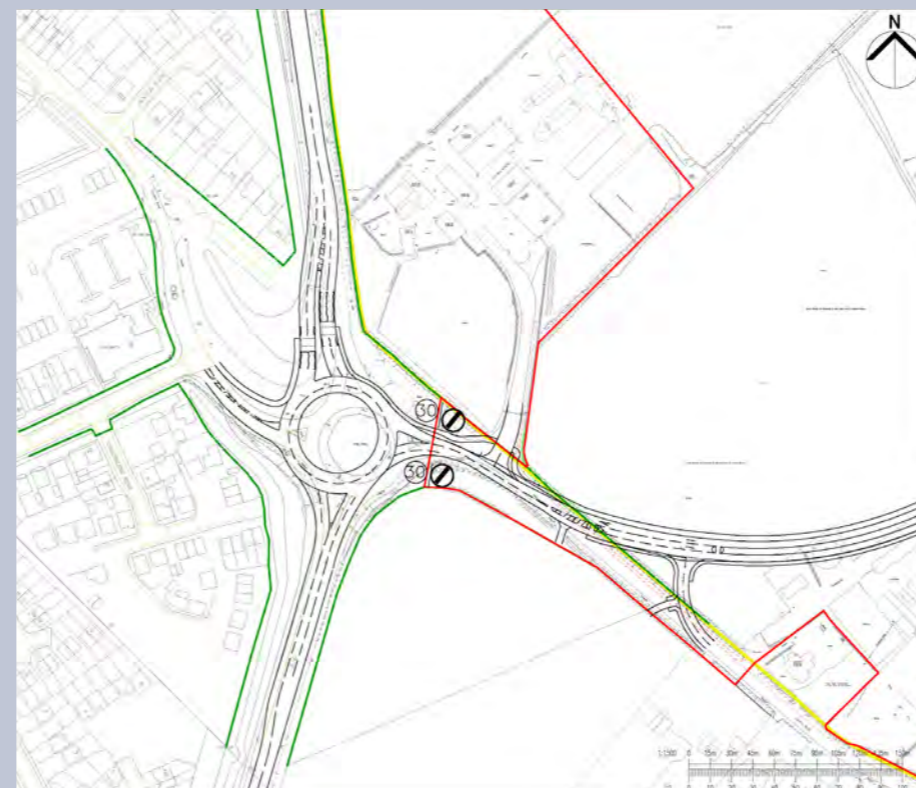
- 1) New 5th arm to the John Clark Way Roundabout, on the A6, to the north-west;
- 2) Realignment of Newton Road (south) and a new priority T-junction to the south-west;
- 3) New priority T-junction providing vehicular, pedestrian and cycle access to the allotments, cemetery and SANG from Newton Road (south); and
- 4) New priority T-junction providing emergency, pedestrian and cycle only access point from Newton Road (south); .

PROPOSED VEHICULAR ACCESS POINTS

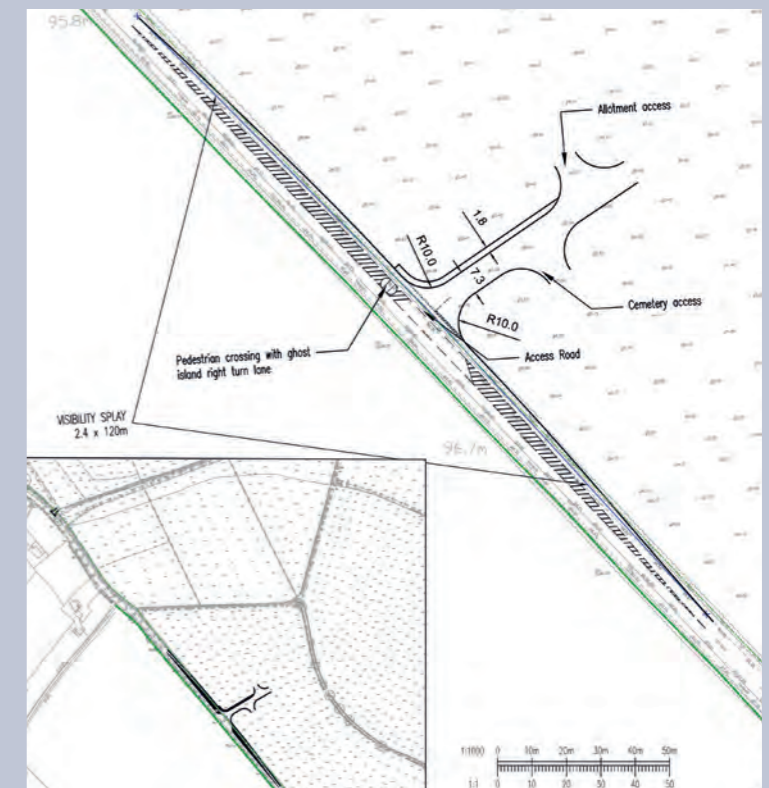
- 8.17 Vehicular access to the proposed development will be provided via two principal new 'gateway' entrances located to the north-west and south-west of the site.
- 8.18 The northern access (1) will be via a new fifth arm to the existing A6 / John Clark way roundabout. This will include significant modifications and improvements to the roundabout in order to provide improved capacity and crossing facilities for pedestrians/cyclists.
- 8.19 The southern access (2) will be via a new re-prioritised junction on Newton Road (south) to the east of the re-aligned A6 / Newton Road roundabout. The junction will also incorporate a ghost island right turn land into Newton Road (south) and pedestrian refuges.
- 8.20 In order to comply with NCC requirements there will be a need for the site to have a secondary point of access to the highway network once the development exceeds a defined number of dwellings. In order to comply with this requirement, it is proposed that an emergency access (4) with Newton Road (south) will be provided to the east of the main site access. General use of this access by motor vehicles will not be permissible, but pedestrians and cyclists will be able to use this as an additional point of access.
- 8.21 A minor priority junction access (3) with Newton Road (south) will provide access to the cemetery, allotments and the SANG. These elements of the proposed development will have low levels of vehicular movements and it is therefore envisaged that a separate access point away from the main site movements is most appropriate.
- 8.22 Further information on the detailed access designs can be found in the accompanying Transport Assessment (TA).



1. JOHN CLARK WAY ROUNDABOUT
NORTHERN PRIMARY VEHICULAR ACCESS POINT



2. NEWTON ROAD (SOUTH) REALIGNMENT
SOUTHERN PRIMARY VEHICULAR ACCESS POINT



3. NEWTON ROAD (SOUTH)
CEMETERY, SANG AND ALLOTMENT ACCESS POINT



STREET HIERARCHY

- 8.23 A clear hierarchy of streets is proposed within the development creating an integrated movement network. Variation in the street types proposed aids in the creation of a legible and permeable development, whilst also providing for, and encouraging pedestrian and cycle movement, and delivering necessary vehicular connections.
- 8.24 Streets will be designed as key aspects of the public space, the nature and form of which will vary according to their connectivity, function and location within the development proposals. The development proposals have been influenced by "Manual for Streets 1 & 2", which encourages designers to move away from standardised prescriptive measures and to adopt a more innovative approach, in order to create high-quality places for all users, ages and abilities.
- 8.25 The proposed street hierarchy recognises the need to combine the function of the street as a movement corridor, alongside its placemaking function. The importance of each of the street types in terms of its movement and place function varies within the hierarchy.
- 8.26 Within the site the primary movement route (The Avenue) will provide the primary vehicular access route into the development from the A6 to the west of the site. The Avenue will link John Clark Way in the north and Newton Road in the south, forming a loop through the site, increasing the permeability of the development and enabling access to dwellings from the primary access points.
- 8.27 The northern section of The Avenue has a more meandering form, aligning with the aspiration of the MFD to create a more rural character in this area of the site.
- 8.28 The network of streets and spaces will connect to the wider allocation, enabling the whole allocation to be connected and accessible.

- 8.29 Primary, secondary and tertiary streets feed off The Avenue serving smaller areas of residential development. Areas of hard paving are broken up with soft landscaping, creating attractive routes within the development.
- 8.30 The development and internal road network will be designed encourage low vehicular speeds (circa 20mph) and streets will be defined by the building layout, so that buildings and spaces, instead of roads, dominate the street scene. The design will promote safe walking and high permeability through the site and aims to limit the potential for anti-social behaviour.
- 8.31 Street lighting will be designed in conjunction with street tree planting to ensure safe and acceptable levels of lighting throughout the development.
- 8.32 The development will incorporate the following street typologies:
- The Avenue (Primary Movement Route)
 - Primary Street
 - Secondary Street
 - Tertiary Street
 - Tertiary street (Shared Surface)
 - Private Drive



THE AVENUE



THE AVENUE VARIATION



PRIMARY STREET



SECONDARY STREET



TERTIARY STREET



TERTIARY STREET (SHARED SURFACE)

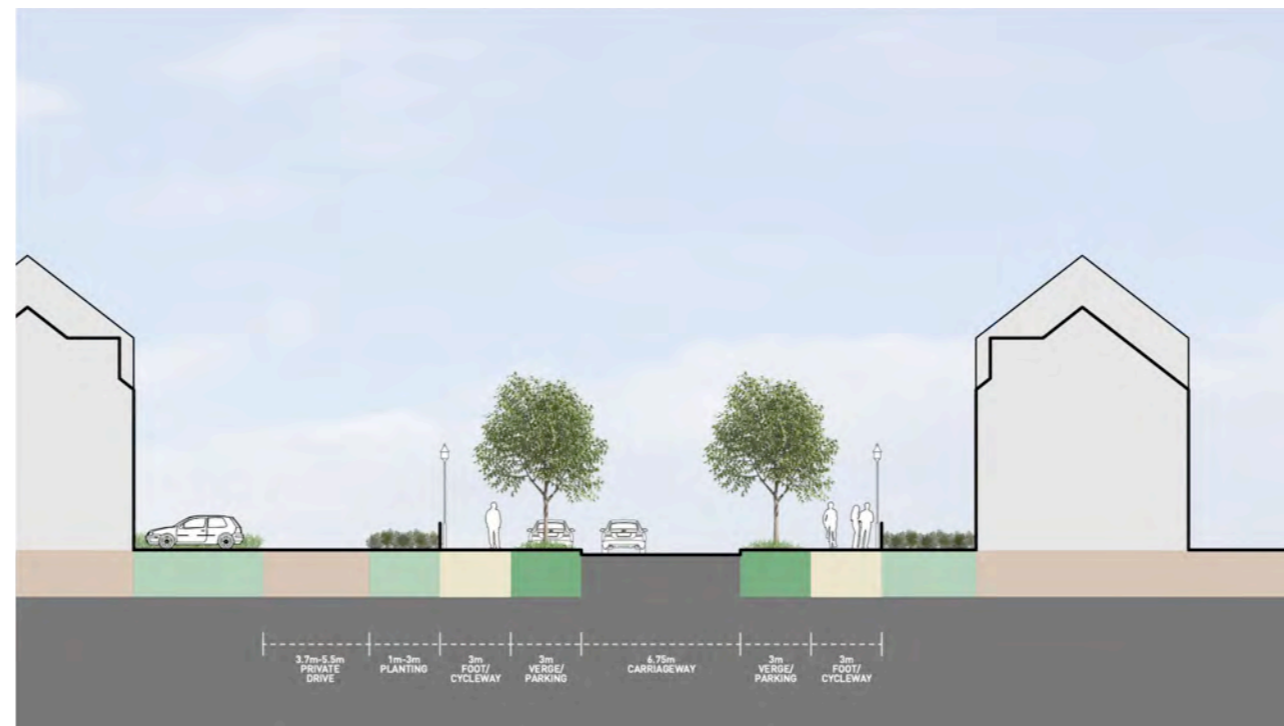


PRIVATE DRIVE

STREET TYPOLOGIES

THE AVENUE (PRIMARY MOMENT ROUTE)

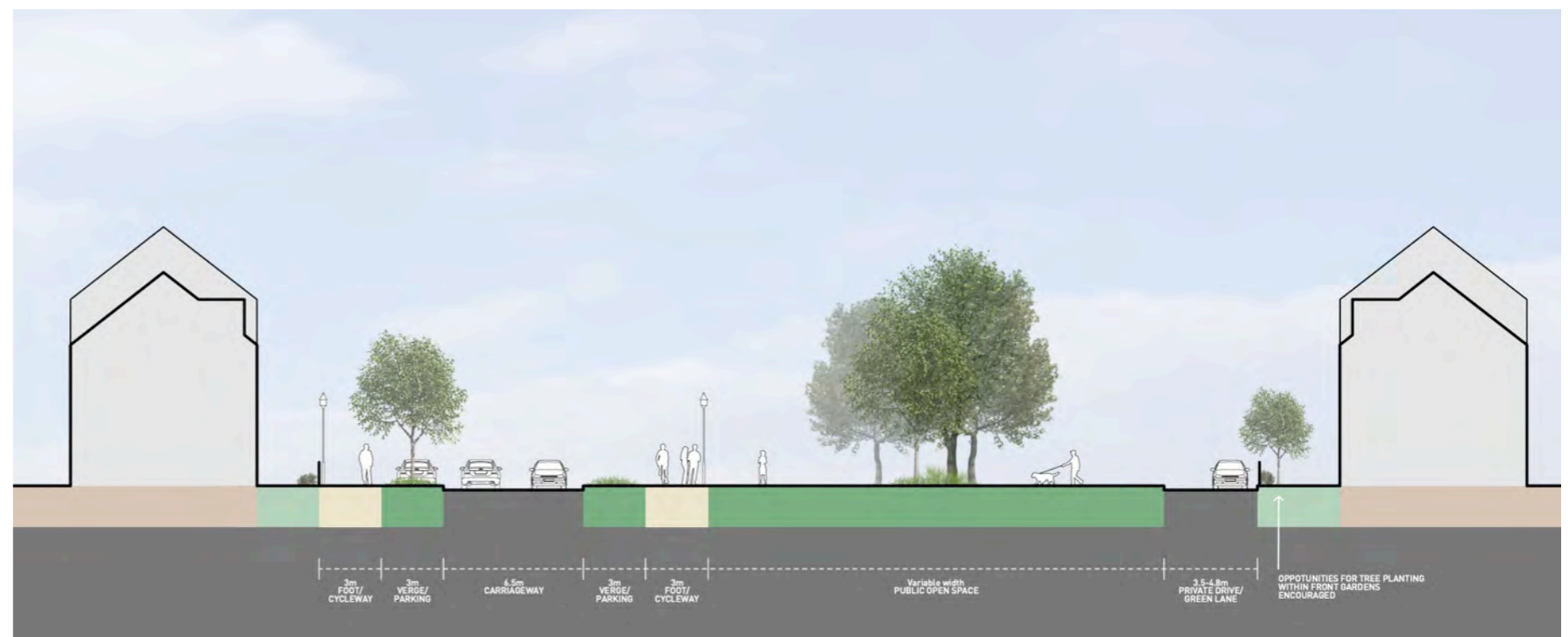
- 8.33 The Avenue will provide the principal vehicular access route into and through the development and links the northern and southern gateways via the two proposed new local centres. The carriageway will be designed to include the ability for The Avenue to provide a bus route in the future if required.
- 8.34 The Avenue will include a landscaped verge to both sides of the carriageway, ensuring that a tree lined route runs from the gateways into the site. The inclusion of this soft landscaping will act as the initial introduction of street character throughout the development.
- 8.35 Pedestrian routes will traverse along the length of The Avenue, connecting with the vehicular access points, key destinations and other pedestrian and cycle routes within the development proposals. These routes will be separated from the main carriageway by a landscaped verge with tree planting to both sides, intermittently broken up by parallel visitor parking bays.
- 8.36 Development fronting The Avenue will have consistent setbacks from the street, forming a continuous built form frontage. Direct frontage access to dwellings will be provided, with on-plot parking provided to the side of buildings, behind the building line.
- 8.37 A variation of The Avenue (Type B) is provided in the south of the site where the adjacent existing mature trees and hedgerows along the linear Town Park are to be retained in-situ. An informal path will through the generous green space, to the east of The Avenue offering an alternative route for pedestrians, away from the main highway. Development located along the southern section of The Avenue will have more green and verdant feel, with dwellings benefiting from generous views to open space and the retained tree planting.
- 8.38 Adjacent to the local centres and the northern primary school carriageway widths will be increased to a minimum of 7.3m, as per NCC Highways advice.



THE AVENUE SECTION

THE AVENUE

A long tree lined avenue fronted with prestigious housing designed as a composition, one of the widest streets at High Hayden Garden Community, a bus route, with a foot cycleway alongside it will be the main way in and out the garden community.



THE AVENUE VARIATION SECTION

PRIMARY STREET

- 8.39 Primary streets will provide direct linear routes through the site, to individual development parcels.
- 8.40 Footways will be provided on both sides of the carriageway (minimum 2m width), allowing for easy pedestrian links through development.
- 8.41 Landscaped verges with regular street tree planting will be provided to both sides of the carriageway (minimum 2m width), encouraging a green and verdant character.
- 8.42 There is the potential for rain gardens to be provided in lieu of verges, providing surface water attenuation in-situ and enhancing the SuDs network (if needed). Variations in the species planted and the potential use of aggregates, within rain gardens, will emphasise a more formal and urban character.
- 8.43 Parking will be provided on-plot to the side of dwellings, with visitor parking provided on street within the carriageway, or where development fronts open space, in parallel bays adjacent to the main carriageway.



PRIMARY STREET SECTION

SECONDARY STREETS

- 8.44 With a narrower carriageway and the use of shallower front gardens, secondary streets will provide an identifiable contrast to The Avenue and the Primary Streets.
- 8.45 Footways will be provided on both sides of the carriageway (minimum 2m width), allowing for easy pedestrian links through development.
- 8.46 To soften the surroundings, landscaping could be incorporated along Secondary Streets at intervals, thus reducing footway provision to one side of the carriageway along short stretches of the street.
- 8.47 Landscaped verges with regular street tree planting will be provided to one side of the carriageway (minimum 2m width). There is the potential for rain gardens to be provided in lieu of verges, providing surface water attenuation in-situ and enhancing the SuDs network (if needed).
- 8.48 Parking will predominantly be provided on-plot to the side of dwellings, with visitor parking provided on street within the carriageway, or where development fronts open space, in parallel bays adjacent to the main carriageway.



SECONDARY STREET SECTION

TERTIARY STREETS

- 8.49 Tertiary streets are identified by the use of a narrower carriageway widths, and a more intimate street form, encouraging lower vehicular speeds and pedestrian priority. Variations in setbacks will also encourage a less formal character.
- 8.50 Where the street follows a traditional form footway will be provided to both sides of the carriageway. Landscaping could be incorporated along the street at intervals thus reducing the footway provision to one side of the carriageway along short stretches. Cycle and vehicles will share the carriageway, with lower vehicular speed encouraging pedestrian priority.
- 8.51 The use of frontage parking is more appropriate on tertiary streets, as vehicular movements will be significantly lower in number and speed. Parking will be provided on plot to either the front or side of dwellings. No more than 4 frontage parking bays should be provided in a row without being broken up with element of street tree planting and/or landscaping.



TERTIARY STREET SECTION

TERTIARY STREET (SHARED SURFACE)

- 8.52 The appropriate use of shared surfaces and home zones will help to define and enhance variation within the internal street network, encouraging a change in character and variations in development form. Shared Surfaces have a less formal character and allow for greater instances of social interaction within the street.
- 8.53 The carriageway will be shared by pedestrian, cyclist and vehicles alike, with a continuous surface material. Shallower front gardens and areas of hard landscaping will be commonplace, and buildings will be set back from the carriageway where necessary to allow for frontage parking. Areas of parking will be broken up by the provision of soft landscaping and street trees.



SHARED SURFACE SECTION

PRIVATE DRIVES

- 8.54 Private Drives will be more informal in nature and provide access to smaller groups of private dwellings. Predominately found on the peripheries of the development where single-sided development occurs, Green Lanes and Private Drives will tend to areas of open space and/ or landscaped planting and will be characterised by a more meandering street form.
- 8.55 Pedestrian footways will be accommodated within the carriageway, adjacent to residential development, along one side of the street, with open space and intermittent parallel visitor parking bays opposite.
- 8.56 Surfaces will be block paved and/or bound gravel and will accommodate pedestrians and vehicles alike. Landscaping could be incorporated along the street at intervals thus reducing the carriageway width for short stretches.
- 8.57 These routes will serve smaller areas of development, with up to 5 dwellings served by a single private drive. They will tend to not be adopted by the local authorities.



PRIVATE DRIVE SECTION

	THE AVENUE	PRIMARY STREET	SECONDARY STREET	TERTIARY STREET	SHARED SURFACE	PRIVATE DRIVE
DIMENSIONS AND CHARACTER						
Design Speed	30 mph	20 mph	20 mph	20 mph	20 mph	15 mph
Bus Access	Yes	No	No	No	No	No
Carriageway Width	6.75m (7.3m adjacent to school)	5.5m	5.5m	5.5m	4.8m (with 2 no. 1m service margins)	Varies – minimum 3.7m width, 4.5m for first 10m (or 5.5m between structures)
Footway Width	Shared foot/cycleway	2m	2m	2m	Accommodated within shared surface	-
Cycleway	3m minimum width to both sides	On street	On street	On Street	Accommodated within shared surface	-
Verge	TYPE A – minimum 3m both sides	3m both side	3m one side only	-	-	-
	TYPE B – minimum 3m both sides, with retained mature tree planting for wide green space to the east of the street					
On-street Visitor Parking Provision (2m x 6m parallel bays)	Lay-bys integrated with street tree planting and verge	Can be located within 5.5m carriageway width	Can be located within 5.5m carriageway width	Can be located within 5.5m carriageway width	Can be located within 6.8m total carriageway width	Lay-bys located within POS opposite
Direct Access to Properties	Yes (restricted at site entry)	Yes	Yes	Yes	Yes	Yes
Maximum Number of Properties Served	Unlimited	No more than 150 properties from a single point of access	No more than 150 properties from a single point of access	No more than 150 properties from a single point of access	No more than 20 properties from a single point of access	To serve no more than 5 properties

	THE AVENUE	PRIMARY STREET	SECONDARY STREET	TERTIARY STREET	SHARED SURFACE	PRIVATE DRIVE
TECHNICAL DESIGN CRITERIA						
Swept Path Requirements	Bus and 4-axle refuse vehicle	4-axle refuse vehicle and large car	4-axle refuse vehicle and large car	4-axle refuse vehicle and large car	4-axle refuse vehicle and large car	-
Junction Spacing	20m opposite side, 40m same side (nearside kerb - nearside kerb)	20m opposite side, 40m same side (nearside kerb - nearside kerb)	20m opposite side, 40m same side (nearside kerb - nearside kerb)	20m opposite side, 40m same side (nearside kerb - nearside kerb)	20m opposite side, 40m same side (nearside kerb - nearside kerb)	20m opposite side, 40m same side (nearside kerb - nearside kerb)
Junction Radii (determined by tracking, typical figures given)	10.5 / 12m	6m / 7.5m	6m / 7.5m	6m / 7.5m	6m / 7.5m	N/A (access via simple vehicular crossover)
Forward Visibility	43m	25m	25m	25m	25m	-
Traffic Calming	Limited vertical features	Limited vertical features	Limited vertical features	Limited vertical features	Limited vertical features	-
MATERIALS						
Carriageway	Bitumen macadam	Bitumen macadam	Bitumen macadam	Bitumen macadam	Blockwork carriageway Blockwork service margins	Block paving
Foot / Cycleways	Same material as carriageway	Same material as carriageway	Same material as carriageway	Same material as carriageway	Continuous shared surface carriageway	-
Kerbing	PCC Kerb	PCC Kerb	PCC Kerb	PCC Kerb	PCC Kerb	-
Parking Demarcation	Same material as carriageway	Same material as carriageway	Same material as carriageway	Same material as carriageway	Same material as carriageway	-

Note:

The street typology code does not code every place within the development. However, it instructs the technical specifications for all street typologies within the site, giving certainty to designers over the acceptability of street components, whilst allowing some flexibility to articulate development parcels within different variations of the same theme.

PARKING STRATEGY

- 8.58 Parking will be designed in line with the current guidance contained within Manual for Streets and NNC Northamptonshire Parking Standards (Sept. 2016).
- 8.59 Parking should be provided in a location that is both convenient and well overlooked. It should be designed to be as unobtrusive to the street scene as possible, with screening provided by the use of hedges and planting, where appropriate.

RESIDENTIAL PARKING

- 8.60 Allocated parking will predominantly be provided on plot, within the curtilage, either to the front or side of dwellings, with individual bays, and/or garages set back from the building line, to allow ease of access to dwellings.
- 8.61 Allocated residential parking will be provided at the rates set out below:

Number of bedrooms per dwellings	Minimum number of spaces required
1 bed	1
2 or 3 bed	2
4 bed +	3

- 8.62 Unallocated visitors parking will be provided at 0.25 spaces per dwelling.
- 8.63 Vehicle/pedestrian visibility splays of 2 x 2m (from the back of highway to the side of driveway) should be incorporated where parking spaces abuts the back edge of footway or the highway boundary.
- 8.64 Where parking is provided on street (via parallel or perpendicular bays) it should be carefully designed to be typically no more than 4 spaces appear in a row, and areas of landscaping and/or planting should be used to break up the appearance.
- 8.65 The use of rear parking courts should only be used in exceptional circumstances. Where parking courts are utilised, they should serve no more than 5 units, and should be designed to include good levels of natural surveillance and opportunities for active overlooking.
- 8.66 Disabled parking will be provided in accordance with the appropriate standards.

GARAGES

- 8.67 Where garages count towards allocated parking provision these should be a minimum internal size of 3.3m x 6m (wide x length) for single garages, and 5.8m x 6.0m for double garages.
- 8.68 Garages should be set back a minimum of 5.5m from the highway, as set out in the NNC Northamptonshire Parking Standards (Sept. 2016).

ELECTRIC VEHICLE CHARGING

- 8.69 Electric vehicle charging points will be provided in High Hayden Square, adjacent to the local centre, primary and secondary schools and close to the playing fields.
- 8.70 Electric vehicle charging points will be provided for each dwelling, in accordance with Buildings Regulations requirements.

CYCLE PARKING

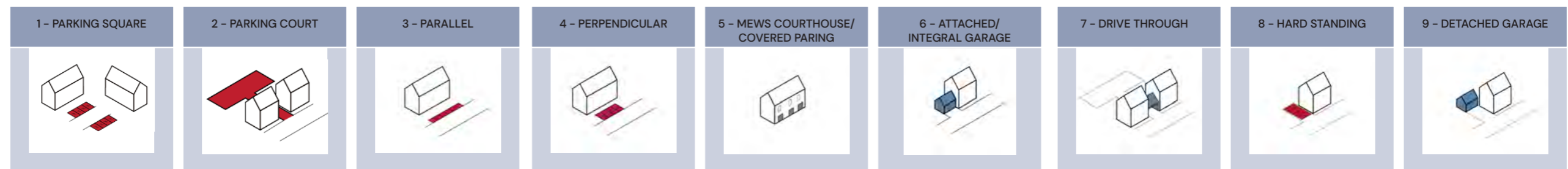
- 8.71 Secure cycle parking spaces for individual dwellings should be provided within the curtilage of the dwelling, and at a rate of 1 space per bedroom. Where cycle parking is to be accommodated within garages then these should be of an appropriate size to ensure that there is room for both car and cycle parking.
- 8.72 For properties that do not have garages, secure sheds should be provided in rear gardens.
- 8.73 For apartments secure cycle parking should be provided in a communal facility.

VISITOR PARKING STRATEGY

- 8.74 Un-allocated visitor spaces should be provided across the development, at a rate of 0.25 spaces per dwelling.
- 8.75 An additional 0.25 spaces should be provided for every 4-bedroom (or larger) dwelling that features tandem parking.

NON-RESIDENTIAL PARKING STRATEGY

- 8.76 Car and cycle parking for the shops and services associated with the proposed local centre, and the employment areas will be provided as set out in NNC Northamptonshire Parking Standards (Sept. 2016).



	Name	Type	Allocated?	Description	Comments
1	Parking Square	Off-plot	Optional	Group(s) of parking bays typically located adjoining the main carriageway providing convenient access to dwellings	Convenient access to parking. Good surveillance from neighbouring properties.
2	Parking Court	Off-plot	Optional	Group(s) of parking bays and/or garages located within a shared courtyard.	Generally limited to up to 8 dwellings
3	Parallel	On-street	No	Parking located adjacent to the carriageway. Accessed directly off the road.	Can be marked or unmarked. Easily accessible. Typically rows of 4 bays.
4	Perpendicular	On-plot/Off-street	Optional	Parking located perpendicular along roadside. Accessed directly off the road.	Can be marked or unmarked. Easily accessible. Generally suited to streets where speeds are kept to a minimum. Maximum rows of 4 bays.
5	Mews Courthouse/ Covered Parking	On/off-plot	Yes	Terraced garages with residential uses above. Serving dwellings in the vicinity.	Allows enhanced natural surveillance over parking and offers efficient use of land.
6	Attached/ Integral Garage	On-plot	Yes	Private garage adjoining the dwelling, often allowing access directly to house.	To be set back from public domain to allow parking in front. Convenient access to dwelling. Could be attached to neighbouring property and allows for room above.
7	Drive Through	On-plot	Yes	Parking bay and/or garage access through a covered arch on the street.	Helps avoid car dominated street scene whilst providing secure on-plot parking
8	Hard Standing	On-plot	Yes	Parking bays located next to dwelling, including tandem bays	Can be located against the back edge of public domain or set back to allow additional parking in front. Can be joined to neighbouring parking bay.
9	Detached Garage	On-plot	Yes	Private garage often located next to dwelling. Garages to be set back from prominent frontages. Careful design required to mitigate impact of parked cars on the street scene.	Must be set back to allow parking in front (allowance for tandem for up to 2 parking spaces in front of garages). Can be joined to neighbouring garage.

Note:

Parking spaces will be 3m x 5m (wide x length) for single spaces and 3m x 11m for tandem driveway spaces. Where spaces are located adjacent to a wall (or similarly solid structure) spaces should be increased to 3.3m wide. Spaces located within parking courts should be 2.5m x 5m. tandem spaces should not be used in parking courts.

National Planning Policy Framework chapters: : 8, 12



HOMES AND BUILDINGS

Functional, Healthy
and Sustainable

9



“Well-designed homes and buildings are functional, accessible and sustainable. They provide internal environments and associated external spaces that support the health and well-being of their users and all who experience them.”

(Para. 120, NDG 2019)

- 9.1 The proposals for High Hayden Garden Community will comprise a distinctive character and a strong sense of place, informed by important site features and the existing valued qualities of Higham Ferrers and Rushden.
- 9.2 The proposals aim to create a place that has a healthy, comfortable and safe internal and external environment.

DETAILED DESIGN CONSIDERATIONS FOR DWELLINGS

- 9.3 House frontages will be carefully designed with generous windows from habitable rooms, clearly defined and attractive front doors and planting to act as buffer between the public pavement and private window.
- 9.4 Internal habitable rooms should have high levels of natural daylight and connect well to gardens and terraces.
- 9.5 Affordable housing will be well-integrated into the proposals with a tenure blind approach so there is no discernible difference between private and affordable dwellings.
- 9.6 East Northamptonshire Council has formally adopted the Nationally Described Space Standards and the detailed design of all dwellings should ensure that all residential development adheres with these requirements, as per the NNJCS Policy 30 – Housing Tenure and Mix.

REFUSE AND RECYCLING

- 9.7 ENC currently provides one wheeled bin for non-recyclable waste, one wheeled bin for recycling, one wheeled bin for garden waste and one outdoor food waste caddy. The district currently has an alternate week kerbside collection of recyclable and garden waste, and non-recyclable waste, and a weekly collection of kitchen waste from all residential premises.
- 9.8 The detailed development proposals will provide rear access to dwellings, allowing residents to store waste bins away from dwelling frontages, and within the dwelling curtilage.
- 9.9 Where dwellings are not served from an adoptable road bin collection points (BCP's) should be provided. In line with NCC and RECAP guides, the following collection distances will apply:
- Waste containers should be located within 25m of the collection point; and
 - Within 30m of the dwelling.
- 9.10 For apartments communal bins stores should be provided. These should be capable of accommodating 2 no. 1100 litre recycling bins, 1 no. 1100 litre residual waste bin and 1 no. litre food waste bin, for every 8 flats/ apartments.

EMERGENCY ACCESS

- 9.11 The detailed design of dwellings should allow for good access for emergency services, and facilities for the safe access to and from buildings in the event of an emergency.



INDICATIVE VIEW OF RESIDENTIAL DEVELOPMENT WITH INSET POCKET PARK

National Planning Policy Framework chapters: : 8, 12, 15, 16



IDENTITY

Attractive and Distinctive

“Well-designed homes and buildings are functional, accessible and sustainable. They provide internal environments and associated external spaces that support the health and well-being of their users and all who experience them.”
(Para. 120, NDG 2019)

REGULATING PLAN

- 10.1 The masterplan proposals should ensure that development is easy to navigate and read. The key to aiding wayfinding throughout the scheme is the development of a legibility strategy, setting out key considerations for the further detailed design of development. Legibility refers to the degree to which people can understand and identify with the built environment. Building and layout design, planting and views will be utilised to form visual focal points and create identifiable routes.
- 10.2 The features set out on the following pages and identified on the Regulating Plan are intended to increase legibility and aid wayfinding across the proposals, while responding to the surrounding local built form context.

PROMINENT ACTIVE FRONTAGES

- 10.3 Prominent Active Frontages have been identified that are critical to the appearance of the development. Particular attention should be paid to the massing, materials and architectural detailing of buildings framing key open spaces and streets, to ensure these buildings have frontages that would contribute towards creating a unique and memorable experience of distinctive quality and character.

KEY FRONTAGES

- 10.4 Key Frontages have been identified, on the regulating where development overlooking the Central green Corridor, A6 and High Hayden Square will be particularly important and critical to the appearance of the development. Consideration should be given to the massing of the proposed development to ensure that the proposals 'sit' within the landscape, and these frontages should be designed as a composition. Consideration should be given to the visual linking of the built environment with areas of open space and landscape features, helping to further enhance a verdant residential character, through the visual inheritance of open space and landscape.

KEY/LANDMARK BUILDING

- 10.5 Location have been identified at key intersections of routes, prominent corners, and/or terminating key views, for the inclusion of Key/Landmark Buildings to increase the legibility of development. These should be designed to be distinctive from the adjacent built form. They can be defined by utilising variations in materials, storey heights, colours, frontage treatment and architectural styles.

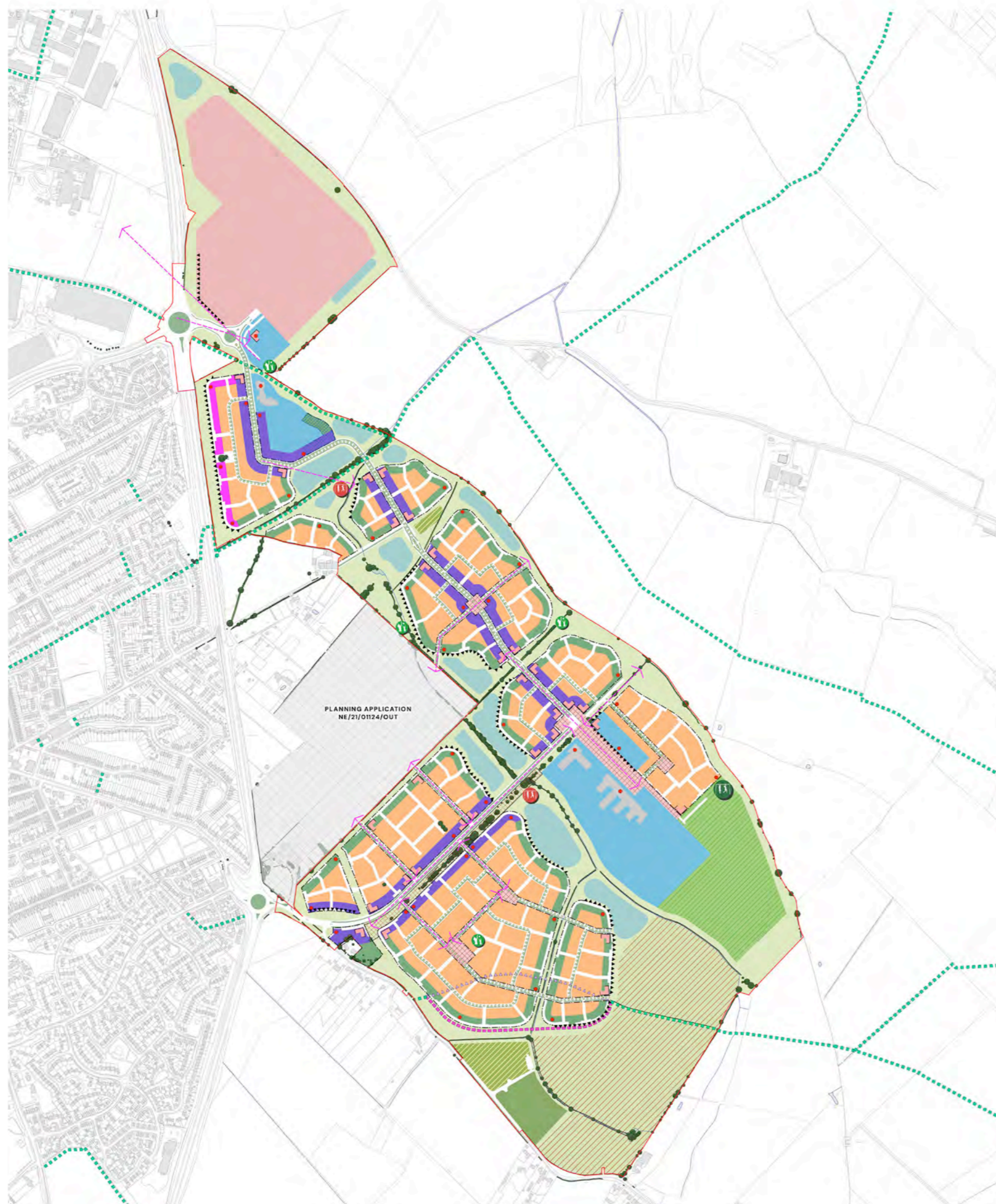
KEY SPACES

- 10.6 Key spaces are proposed to complement and reinforce the role of Prominent Active Frontages and key/landmark buildings. They could be defined by a change in surface materials, surrounding built form or massing, or architectural detailing. Designs for frontages onto focal spaces should be approached using composite street elevations, where emphasis is given to the contextual surrounding, and the nature of the public realm to be created.

KEY VIEWS

- 10.7 Visual links between key development destinations and spaces will help to aid in wayfinding making the development easier to navigate. The composition of development within the Key Views identified should be carefully considered. The detailed design of dwellings, the use of architectural detailing and materiality, and proposed landscape features within these views will all contribute to the legibility of the site.

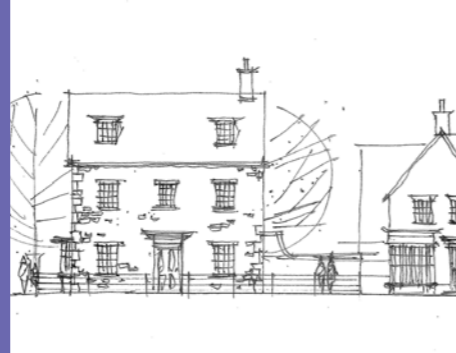
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- KEY**
- CA1 - Victorian/Georgian
 - CA2 - Green Edge
 - CA3 - Core Housing
 - CA4 - AB Frontage
 - Mixed Use Centre
 - Employment
 - Public open space
 - Suitable Alternative Green Space (SANG)
 - Playing Fields
 - Indicative location of LEAP
 - Indicative location of combined NEAP/LEAP
 - Indicative location of MUGA
 - Indicative location of Allotments
 - Indicative location of Cometary
 - Indicative location of attenuation basin
 - Indicative location of low-key natural play feature
 - Existing PfoW
 - Existing PfoW to be diverted
 - Prominent active frontage
 - Key frontage - potentially designed in a compositional form
 - Key/landmark building
 - Primary corner turner building
 - Key views
 - Existing vegetation to be retained (subject to detailed design)
 - Tree lined street
 - Town Park
 - Key space
 - Existing watercourse
 - Indicative school building
 - Potential school expansion land
 - Indicative street (subject to refinement during detailed design stage)

REGULATING PLAN

CA1



CA2



CA3



CA4



CA5



CA6

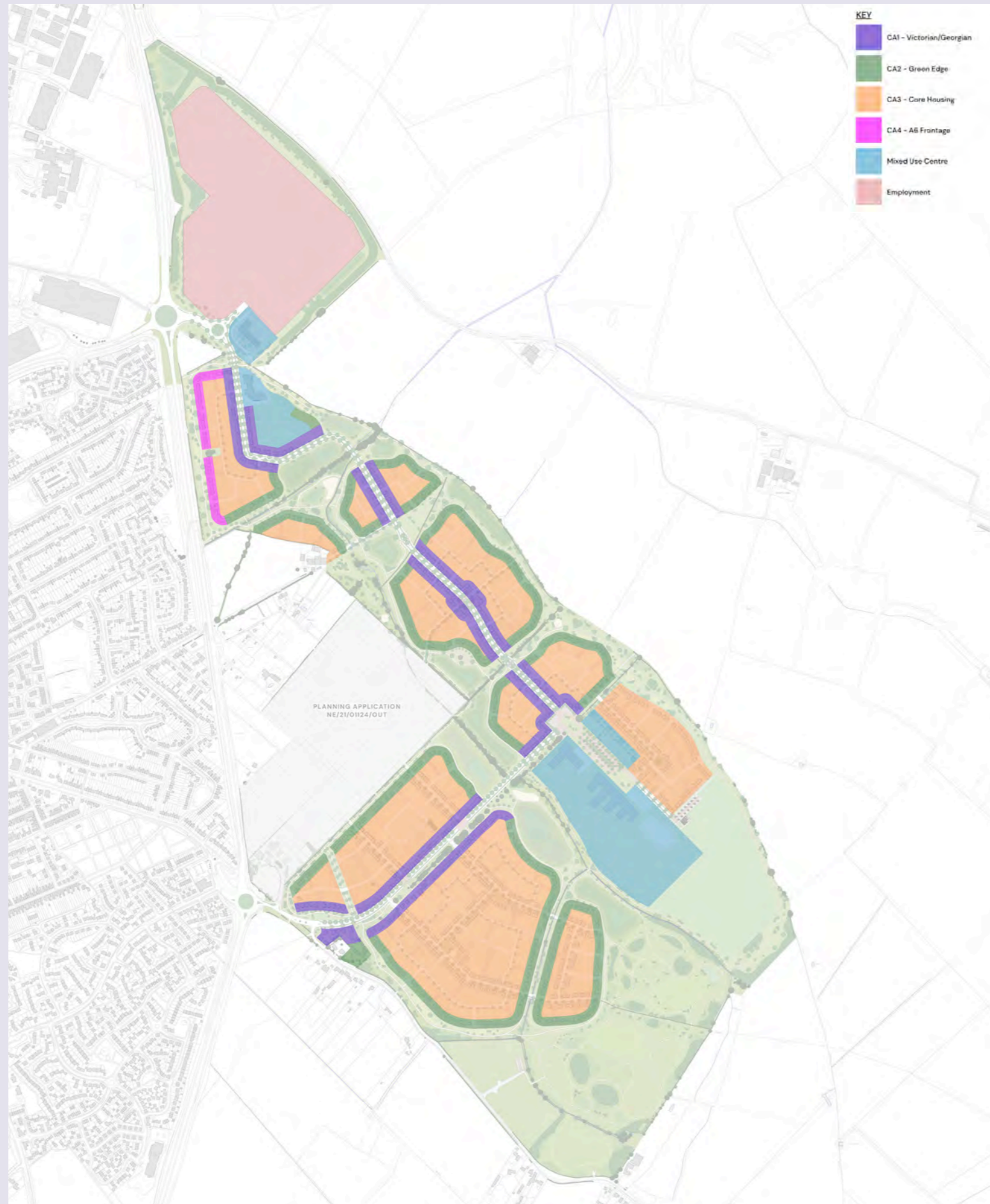


CHARACTER AREAS

10.8 Character areas are a useful way of helping assimilate the design proposals within its surroundings, whilst providing a continuity of themes across the development and helping to generate a sense of place. Each character area will contain its own individual design components which aid in making it distinct from other areas. These components of character include the built form elements referred to earlier will include built form principles, and in addition consideration of changes in building height, building setbacks, landscape treatments, architectural detailing and materials.

10.9 The site has been divided into 6 proposed character areas each with a clearly defined character relating to the site's context and surroundings. The following pages describe how the character areas should be designed in such a way to help create a varied and diverse townscape. The character areas are detailed below as follows:

- CA1: Victorian / Georgian
- CA2: Green Edge
- CA3: Core Housing
- CA4: A6 Frontage
- CA5: Mixed Use Centre
- CA6: Employment



CHARACTER AREAS PLAN

CA1

CA1 VICTORIAN/GEORGIAN CHARACTERS

10.10 This character area includes the main entrance which provides for a clear sense of arrival to the site. Priority in this character area is given to emphasising that this is a residential area. The Avenue has a distinct linear character, reinforced by wide verges and avenue tree planting.







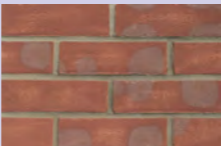


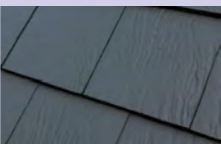
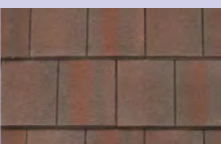


10.11 The character of buildings in this area of the The Avenue have their ridge lines running parallel with the road and are to be built upon the Victorian/Georgian character found in the context. This is typified by predominantly brick detached housing, with ornate brick detailing. Housing will be predominantly two and three storey and mainly setback from public footpaths and open space to take into consideration verge spaces to create a boulevard with generous sized trees and landscaping. The tree lined avenue approach conserves and enhances the existing avenue of trees that can be seen along the route of the Primary Road. Where a corner is turned it is important to address both streets with the roof formation and side fenestration.

10.12 The following tables, plan, text and illustrations address the design components:

URBAN FORM	BUILDING TYPOLOGY	BUILDING LINES	HEIGHT/ENCLOSURE
<ul style="list-style-type: none"> • Main north/south street (not shared surface) • Dwellings primarily facing onto streets and spaces • Buildings setback behind the back edge of footway and/or street edge by 2m or greater • Buildings setback further where larger houses in the central section of the north south street to allow for tree planting. 	<ul style="list-style-type: none"> • Predominantly detached and semi-detached dwellings 	<ul style="list-style-type: none"> • Relatively consistent dwelling building line following a linear route of streets and spaces • Occasional greater setbacks for larger dwellings 	<ul style="list-style-type: none"> • Predominantly 2 storey dwellings • Occasionally up to 3/4 storey • Feature architecture on key corners.



INDICATIVE DESIGN CONCEPT

SCALE & PROPORTION	BUILDING DETAIL	BUILDING MATERIALS (WHERE PROPORTIONS ARE NOTED THEY SHOULD BE DISTRIBUTED EVENLY)	LANDSCAPE DESIGN / BOUNDARY TREATMENTS	PARKING
<ul style="list-style-type: none"> Predominantly larger dwellings to establish formality along central spine  	<ul style="list-style-type: none"> Treatment of fenestration and other detailing to establish a formal pattern along the central spine. Inspired by Victorian & Georgian typologies Black barge boards/ occasionally decorative Cropped Eaves onto dentil course Predominantly flat canopy over front doors (black) Brick splayed arched voussoirs and stone flat headers and sills to front Panelled doors Occasional bay window to ground floor Occasional band course (stone or painted white) to first floor sill level Windows colour coated UPVC or timber Chimneys to key properties    	<ul style="list-style-type: none"> Façades <ul style="list-style-type: none"> Predominantly red brick (2 types minimum ie red/ claret) Occasional contrasting brick or painted brick (white) Stock bricks for feature plots Occasional rough cast render Stone/reconstituted stone to feature buildings Roof <ul style="list-style-type: none"> Slate effect tiles Red/brown duoplain tile. Real slate Plain clay Gutters to include rise and fall brackets         	<ul style="list-style-type: none"> Formal tree planting on verges along the central spine (large growing species planted as medium sized trees.) Formal hedge (up to 600mm high) to define front garden boundaries where houses are set back and/or black railings to feature plots  	<ul style="list-style-type: none"> Predominantly between plots or drive through to small parking courts Visitor on street bays between verge tree planting





CA1 VICTORIAN/GEORGIAN CHAR.



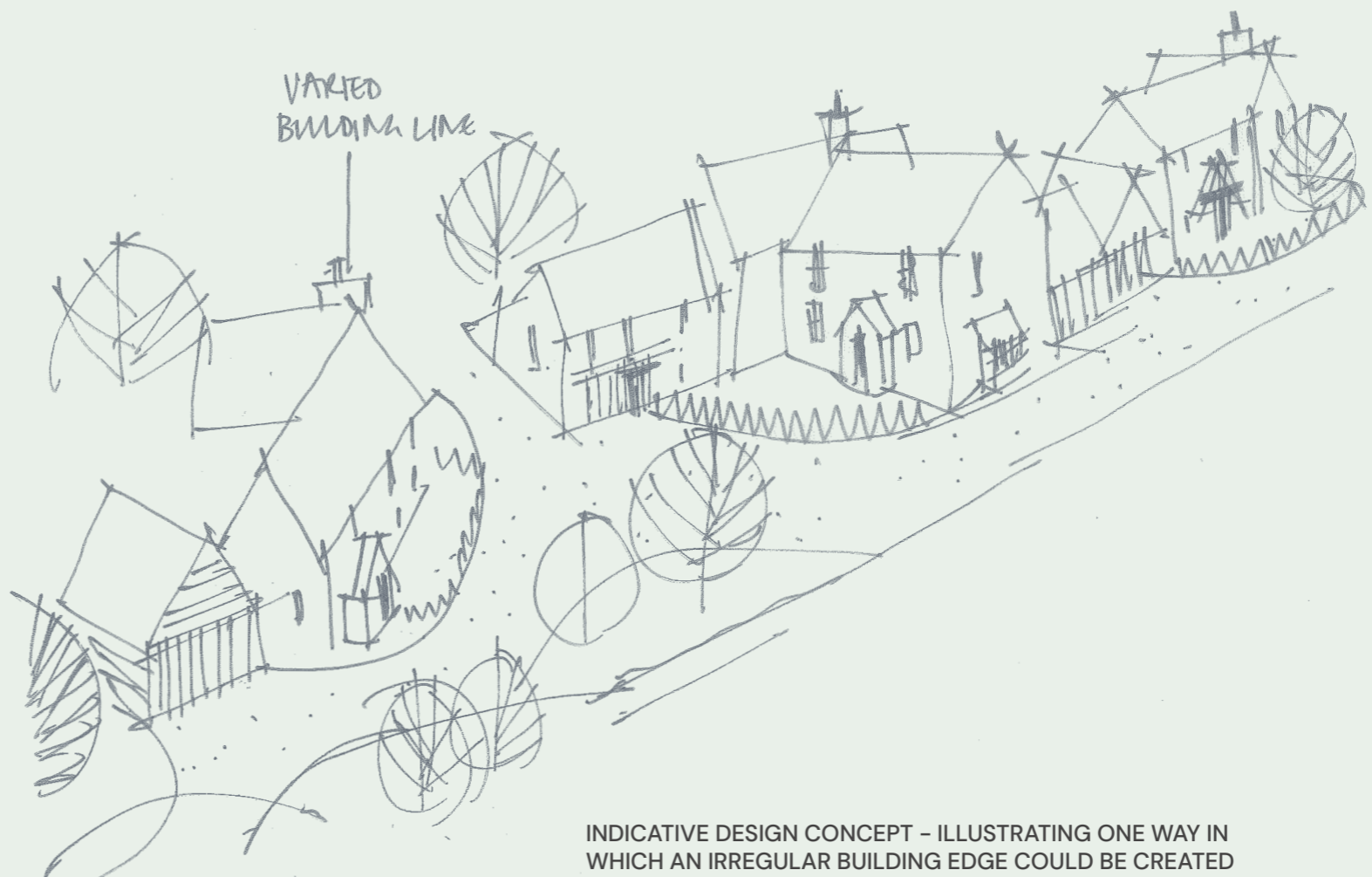
ACTER

CA2 GREEN EDGE

- 10.13 This character area will be typified by detached dwellings adjoining the wider countryside, generally served off private landscaped drives inspired by villages to the east of Rushden.
- 10.14 More open form allows a greater landscape emphasis and potential for greater tree cover to break up built form when viewed from the wider landscape.
- 10.15 Design objectives promote a less formal character that fits with its more rural context beyond the boundary edge.
- 10.16 The area looks out over the countryside and will provide a lower density of detached and semi-detached houses, with some smaller terraces, forming loose clusters.
- 10.17 Development will be laid out informally with less adherence to specific building lines.
- 10.18 Houses will be encouraged to have a greater variety of roof and ridge lines to create a more informal character.
- 10.19 Development in this area should maximise the views over the open countryside.
- 10.20 The following tables, plan, text and illustrations address the design components:

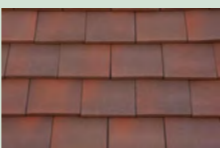
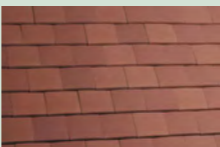
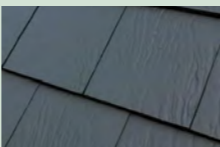
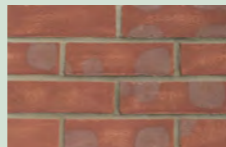
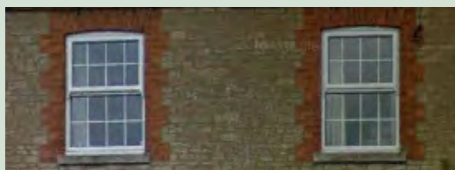
CA2

URBAN FORM	BUILDING TYPOLOGY	BUILDING LINES	HEIGHT/ENCLOSURE
<ul style="list-style-type: none"> • Dwellings overlooking, and providing natural surveillance over, the open space • Greater propensity for private drives 	<ul style="list-style-type: none"> • Predominantly detached and semi-detached dwellings 	<ul style="list-style-type: none"> • Stepped building line with occasional rotation of units to provide variation and reduce linearity 	<ul style="list-style-type: none"> • Predominantly up to 2 storey dwellings with occasional 2.5/3 storey dwellings



INDICATIVE DESIGN CONCEPT - ILLUSTRATING ONE WAY IN WHICH AN IRREGULAR BUILDING EDGE COULD BE CREATED

SCALE & PROPORTION	BUILDING DETAIL	BUILDING MATERIALS (WHERE PROPORTIONS ARE NOTED THEY SHOULD BE DISTRIBUTED EVENLY)	LANDSCAPE DESIGN / BOUNDARY TREATMENTS	PARKING
<ul style="list-style-type: none"> A mix of larger and smaller dwellings to create a varied edge 	<ul style="list-style-type: none"> Façade detailing to provide variation and incident to the street scene. Pitched porch canopies Stone effect or brick lintels/sills Occasional window brick details Vertical boarded effect doors Working, dummy or brick slip chimneys to countryside facing dwellings Windows colour coated UPVC or timber No GRP chimneys 	<ul style="list-style-type: none"> Façades <ul style="list-style-type: none"> Brick (2 types) Painted white brick White render to front elevations Stock bricks for feature plots Occasional stone/reconstituted stone Roof <ul style="list-style-type: none"> Real clay tile to feature plot Slate effect tiles Plain tile effect 	<ul style="list-style-type: none"> Hedge (up to 600mm high) to define front garden boundaries where houses are set back Parkland style tree groups (native/semi-native species) within open space Timber posts occasionally on the open space side of private drives to control parking Heritage metal fencing 	<ul style="list-style-type: none"> Frontage on plot Visitor on street bays





CA2 GREEN EDGE



CA3 CORE FAMILY HOUSING

- 10.21 The housing will be simple and formal in a 'perimeter block' format reflecting the form of the rectilinear layout of Rushden. This promotes a strong sense of public and private realm relationship with fronts facing the public realm and private backs in the gardens, which are generally not exposed or visible.
- 10.22 Tree planting will be located along shared routes between vehicles and pedestrians.
- 10.23 This area forms a significant area of development and it will have a variation of details depending on location.
- 10.24 The character of development has been inspired by the vernacular form which can be found in the context. The simple cues that define these areas are to be developed and evolved in this character area.
- 10.25 There will be a mixture of formal and informal streets, with dwellings providing clear presence and frontage onto streets and public realm.
- 10.26 Eaves and ridge lines will typically be consistent between groups of buildings, but may vary along the length of a street.
- 10.27 The following tables, plan, text and illustrations address the design components:

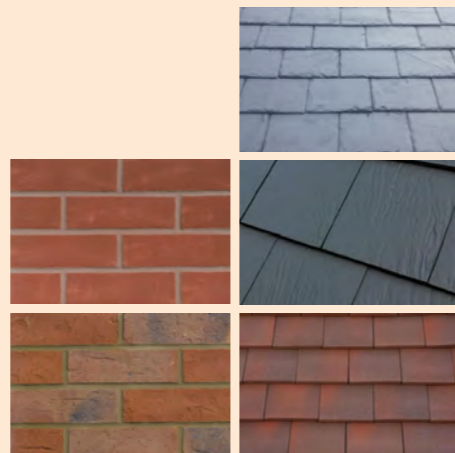
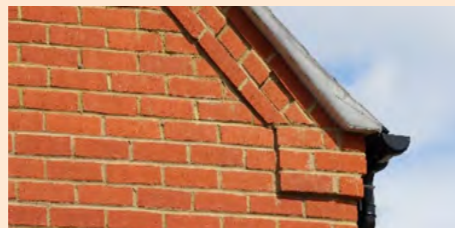
CA3

URBAN FORM	BUILDING TYPOLOGY	BUILDING LINES	HEIGHT/ENCLOSURE
<ul style="list-style-type: none"> • Dwellings primarily facing onto streets and spaces within the housing (not on the edge) • Typically shared surface streets 	<ul style="list-style-type: none"> • Semi-detached and short terraces/apartments • Occasional detached housing 	<ul style="list-style-type: none"> • Occasional stepping forward and back of units to provide variation and reduce rectilinearity 	<ul style="list-style-type: none"> • Predominantly up to 2 storey dwellings • 1 storey bungalows grouped together in streets/clusters.



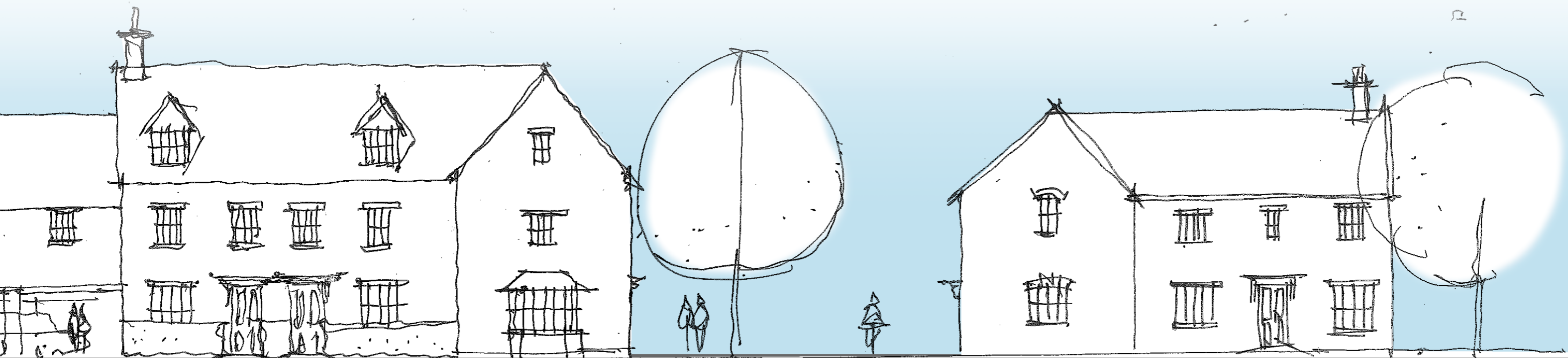
INDICATIVE DESIGN CONCEPT - SHOWING ONE WAY IN WHICH THE ROOF FORM COULD BE VARIED

SCALE & PROPORTION	BUILDING DETAIL	BUILDING MATERIALS (WHERE PROPORTIONS ARE NOTED THEY SHOULD BE DISTRIBUTED EVENLY)	LANDSCAPE DESIGN / BOUNDARY TREATMENTS	PARKING
<ul style="list-style-type: none"> A mix of larger and smaller dwellings to facilitate pockets of higher and lower densities 	<ul style="list-style-type: none"> A mix of formal and varied detailing in key locations to facilitate smooth transitions into CA1 & CA2. Canopies over doors Flat arch lintels brick/crease tile cills Panelled doors Windows colour coated UPVC or timber No GRP chimneys Brick slip chimneys to key buildings only 	<ul style="list-style-type: none"> Façades <ul style="list-style-type: none"> Brick (2 types) Roof <ul style="list-style-type: none"> Natural slate to feature plots only Plain tile effect Potential for limited use of slate effect tiles 	<ul style="list-style-type: none"> Low knee-height metal railing to edge of pocket parks Less formal planting than CA1 	<ul style="list-style-type: none"> Between plots but also frontage and small parking courts for apartments Integral where broken up by occasional front gardens/tree planting along frontage Frontage on plot Visitor parking on street





CA3 CORE FAMILY HOUSING



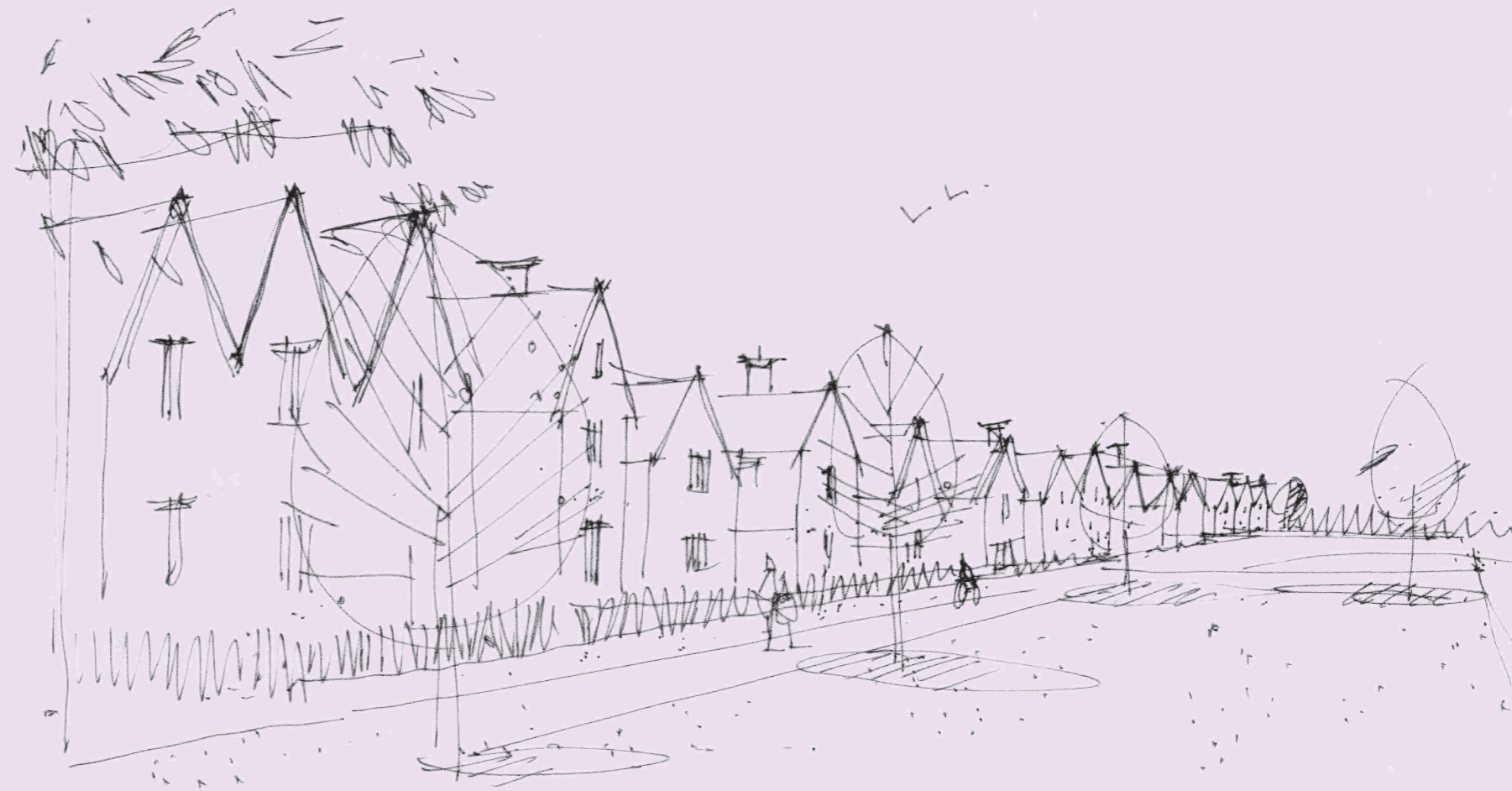
CA4 A6 FRONTAGE

10.28 This character area will be typified by taller units arranged along a linear building line. Dwellings will be set back from the A6 by a large landscape buffer, but will still create a strong frontage to the main road. Residential activity will humanise the space creating a shift in the character of the A6.

10.29 Architectural features should be used consistently to create a strong rhythm to the frontage. Such an approach will create a clearly identifiable character visible from the A6. A large landscape buffer will provide a safe space for pedestrian and cycle movement, accentuating the residential nature of the character area.

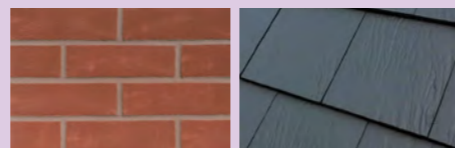
CA4

URBAN FORM	BUILDING TYPOLOGY	BUILDING LINES	HEIGHT/ENCLOSURE
<ul style="list-style-type: none"> Dwellings fronting on to A6 Large setback from A6 with landscape buffer in between 	<ul style="list-style-type: none"> Buildings will be predominantly semi-detached and terraced units, resulting in a relatively strong and mostly continuous frontage to the A6. Apartments acceptable within this character area. 	<ul style="list-style-type: none"> Linear building line parallel to the A6 Access to properties within this character area will be via Green Lanes/Private Drives connecting to the internal road network No direct access is provided from the A6 	<ul style="list-style-type: none"> Predominantly 2.5 and 3 storey dwellings and apartments Spaces between buildings minimised to create continuous frontage where possible



INDICATIVE DESIGN CONCEPT - ONE WAY IN WHICH THE A6 FRONTAGE COULD BE DEVELOPED WITH THE USE OF REPETITIVE GABLES CREATING RHYTHM IN THE STREET SCENE

SCALE & PROPORTION	BUILDING DETAIL	BUILDING MATERIALS (WHERE PROPORTIONS ARE NOTED THEY SHOULD BE DISTRIBUTED EVENLY)	LANDSCAPE DESIGN / BOUNDARY TREATMENTS	PARKING
<ul style="list-style-type: none"> Predominantly buildings with greater mass and presence to create a strong frontage onto the A6 	<ul style="list-style-type: none"> Balanced symmetrical elevations inspired by Victorian & Georgian typologies Gable projections facing the A6 creating rhythmical appearance to the streetscene Black barge boards Bay windows to some properties using a symmetrical approach to streetscene composition Brick splay or arched headers and reconstone sills Panelled doors White/Coloured UPVC windows Chimneys to some properties resulting in a symmetrical appearance to the streetscene 	<ul style="list-style-type: none"> Façades <ul style="list-style-type: none"> Predominantly red brick (1 type for consistency) Roof <ul style="list-style-type: none"> Slate effect tiles 	<ul style="list-style-type: none"> Low brick wall with railings Landscape buffer to between A6 and dwellings to include informal tree planting. Further detail can be found in the Green Infrastructure Strategy Document. 	<ul style="list-style-type: none"> Mix of frontage parking and parking to the side of dwellings Frontage parking is encouraged to facilitate a more continuous building line Courtyard parking acceptable for apartments



CA5 MIXED USE CENTRE

10.30 This character area will consist of buildings with a greater degree of mass and height reflecting their use and status within the development. Uses may vary from ground to upper floors so aiding natural surveillance and activity within the mixed use centres. No limitations should be put on style, with landmark buildings creating a distinct focus to aid legibility. Parking should be interspersed with landscaping to soften the environment.

10.31 The southern primary school, and Local Centre will overlook the east west green link and High Hayden Square, providing active frontages and natural surveillance of these key public spaces.

10.32 The detailed design of the primary and secondary school is subject to consultation with the local education authority and NNC. The potential inclusion of an extra pedestrian cycle access point along the south western school boundary should be explored at the detailed design stage.

10.33 CA5 WILL BE TYPIFIED BY:

- Street types – The nature of a mixed use centre lends itself to a shared space style approach to the public realm. Simple delineation between uses can be achieved using hard and soft landscaping materials.
- Building types – Buildings will often be of mixed use with size responding to the required use.
- Building heights – Buildings can range in height from 2 storey to 4 storey dependant on location and use. Floor to ceiling heights may often be larger than standard residential properties. Where residential units are proposed at ground floor level, this taller ground to ceiling height should be considered as a design feature.
- Building containment – Arrangement of buildings can be either regular or irregular, but spatial arrangement should conform to key views highlighted in the regulating plan.
- Building line setback and parking – Parking should be accessible for all, but not overwhelm the streetscene. Soft landscaping will play a vital role in breaking up the appearance of parking runs.
- Density – High density
- Architectural style – A specific style or character should not be prescribed at this stage. Form should follow function for a mixed use area, and landmark principles should be considered.
- Materials – Whilst individual style is not prescribed, it is envisaged built form will have a significant proportion of red brick as a material tie to the surrounding vernacular.



INDICATIVE VIEW OF DEVELOPMENT IN THE SOUTHERN MIXED-USE LOCAL CENTRE

CA5



CA6 EMPLOYMENT

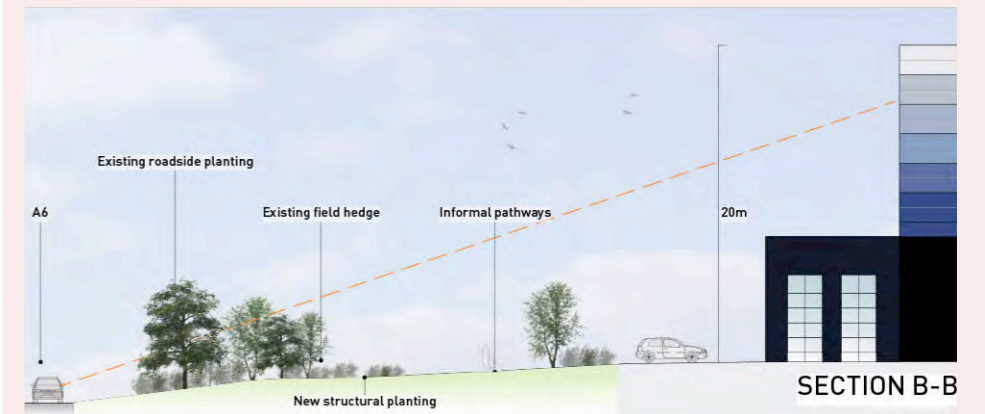
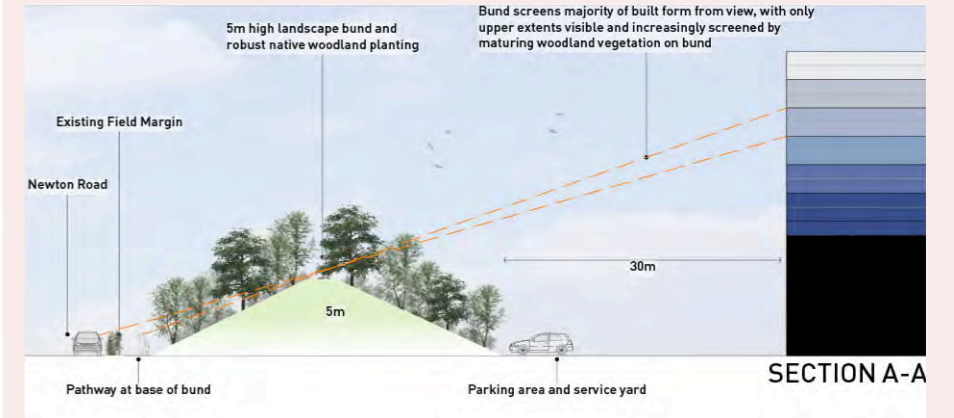
CA6 WILL BE TYPIFIED BY:

- 10.34 CA6 will encompass a variety of employment uses at different scales. Its location within the masterplan provides near direct access to the A6. Situated at the northern entry point into the development it is important that buildings address their landmark position. Built form on this corner should create an identifiable feature of strong architectural form.
- 10.35 Buildings in this character area will take a number of different forms possibly ranging from offices to warehouse buildings. All buildings should be designed sympathetically to their surrounding environment, responding to either their landmark position or less prominent location set back within a verdant setting.





INDICATIVE EMPLOYMENT LAND LAYOUT



National Planning Policy Framework chapters: 8, 9, 12

11

PUBLIC SPACES Safe, Social and Inclusive

“The quality of the spaces between buildings is as important as the buildings themselves. Public spaces are streets, squares, and other spaces that are open to all. They are the setting for most movement. The design of a public space encompasses its siting and integration into the wider network of routes as well as its various elements. These include areas allocated to different users – cars, cyclists and pedestrians – for different purposes such as movement or parking, hard and soft surfaces, street furniture, lighting, signage and public art.”
(para. 136 (f) NPPF 2021)

- 11.1 For a full technical description of the landscape design approach please refer to the Green Infrastructure (GI) Strategy Document also submitted as part of this outline application.
- 11.2 The delivery of well-designed accessible and inclusive public spaces will offer residents spaces to socialise and engage with each other, encouraging interaction and opportunities to benefit from healthy lifestyle choices.

LANDSCAPE STRATEGY

- 11.3 Landscape design is a key component for creating a successful development at High Hayden Garden Community. The proposed multi-functional green infrastructure is an integral part of the scheme and creates a strong landscape structure across the site, focussed around the retention and enhancement of existing landscape assets wherever possible.
- 11.4 The delivery of the new green infrastructure and accessible public open space has been a driving factor in the creation of new routes and spaces within the masterplan, and the landscape helps to further define the public and private space whilst adding colour, water and seasonal interest to the residential environment.
- 11.5 Successful public spaces help create more attractive places to live and provide safer routes for users. From an ecological perspective the delivery of green spaces alongside development can increase flood protection and sustainable drainage, as well as providing better micro climates and enhancing biodiversity.
- 11.6 The site-wide Landscape Strategy opposite has been developed to better aid the understanding of how the green infrastructure will integrate into the development. The key objectives of the landscape strategy are:
 - Integrate and enhance the existing public rights of way, by improving access into and out of the Site, with a myriad of pedestrian walking and cycle routes;
 - Retain and enhance the important existing ecological assets, such as key field boundaries, tree lines and woodland, to ensure a range of habitats are maintained to improve biodiversity;
 - Integration of a Green and Blue ‘Grid’ to create a robust landscape framework, that ensures both the existing and proposed green and blue infrastructure assets throughout the Site combine to form a successful, and ultimately, varied landscape typology.
 - Provide a variety of sports, play and education facilities across the entire site for the new and existing communities to utilise alike.



SITE WIDE LANDSCAPE STRATEGY (CSA) REFER TO GI STRATEGY DOCUMENT

OPEN SPACE PROVISION

11.7 To assist with understanding how the Green Infrastructure assets will integrate within the development as a whole, the Open Space Typology Plan opposite has been produced. It is now clear to see that the open spaces at High Hayden Garden Community have been divided into the following categories;

AMENITY GREENSPACE – 37.14HA

11.8 This typology consists almost entirely of informal recreational spaces found along the green infrastructure corridors throughout the Site, it does also include the communal green spaces within the urban landscape of the housing development.

NATURAL AND SEMI-NATURAL GREENSPACES – 33.06HA

11.9 Found entirely to the periphery of the Site, this typology features all instances of natural & informal open spaces that incorporate a mixture of woodland, scrub, grassland, wetlands, and open running water – The ‘destination’ open spaces.

OUTDOOR SPORTS FACILITIES – 9.03HA

11.10 This typology consists of the natural turf pitches or artificial surfaces that will be used for the provision of outdoor sports, including organised team games.

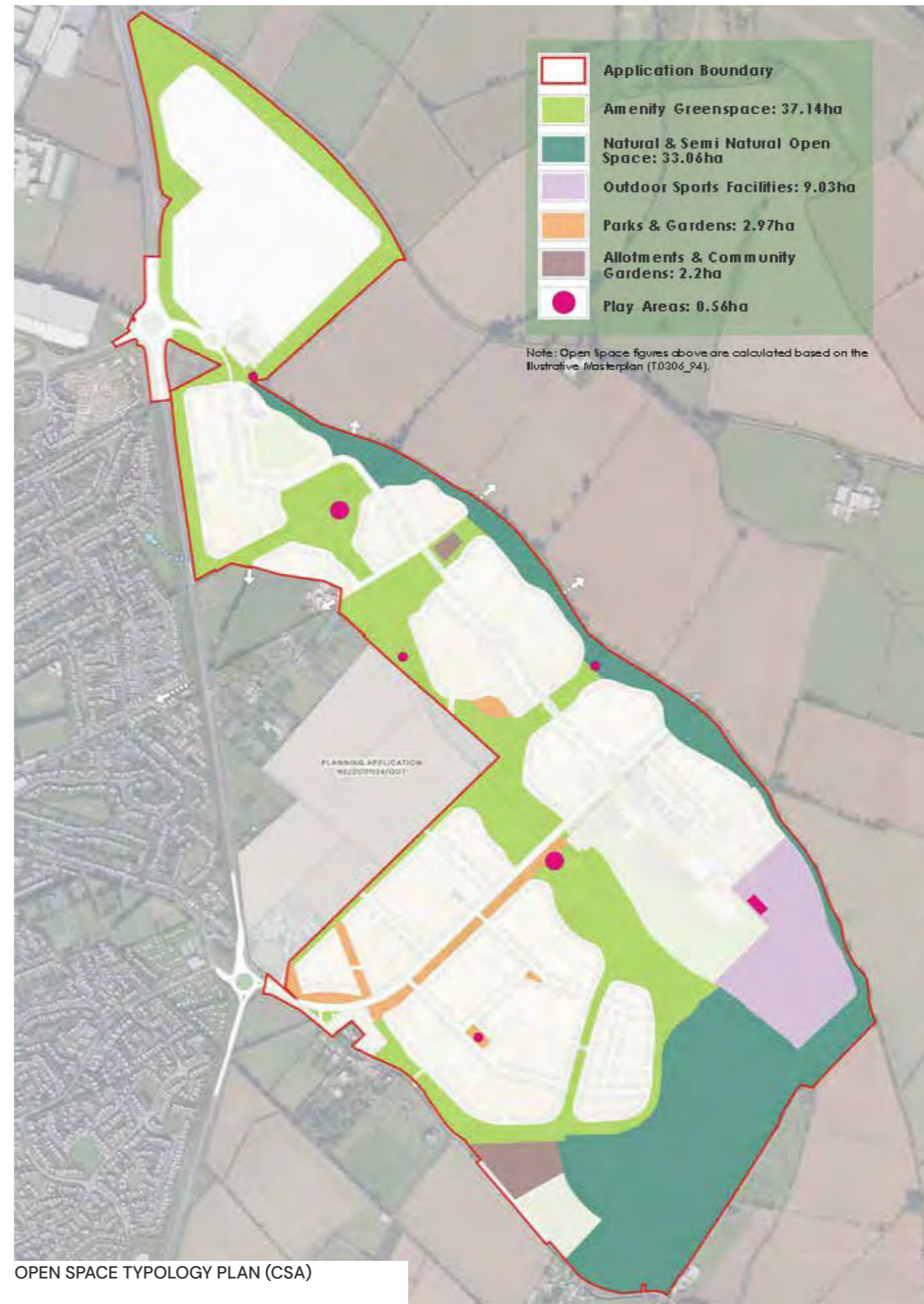
PARKS AND GARDENS – 2.97HA

11.11 Formal green open spaces, including town parks and/or formal gardens. To define, formal, feature entrances/passive pedestrian routes/squares.

ALLOTMENTS – 2.20HA

11.12 Allotments are defined as any formal area laid-out for the provision of growing food.

“Open Space includes all open space of public value, including not just land, but also areas of open water such as rivers canals lakes and reservoirs, which offer important opportunities for sport and recreation and can also act as a visual amenity (PPG17:Annex: Definitions, July 2002)”



OPEN SPACE TYPOLOGY PLAN (CSA)

LANDSCAPE CHARACTER AREAS

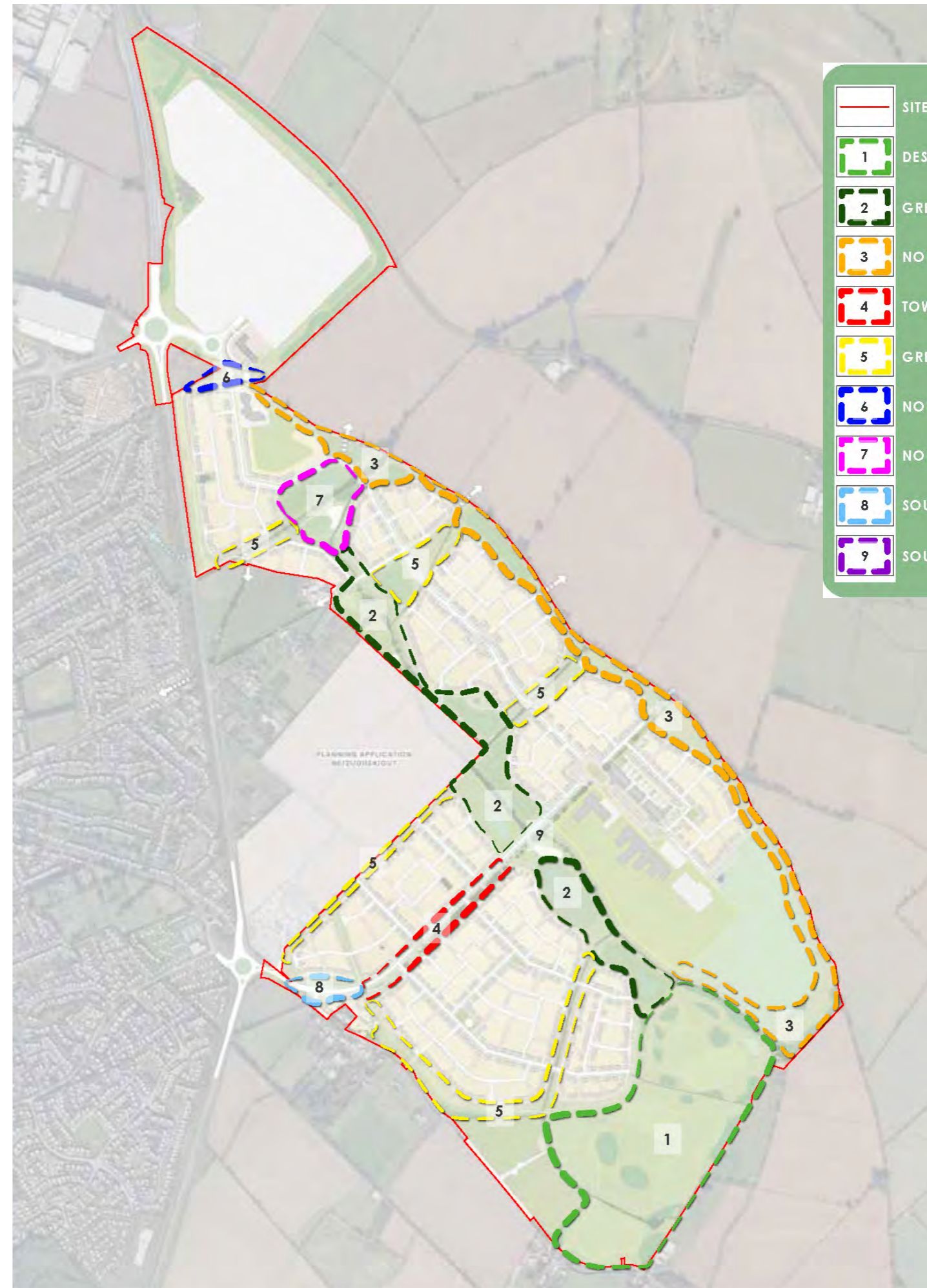
11.13 To aid in understanding how the various areas of public open space and green infrastructure relate to each other, and correspond with the surrounding layout, they have been divided into the following character areas to help explain their functions:

- 1 Destination open space/SANG
- 2 Green Spine
- 3 Northern greenlink
- 4 Town Park
- 5 Greenlink
- 6 Northern gateway
- 7 Northern hub
- 8 Southern gateway
- 9 Southern hub

11.14 Details of the Destination Open Space/SANG (1) and the Town Park (4) are provided on the following pages. Information relating to the design of the other landscape character areas can be found in the GI Strategy Document.

11.15 Within the GI Strategy Document further guidance is also provided on the following features to be included in future detailed design proposals:

- Employment land
- Allotments
- Community orchards
- Cemetery site



OPEN SPACE TYPOLOGY PLAN (CSA)

TOWN PARK

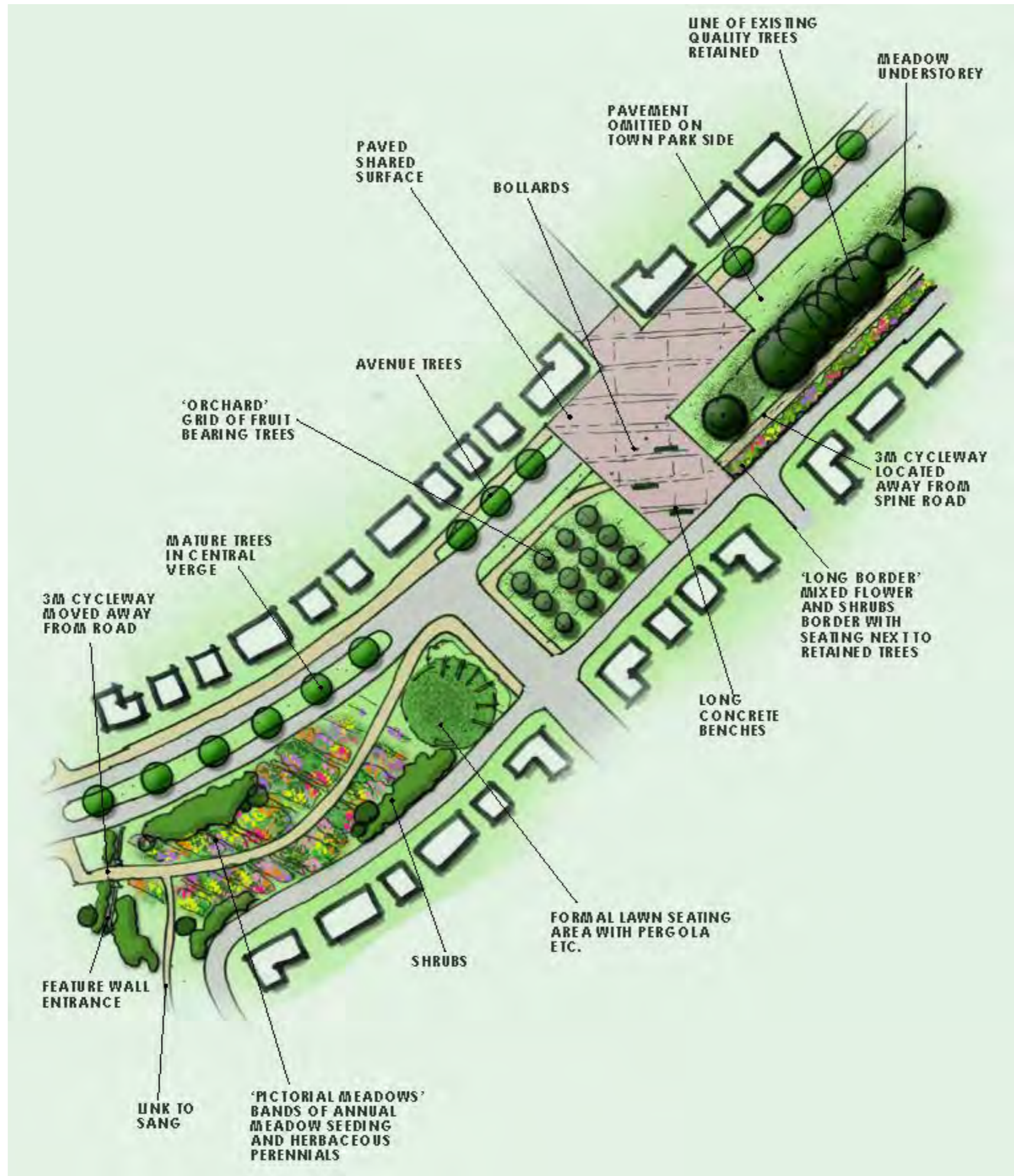
- 11.16 In contrast to the various informal open spaces around the site, as series of smaller, more formal green open spaces will be included within the masterplan, the largest of which, the 'Town Park', lies alongside the spine road in the southern half of the development, close to the existing community of Rushden.
- 11.17 Designed as a key community focus for new and existing residents, the Town Park will contain a rich mosaic of formal plants, tree avenues and hard landscaped spaces, in contrast to the naturalistic appearance of the Green Spine and Destination Open Space. Large, flat, lawn areas will provide the opportunity for the community to meet and engage socially, being large enough to accommodate formal events.
- 11.18 Through bold design and the use of innovative planting styles, the Town Park offers the opportunity to create a unique open space, not currently found within the local area of Rushden and Higham Ferrars, drawing people from the wider surrounding communities.

- Provide formal open spaces to contrast with the more informal treated open spaces around the Site.
- Create a series of focal spaces for the community to gather within that contain a rich variety of plants of a diverse range of flowering species.
- Provide flexible spaces capable of holding formal events.
- Give relief to the urban form through the provision of a network of formal open spaces to aid in the legibility of the housing



'The town park will provide opportunities for residents to meet and engage, with large flat open lawns providing ample space for community events as well as smaller family gatherings.'





TOWN PARK ILLUSTRATIVE PROPOSALS (CSA)

DESTINATION OPEN SPACE/SANG

- 11.19 NNJCS Policy 33 calls for an appropriate green space, and other mitigation measures as may be required to mitigate impacts on the Upper Nene Valley Gravel Pits Special Protection Area (SPA), including the provision of a new and attractive 'destination open space'.
- 11.20 Through negotiation with Natural England, it has been agreed that the provision of a 20–21ha destination open space, taking the form of a SANG (Suitable Alternative Natural Greenspace) will perform the appropriate function of mitigating for the potential impacts of additional visitor pressure on the nearby SPA sites.
- 11.21 The Destination Open Space/SANG will provide an attractive alternative natural and seminatural environment, in close proximity to all the new residents of High Hayden Garden Community, the existing population of Rushden and the surrounding areas.
- 11.22 Located at the southern end of the Site, the SANG will not only provide the largest and most important green infrastructure asset to the development, but through careful design, shall provide an appropriate rural edge to the development, allowing High Hayden Garden
- 11.23 Community to integrate well into the surrounding countryside, whilst enhancing and respecting the sensitive ecological & archaeological traits of the area.
- 11.24 Designed as a predominantly natural environment, with limited physical interventions, the SANG will distinguish itself from the remaining open space across High Hayden Garden Community through the provision of varied habitat types, informal access and the provision of areas designated for dog walkers to allow suitable and controlled off-lead access.
- 11.25 The SANG will provide the following:

COMPOSITION

- Semi-natural spaces devoid of large artificial structures (way markers and benches are acceptable);
- Mosaic of habitat types, to include large wetland or pond and potential for 'dog-dips';
- Inclusion of woodland or semi-wooded areas, in the form of small-scale wooded blocks or copses;
- Visual focal point provided that it relates well to the local level Site topography.

ACCESS

- SANG to be accessible to all and include access points appropriate to visitors on foot;
- Mix of surfaced and un-surfaced paths;
- Within SANG, access should be generally unrestricted, especially to allow dogs to exercise freely, with additional fenced/gated 'off-lead zones'."

ADEQUATE CAR PARKING

- Surfaced car-park of suitable size to adequately service the SANG, potential for dual-use with other uses e.g. cemetery site & allotments;
- Clearly signposted and easily accessed;
- Safe access on foot from car park to SANG area.

CIRCULAR WALKING ROUTES

- To contain several walking routes of different length; with a choice of routes at 2–2.5km, that will connect to the wider countryside with routes at 4–5km and further;
- Walks should start and finish at designated car-park and interface with the public footpath network;
- Easily used routes that are well maintained;
- Safe routes that are devoid of tree and scrub cover;
- Routes should connect into the wider footpath network to facilitate longer walks into the countryside."

ADVERTISING

- Provision of signposts, leaflets, and websites to educate the new and existing community about the new facility.
- 11.26 Further details on the detailed design and requirements of the Destination Open Space (SANG) are provided in the GI Strategy Document and the SANG Delivery Framework Document submitted as part of the outline application package.





DESTINATION OPEN SPACE / SANG PLAN (CSA)

PLAY STRATEGY

- 11.27 In line with policy requirements, the development of High Hayden Garden Community provides an opportunity to greatly improve the local provision for children and younger people in the form of equipped play areas, hard-surfaced courts and other formal and informal play facilities and youth areas.
- 11.28 Fields in Trust (FiT) recommends that developments of 501+ dwellings should provide all types of equipped and designated play space, including areas for young children and youth spaces for older children and teenagers.
- 11.29 It is recommended that equipped/ designated Play Spaces be promoted in the form of:
- Local Areas for Play (LAPs) aimed at very young children;
 - Locally Equipped Areas for Play (LEAPs) aimed at children who can go out to play independently; and
 - Neighbourhood Equipped Areas for Play. (NEAP).
- 11.30 These can be complemented by other facilities including Multi Use Games Areas (MUGAs) and skateboard parks etc.

“Parks, playgrounds and playing fields play a vital role in building healthy neighbourhoods contributing to the physical, mental and emotional wellbeing of local people. Without access to these spaces the quality of life and wellbeing of residents is reduced.”

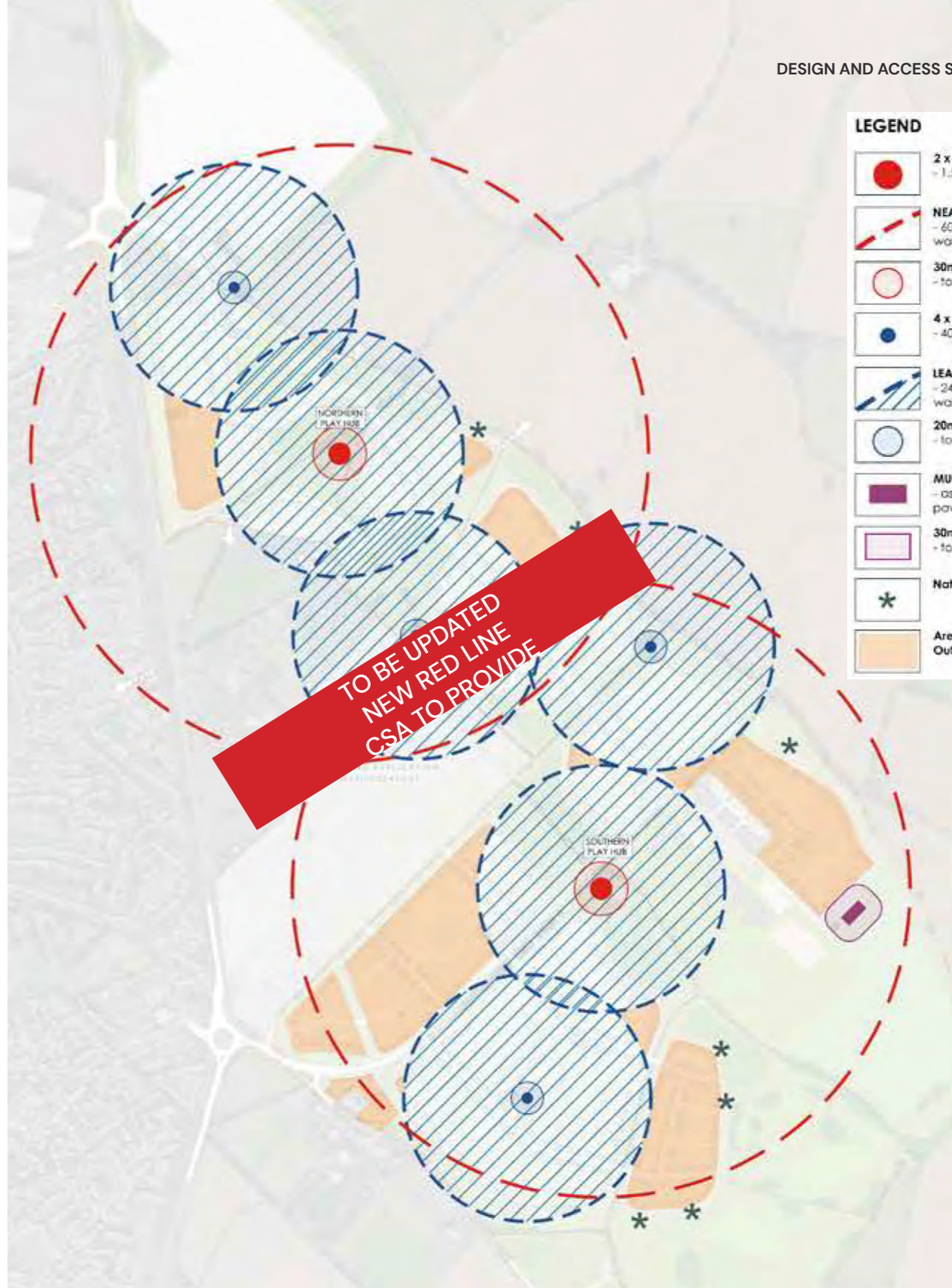
*The Rt Hon The Lord Coe CH KBE,
Guidance for Outdoor Sport and Play:
Beyond the Six Acre Standard, October
2015 (NEAPs) aimed at older children*

APPROACH TO PLAY AT RUSHDEN EAST

- 11.31 The High Hayden Garden Community development provides the need for a significant new play area provision and as such, careful consideration needs to be given to the way in which such equipped / designated play spaces are integrated into the inherent character of the wider green infrastructure areas on site. Equipped play areas act as destination spaces for children and parents alike, encouraging social interaction.
- 11.32 The illustrative masterplan has been structured to provide a range of passive and active recreational opportunities around the development, all within safe and easy reach of all dwellings. Play spaces should be designed to reflect both the character of the open space in which they sit, but also their position within the wider development, allowing more natural play facilities to emerge along the countryside edge and more formal, traditional play areas located close to the existing urban edge of Rushden.
- 11.33 The size and scale of the development results in the need for more than one NEAP to cater for the needs of older children / teenagers. The disposition of the school sites on the proposed masterplan provides the potential for the creation of a series of ‘play hubs’ to be included, positioned close to the schools, where all age groups could be adequately catered for in one large play area.
- 11.34 Smaller-scale play areas catering for younger children (LEAP’s) will be located equidistantly throughout the Site along the major green infrastructure corridors of the ‘Green Spine’ and ‘Northern Greenlink’, as well as within the larger residential parcels themselves, to ensure adequate spatial provision across the development.
- 11.35 Other associated facilities like a Multi-use Games Area (MUGA) can be co-located with the sports provision on the playing fields, with the option to be managed formally from the adjoining pavilion.

- 11.36 Whilst the exact design of each play area will be a matter to be determined at a later stage during the submission of reserved matters applications, the play areas should seek to provide a wide range of stimulating play experiences for children of all ages and abilities, with exploration given to more ‘risky’ play, where children are provided a safe environment to access risks and manage situations in a controlled environment through challenging climbing experiences, jumps from height and water play for example.





LEGEND

-  **2 x Combined NEAP/LEAP**
- 1,500m² activity zone each
-  **NEAP Walking Isochrone**
- 600m, equivalent to 15 minutes walk
-  **30m Buffer Zone to NEAP**
- to nearest dwelling
-  **4 x LEAPS**
- 400m² activity zone each
-  **LEAP Walking Isochrone**
- 240m, equivalent to 5 minutes walk
-  **20m Buffer Zone to LEAP**
- to nearest dwelling
-  **MUGA**
- associated with pavilion/changing rooms
-  **30m Buffer Zone to MUGA**
- to nearest dwelling
-  **Natural Play Features**
-  **Area of Residential Development Outside of LEAP Isochrone**

PLAY STRATEGY PLAN (CSA)

PLAYING FIELDS STRATEGY

- 11.37 9.03 Ha of land shall be set aside for the provision of a sports fields at High Hayden Garden Community.
- 11.38 This will take the form of natural turf pitches, meeting the requirements of national and local level policy, designed to Sport England standards, providing designated areas for team sports and ball games.
- 11.39 The exact composition of the required pitches will be established through consultation with East Northamptonshire Council officers at the reserved matters stage.
- 11.40 The playing pitches will be serviced through the inclusion of changing room facilities, accessed from High Hayden Square, that will house suitable storage, seating areas, and include associated car-parking and access for emergency vehicles.



ILLUSTRATIVE LAYOUT OF PLAYING PITCHES ON SPORTS FIELD AREA (CSA)

CREATING A SAFE PLACE TO LIVE

11.41 One of the design objectives of the National Planning Policy Framework (NPPF) states that developments should:

“...create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and fear of crime, do not undermine the quality of life or community cohesion and resilience” (Para. 130 (f), NPPF 2021)

11.42 The design proposals for the High Hayden Garden Community are based on an understanding of best practice guidance and reference has been made to the relevant documents including “Safer Places: The Planning System” and “Manual for Streets as well as ACPO “New Homes” guidance.

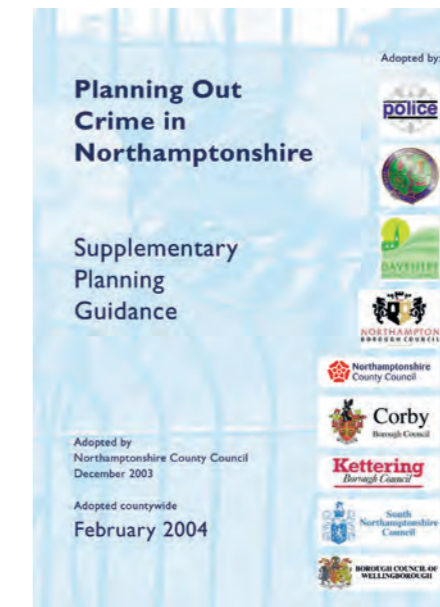
11.43 Further details on open space and play provision is available in set out later in this document and the accompanying GI Strategy document.

11.44 Natural surveillance in the form of doors and windows overlooking streets, pedestrian routes and public open spaces will create activity throughout the day and evening and will be an essential element in creating a safe environment for all users, whilst discouraging criminal activity by increasing the risk of detection.

11.45 In forming the detailed design proposals, the following key attributes should be included:

- Buildings should generally be orientated back to back to ensure rear gardens are enclosed and protected, providing private rear amenity space for all dwellings;
- Public open spaces, and in particular children’s play space should be well overlooked by the surrounding built form;
- All routes are necessary and serve a specific function or destination;
- The primary movement route and internal street network should form a series of connected loops within the site, with lower category roads forming off The Avenue to serve smaller groups of dwellings, but with a clearly different street character to signal a semi-private environment;
- The ownerships and responsibilities for external spaces should be clearly identifiable and the proposals should facilitate ease of maintenance and management;
- Semi-private clusters of courtyard parking serving a limited number of dwellings to encourage residents to take ownership of the space and to let users know it ‘belongs’ to the dwellings;
- Where parking courts or private drives are proposed they should serve a maximum of 5 dwellings and be well overlooked by the surrounding built form;
- Natural surveillance should be promoted wherever possible; and
- Architectural details which promote natural surveillance and the active overlooking of spaces are to be included in the future detailed design of dwellings, not only through window positioning, but also through the use of bay windows in key locations, offering further angles of natural surveillance.

11.46 Consideration should be given to the design principles contained within Secured by Design: Homes (March 2019) and NCC Planning Out Crime in Northamptonshire, Supplementary Planning Guidance (February 2004).



National Planning Policy Framework chapters: : 8, 12, 14, 15

NATURE

Enhanced and Optimised

“Nature contributes to the quality of a place, and to people’s quality of life, and it is a critical component of well-designed places. Natural features are integrated into well-designed development. They include natural and designed landscapes, high quality public open spaces, street trees, and other trees, grass, planting and water.”

(Para 90, NDG 2019)

- 12.1 Alongside well-designed public spaces, the proposed water management and planting strategies offer the opportunity to enhance and optimise the development proposals, providing resilience to climate change and supporting biodiversity.

12

BIODIVERSITY ENHANCEMENT MEASURES

- 12.2 In line with the Northamptonshire Biodiversity Action Plan (BAP), blocks of lowland mixed deciduous woodland are recommended for incorporation within the detailed landscape scheme design and should comprise native species of local origin that are appropriate to the ground conditions.
- 12.3 The aim of this measure is to provide substantial blocks of habitat to support wildlife as well as enhance the botanical and structural diversity of the landscape unit. This will also reinforce the green corridors that are to be created throughout site, and should in turn, promote invertebrate diversity, and provide foraging opportunities for birds, bats. Additionally, the inclusion of areas of woodland/planting will provide additional foraging resources and cover/refuge for badgers, reptiles, amphibians and other priority species.
- 12.4 A Sustainable Drainage System (SuDs) focused around the retention and enhancement of the existing water bodies and stream is to be implemented. The stream itself would benefit from modification via soft engineering techniques, not only to increase its capacity but also to provide varied aquatic and marginal zones that would be beneficial for invertebrates and other wildlife, as would the planting of tree species such as willows and alder along the stream.
- 12.5 New water bodies and areas of reedbed are also recommended for incorporation in the scheme design. Reedbed is also a Northamptonshire BAP Target Habitat and can be beneficial for the dual function of both nature conservation and the provision of SuDS. The retention of existing water bodies as well as the provision of new water bodies will also need to take account of the presence of the existing populations of GCNs.
- 12.6 It is recommended that areas of grassland that are to be retained or created would be managed with a view to providing areas of species-rich lowland meadow (a Northamptonshire BAP Target Habitat). The grassland would be managed to promote species-richness via the implementation of a relaxed mowing regime, particularly in the transitional areas of habitat between the grassland and adjacent areas of scrub/hedgerows/SUDs etc. to create soft ecotones.
- 12.7 It is recommended that an area of traditional orchard (a Northamptonshire BAP Target Habitat) is incorporated within the scheme design. This would not only provide a habitat for a wildlife, but also create an attractive feature that could become part of a community venture, as well providing a further area for recreation.
- 12.8 Wherever possible, the on-site hedgerows should be retained and enhanced through additional planting of standard trees and the implementation of a management regime that will permit the ground flora, which is currently impoverished, to develop in both structure and species diversity. Additional hedgerow planting is also recommended and should comprise native species of local origin that is suitable to the ground conditions.
- 12.9 Log piles and artificial hibernacula should also be created and interspersed throughout the retained habitat areas, to increase the structural diversity of the habitat for reptiles, invertebrates and other species.
- 12.10 Bat and bird boxes should be installed on some of the retained trees and within some of the proposed houses (that are to be located around the periphery of the site that face outwards onto adjoining green areas).
- 12.11 Opportunities for including the road verge adjacent to the A6 under the Northants Protected Road Verge Scheme should also be explored, whereby it is managed to promote species-richness within the sward, as well as to promote invertebrate interest.
- 12.12 The future lighting strategy for the site will need to be designed to adhere to the principles of the Bat Conservation Trust's (BCT) Bats and Lighting publication, in order to minimise or prevent illumination of any retained and created habitat features that may be used by bats and/or other nocturnal wildlife such as badgers, owls, hedgehogs, moths etc.

EFFECT OF THE DEVELOPMENT PROPOSALS

12.13 An assessment of the potential effects of the proposed development (with embedded measures in place, as set out in Section 3 of this DAS and in the environmental statement) on each of the ecological receptors was carried out to identify any potential effects that required detailed assessment. Effects that were considered in detail area as follows:

Upper Nene Gravel Pits SPA/RAMSAR/SSSI

- Environmental Change/Predicted Effect – Land take/land use change during construction resulting in loss of habitat.
- Environmental Change/Predicted Effect – Increased recreational use and other urban edge effects resulting in disturbance.
- Environmental Change/Predicted Effect – Changes in air quality resulting in increased nitrogen deposition and habitat degradation

Breeding Birds – Notable Farmland Bird Assemblage

- Environmental Change/Predicted Effect – Land take/land use change during construction resulting in loss of habitat.

Hedgerows

- Environmental Change/Predicted Effect – Loss of, damage to severance of hedgerows during construction phase.
- Environmental Change/Predicted Effect – Disturbance as a result of increased light and recreational pressure during operation phase.

Roosting bats

- Environmental Change/Predicted Effect – Potential loss of common pipistrelle roost at Rectory Farm during construction phase and potential for contravention of the legislation.
- Environmental Change/Predicted Effect – Potential loss of soprano pipistrelle tree roost (Tree 60) during construction phase and potential for increased risk of contravention of the legislation. Potential for increased risk of damage/disturbance to the retained roost (tree 66) and potential for increased risk of contravention of the legislation.
- Environmental Change/Predicted Effect – Disturbance as a result of increased light, noise and human activity on roosts (if retained) or replacement roosts (if existing roosts lost) during the operation phase.

Great Crested Newts

- Environmental Change/Predicted Effect – Potential loss of aquatic and terrestrial GCN habitat during the construction phase resulting in an increased risk of killing and/or injury and the potential for contravention of the legislation

12.14 All Standard Pollution Prevention Measures, and those in respect of light, noise and dust abatement will be detailed with a Construction Environmental Management Plan (CEMP). These, along with further precautionary avoidance measures will be detailed within the Protected Species Mitigation Strategy, along with any specific mitigation/compensation measures to be delivered in respect of legally protected species. The specification for the creation and management of habitats/features such as log piles/bat boxes etc will be detailed within the Landscape and Ecology Management Plan (LEMP). The CEMP, Protected Species Mitigation Strategy and LEMP will be secured via a planning condition. An appropriate mitigation strategy in respect of the loss bat roosts and GCN habitat will be agreed with Natural England and secured via the European Protected Species Mitigation Licensing procedure.

NEW STRUCTURE OF PLANTING

- 12.15 Planting within the scheme will be utilised to enrich biodiversity, assist in place making and create identity within the development. Along with the elevational treatments of the buildings, the landscape materials and planting proposals will reinforce the different character areas within the scheme and provide continual reference to the surrounding landscape.
- 12.16 The proposed new structure of planting forms important links as part of the green infrastructure network connecting into the existing landscape, hedgerows and tree belts. The range of planting provided will incorporate a number of ecological enhancements to improve the biodiversity of the site overall.
- 12.17 In line with the recommendations made within the ecology report and as a means to fully integrate the public open space as part of the existing landscape, a matrix of native meadow grass areas and native tree planting will be established to create varying conditions and enhance biodiversity with wildflower meadows also created within SuDs features. Within the residential curtilage and at the periphery of the site, ornamental grasses will be used to echo the naturalised grassed areas, while allowing for structure and definition to the more formal areas within the residential part of the development.
- 12.18 More ornamental species and feature tree planting will be used to highlight key areas and nodal points, with large specimen trees to fenland areas and the wetland gateway. Placement will be to suit the proposed dwellings with species selected to meet National House Building Council (NHBC) requirements.

STREET TREES PLANTING STRATEGY

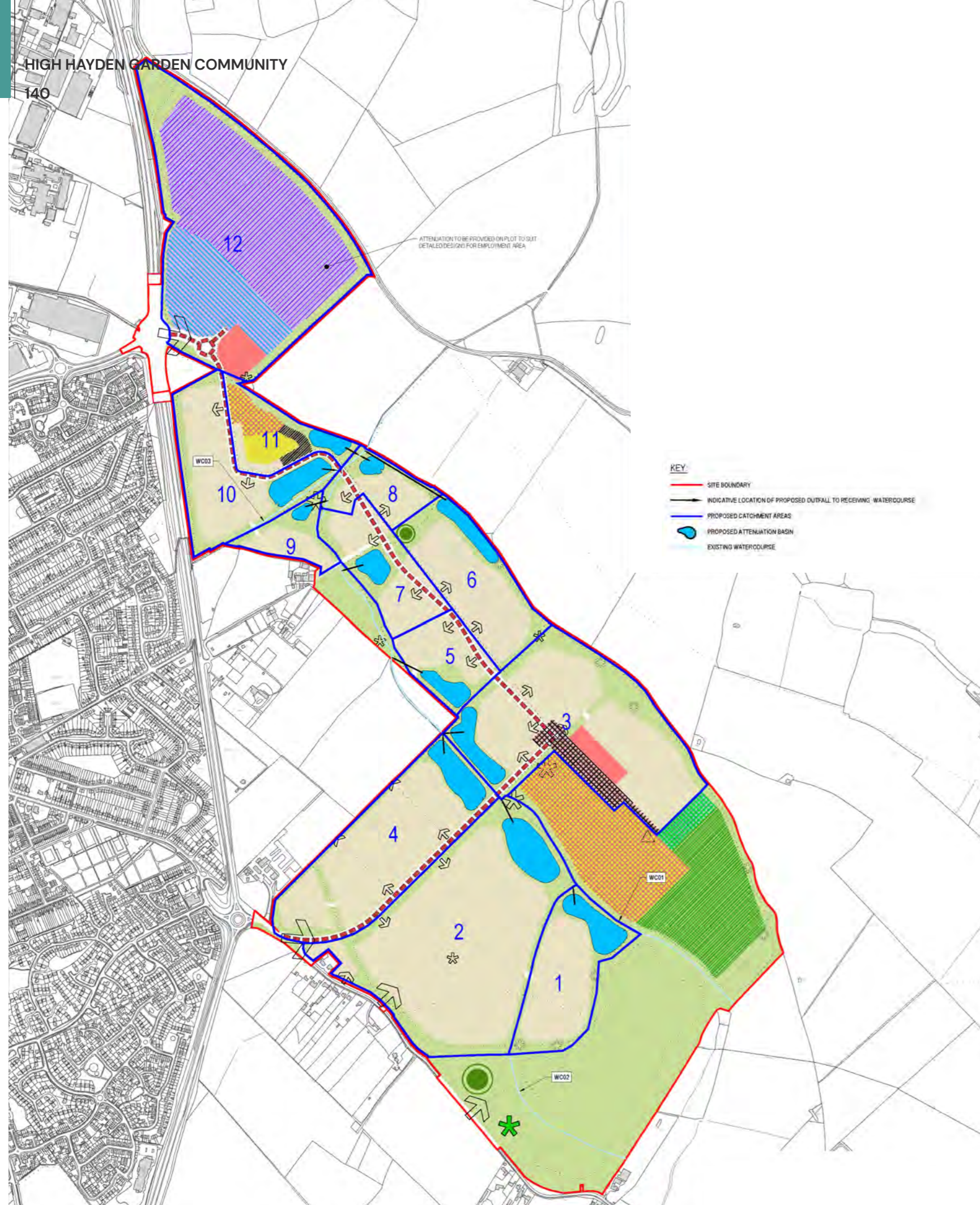
- 12.19 Despite the amount of open parkland space, street trees (or avenue trees) will form the majority of those used throughout the scheme. The aim will be to use street trees to create an elegant streetscene, with a variety of colours and upright forms, to create a significant landscape feature on a predominantly hard landscape, the main spine road.
- 12.20 Particular attention will be given to the definition of the road network within the development parcel hierarchy through suitable provision of street trees, whilst tree planting along the main vehicular circulation route through the site, will be focused on informal clusters and coppices. This will draw attention away from the roads and avoid the creation of a formal avenue along this route, further reinforcing the character of the surrounding landscape and helping to create opportunities for residents and the wider community to interact with nature. Specimen tree planting will be used to accentuate key nodal points and junctures, creating a distinctive street scene and aiding orientation/identity within the site.
- 12.21 Avenue trees shall be regularly and evenly spaced alongside the spine road, planted within the amenity grassed verges, to create semi-natural rhythm to passing through the Site, which will routinely break to allow glimpsed views across the numerous greenlinks and private drives.
- 12.22 Tree species will be carefully selected to include a limited palette of high-canopy, upright growing trees, of a variety of species, with an emphasis on moderately sized stature and small, mature canopy spread. Species will also be chosen for their special features, such as flower colour, leaf shape and structure, and fruiting nature.

PLANTING PALETTES

- 12.23 Planting Palettes within the GI Strategy Document set out a range of tree, scrub, hedgerow, and shrub species to be used throughout the public open spaces across the development.
- 12.24 Ornamental and herbaceous shrub planting shall be used wherever it is deemed appropriate, to add further texture, form and colour areas that are deemed more formal, such as the Town Park. Seed mixes will be taken from Emorsgate Seeds Ltd., to include a variety of wildflower, meadow, and amenity grassland mixes.



ILLUSTRATIVE NEW TREE AND MEADOW PLANTING



PROPOSED DRAINAGE STRATEGY

- 12.25 The proposals for High Hayden Garden Community provide opportunities for a surface water drainage infrastructure to be provided that meet the requirements of both NPPF and Northamptonshire County Council in their role as Lead Local Flood Authority. The aim of the strategy, in accordance with this guidance, is to manage surface water runoff from proposed development to demonstrate that the development does not increase flood risk elsewhere. In effect this means surface water drainage infrastructure should mimic the existing drainage regime across the site.
- 12.26 The site consists primarily of open agricultural land, such that surface water would either drain via natural infiltration into the ground or would drain into the existing field drains and watercourses within the site. The geology across the site generally has permeabilities lower than required for the implementation of an infiltration drainage system and as such the strategy adopted is to discharge surface water runoff from impermeable areas at the Qbar greenfield runoff rate per impermeable hectare for all events up to and including the 1 in 100 annual probability event, with allowance for climate change. This is in accordance with NCC guidance (Local Flood Risk Management Strategy, Nov 2017).
- 12.27 The existing Qbar greenfield rates across the site has been calculated as 3.6 l/s/ha and the effects of climate change have been assessed in accordance with the recommended contingency allowances as set out in Table 2 of the Environment Agency's "Climate Change Allowances" guidance. A 20% increase in rainfall intensity has been permitted for and designs checked as a sensitivity analysis for a 40% increase in rainfall intensity.
- 12.28 The Flood Risk Assessment of the proposed development includes a surface water strategy to ensure that flows and levels in the receiving watercourses are not adversely affected. The strategy consists of attenuation basins with outlet controls into the existing watercourses at the existing greenfield runoff rates. The surface water drainage strategy demonstrates that surface water runoff from the site can be suitably managed as to not increase flood risk on-site or off-site and the existing drainage sub-catchments are maintained.

12.29 The drainage strategy for the site includes pollution prevention measures to ensure there is no adverse impact on surface water and groundwater quality. These mitigation measures will ensure that there is no adverse impact on human health in terms of flood risk and water quality.

FOUL DRAINAGE

12.30 The foul drainage strategy for the site is to drain to Broadholme Water Recycling Centre via two new on-site pumping stations. Anglian Water have confirmed that they are obliged to accept foul water from the development with the consent of planning permissions and will take the necessary steps to ensure there is sufficient treatment capacity.

SURFACE WATER DRAINAGE

12.31 The proposed strategy for managing the surface water runoff on-site is to provide attenuation features throughout the development. Separate drainage catchments areas have been designated across the site accounting for the existing topography, development proposals and location of existing watercourses, with each receiving provision for strategic attenuation basins or ponds. These features will attenuate discharge into the watercourses.

12.32 In addition to the strategic attenuation features, secondary drainage features in the form of swales or rain-gardens may be provided along some of the secondary avenues and green/blue links. These features will principally act to collect and convey surface water runoff to the strategic features. Provision of further SuDS features or source control measures at plots levels may also be considered at detailed design stages. As may the use of below ground storage systems in areas such as the educational, commercial or employment land.

12.33 The proposed features also deliver opportunities for amenity and habitat benefits associated with areas of retained water to be provided alongside the flood risk management and pollution control purposes. The final form of terracing, profiling of banks, depth and area of retained water and landscape planting of these features will be designed to strengthen their multi-function use.

12.34 The design of the surface water drainage system is to be discussed with officers at the detailed design stage, and it is officers aspirations that the treatment train includes a minimum of two stages before reaching an attenuation basin.

12.35 Conventional piped drainage systems will still need to be provided throughout the development to collect and convey surface water runoff to the proposed SuDS features. This will be designed to adoptable standards and aligned with this, highway and ground levels will be designed such that any overland flows in excess of the capacity of the positive drainage system are routed away from all buildings and directed towards the surface water drainage features.

12.36 For further details please refer to the Flood Risk Assessment (FRA) submitted in support of the outline application.

DRAINAGE STRATEGY PRINCIPLES

- Surface water drainage strategy to mimic the existing greenfield drainage regime of the site.
- Surface water runoff from development areas to be attenuated by strategic drainage features and discharged to the existing watercourses at a controlled rate.
- Strategic drainage features will form part of a wider surface water management system design to provide amenity and habitat benefits as part of the wider landscaping strategy for the site.
- Pollution control measures shall be included to minimise the risk of contamination or pollution entering the watercourses via surface water runoff from the development.
- Attenuation will be designed to comply with the requirements of CIRIA 753 'The SuDS Manual'



INDICATIVE ATTENUATION FEATURES

RESOURCES

Efficient and Resilient

“Well-designed places and buildings conserve natural resources including land, water, energy and materials. Their design responds to the impacts of climate change.”
(Para. 135 NDG, 2019)



- 13.1 The NPPF states at para. 8 that the planning system has three interdependent and overarching objectives:
- An economic objective – to build a strong, responsive and competitive economy;
 - A social objective – to support strong, vibrant and healthy communities; and
 - An environmental objective – protecting and enhancing the natural, built and historic environment
- 13.2 To achieve a sustainable development, that reduces reliance on natural resources and offers a long-term solution for the area the development proposals have been designed with these three key objectives in mind.
- 13.3 At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs. The presumption in favour of sustainable development is at the heart of the planning system, as set out in Para. 11 of the NPPF, and within the Local Development Plan.

SUSTAINABLE COMMUNITIES*

- 13.4 The development proposals comprise a range of land uses, providing a good basis for the creation of a sustainable community. Residential development is proposed alongside a mixed-use local centre, two primary schools and a secondary school, creating a truly walkable neighbourhood. The proposals make effective use of the site, with residential development located adjacent to the existing built form of Rushden, ensuring that the development delivers housing in a location that is both sustainable as well as reducing the reliance on car ownership.
- 13.5 Areas of green space have been incorporated into the proposals with substantial areas of publicly accessible open space, comprising formal and informal amenity open space, play facilities, sports pitches, allotments and SANG, encouraging opportunities for social and community cohesion. A mix of house types, tenures and sizes are proposed, limiting social exclusion and ensuring the creation of a truly varied and mixed community.

SUSTAINABLE BUILDING TECHNIQUES

13.6 The proposals will be delivered in line with current building regulations, and where appropriate, will be built with sustainable building construction techniques. Sustainable construction measures could comprise a combination of the following measures:

- Improved energy efficiency through careful building siting, design and orientation;
- Sustainable Drainage systems (SuDs);
- Considering fabric efficiency in the design of buildings;
- Use of building materials capable of being recycled; and
- An element of construction waste reduction or recycling.

SITING AND BUILDING ORIENTATION

- 13.7 Dwellings should be carefully sited to ensure that they are sheltered from prevalent winds and benefit from passive solar gain as much as possible.
- 13.8 Passive solar gain can enhance the energy and environmental performance of dwellings. Orientating streets in an east-west direction can increase solar access to dwellings and gardens, whilst avoiding overshadowing from adjacent dwellings. Individual houses which are orientated east of south will benefit from early morning sun, and those orientated to the west of south will benefit from late afternoon sun, which can reduce the need for additional heating during the evening period.
- 13.9 Opportunities for the inclusion of solar panels on dwellings should be considered at the detailed design stage.
- 13.10 The final location and numbers of dwellings benefiting from solar gain will be set out at the detailed design stage.

BUILDING REGULATIONS

- 13.11 The proposed development should accord with the very latest building regulation requirements, that emphasise the high levels of building fabric insulation and other materials required to reduce energy and resource requirements. Detailed information regarding the proposed construction methods proposed to achieve buildings regulation compliance will be submitted at the detailed design stage.
- 13.12 All dwellings will benefit from smart EV chargers to encourage travel by sustainable modes, as per the latest Building Regulations Guidance.

MATERIALS AND WASTE RECYCLING

- 13.13 Materials selected for construction, including hard and soft landscaping elements, should be carefully chosen to ensure that they are high-quality, durable and that 'whole life costs' are manageable. Sustainable choices will reduce initial manufacturing environmental impacts, long-term maintenance costs and waste from construction, whilst maximising resilience and buildings lifespans.

LANDSCAPE DESIGN AND MICRO CLIMATE

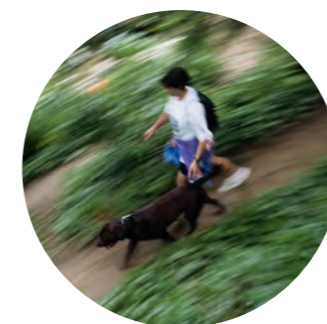
- 13.14 The strategic use of tree planting can mitigate against some of the impact of colder northerly winds. Where possible the development has been designed to be self-sheltering, with arcs of tree planting included to the north-west of the development, to minimise the 'wind chill effect' and the potential heat loss from dwellings as a result of strong winds.

SUSTAINABLE DRAINAGE SYSTEMS

- 13.15 Development has been located away from areas of surface water and fluvial flooding. Surface water run-off rates will be managed by the use of Sustainable Drainage systems (SuDs) on-site, to ensure that the development does not impact on the surrounding area.
- 13.16 Please refer to the Flood Risk Assessment for detailing information regarding the proposed fluvial flood and surface water management strategy for the site.

LIGHTING

- 13.17 External lighting will be controlled through a combination of movement sensors, time switches and daylight sensors to prevent operation during daylight hours. It will be concentrated in the appropriate areas, and upward lighting will be minimised, reducing unnecessary light pollution, energy consumption and nuisance to neighbouring properties.



National Planning Policy Framework chapters : 8, 12, 14, 15, 16

14

LIFESPAN Made to Last

“Well-designed places sustain their beauty over the long term. They add to the quality of life of their users and as a result, people are more likely to care for them over their lifespan.”
(Para. 150, NDG 2019)

A SENSE OF OWNERSHIP

14.1 The development proposals create areas that are attractive and with clearly defined public and private areas that relate well with one another to help promote a sense of community identity. The development should enable residents to take pride in their surroundings, which in turn will help create a sense of shared ownership and social responsibility.

ADOPTION AREAS

14.2 Once the development (or phases of the development) are completed responsibility for long term management and maintenance will typically be separated into areas including:

- Highway adoption areas;
- Public open space areas (put forward for local authority. Town Council or management company maintenance);
- Private property ownership; and
- Shared maintenance areas such as shared private drives.

ADAPTING TO CHANGING CIRCUMSTANCES

14.3 The development can potentially accommodate a range of changing needs of the users over time. This includes changes in the health and mobility of the user, as well as potential changes in lifestyle due to developing technologies, such as use of electric vehicles, remote working and general changes to the way in which people live.

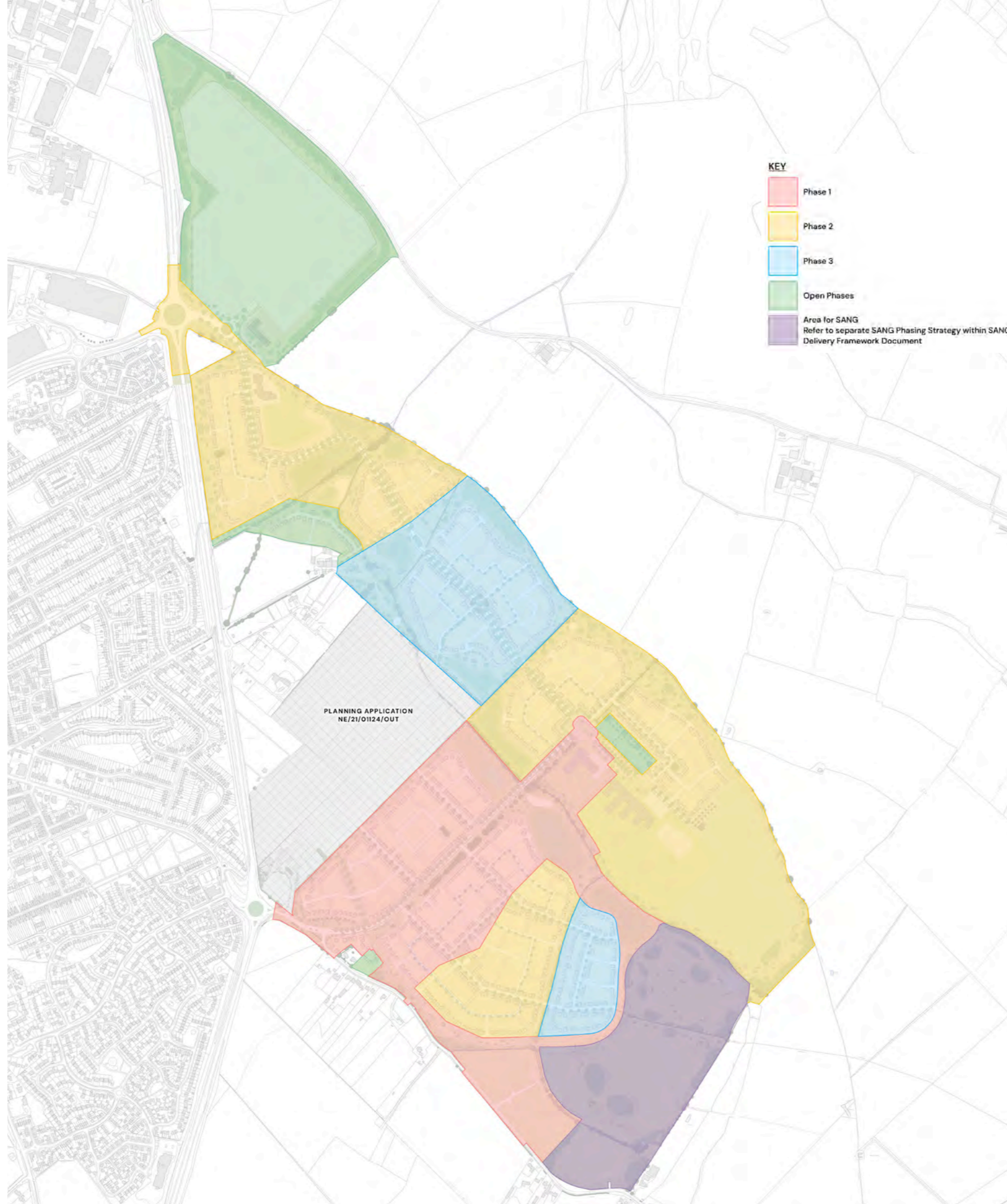
PHASING

14.4 The Indicative Phasing Plan (presented opposite) sets out the proposed delivery and phasing of the residential development. The proposed Phasing Strategy has been prepared which demonstrates that the delivery of development would proceed from multiple access points. This will enable development to proceed across different parts of the site concurrently.

14.5 The detail of the first phase of development may include housing, accesses off Newton Road for the development, temporary access for construction, open space, drainage and the location of the cemetery to be accessed off Newton Road and the southern primary school to be accessed off the new spine road.

14.6 The phasing and delivery of the SANG in the south of the site is set out in the accompany SANG Delivery Framework Document.

14.7 Details of off-site highway works to the A6 roundabout at the junction with Newton Road, the creation of a new priority access into the new development along Newton Road and wider vehicular, pedestrian and cyclist connections will also be included.



INDICATIVE PHASING PLAN

CONCLUSION

15



“Well-designed places and buildings come about when there is a clearly expressed ‘story’ for the design concept and how it has evolved into a design proposal. This explains how the concept influences the layout, form, appearance and details of the proposed development. It may draw its inspiration from the site, its surroundings or a wider context. It may also introduce new approaches to contrast with, or complement, its context. This ‘story’ will inform and address all ten characteristics. It is set out in a Design and Access Statement that accompanies a planning application.”

(Para. 16, NDG 2019)

SUMMARY AND CONCLUSION

- 15.1 This Design and Access Statement has set out a clear explanation of the design process, community engagement and consultation process undertaken with the local community and other key stakeholders. The design process has also included a comprehensive and thorough assessment of the site and its immediate context, the development of a clear set of principles to guide the design of the site.
- 15.2 The plans and design approach together with the supporting illustrative strategies demonstrate how the vision for High Hayden Garden Community can be delivered to meet the 3 key NPPF objectives of sustainable design
- A social objective;
 - An economic objective
 - An environmental objective.
- 15.3 The development of High Hayden provides a unique opportunity to create a new garden neighbourhood, building on the legacy and distinctive character of the site. Creating housing choice and providing areas of truly accessible public open space, whilst improving public access across the site and the wider pedestrian network. The delivery of local facilities and services, employment space and community facilities, alongside development will support both the existing and proposed communities, complementing the existing towns of Rushden and Higham Ferrers.
- 15.4 The masterplan is founded on best practice urban design principles, community integration and sustainable development, with strong links to the wider area.
- 15.5 High Hayden Garden Community will be a highly desirable place to live for the 21st century and beyond, reflecting the desirable elements of the local vernacular. The proposals respect the local character but also move the community towards a more sustainable future, through a significant increase in housing choice. Development will accord with the principles of high-quality design and best practice to create a townscape that is both varied, and yet sympathetic to its environment. The aim is to achieve a development with a strong identity and distinct sense of place, whilst at the same time integrating with the existing community.
- 15.6 The development proposals will offer the following main benefits:
- The delivery of up to 2,200 new homes in a range of dwellings types, sizes and tenure, offering an accessible and acceptable choice of lifestyles;
 - The creation of an integrated and sustainable residential community with a sensitive relationship to the existing settlement;
 - Space for the future provision of two new primary schools and a secondary school;
 - Delivery of significant new areas of open space and SANG, for the benefit of both new and existing residents in the area;
 - Providing a development that is well connected, readily understood and easily navigated, with the delivery of new access points from the John Clark roundabout and Newton Road, to the north-west and south-west south of the site;
 - Delivery of two new mixed-use local centres complementing the existing services and facilities in Rushden and Higham Ferrers;
 - Land for the delivery of a significant area of employment land;
 - The creation of legible routes through the development, complementing existing routes and providing sustainable transport choices;
 - The creation of a strong landscape structure, focused around the retained woodland, responding to the local area, and enhancing and optimising the immediate locality; and
 - Promoting the objectives of sustainable development through layout and design.

APPENDIX 1

Building for a Healthy Life Assessment

A1

- A1.1 Building for a Healthy Life (BHL) is the latest edition of and new name for Building for Life 12. The original 12 point structure and underlying principles within Building for Life 12 are at the heart of Building for a Healthy Life.
- A1.2 BHL uses a traffic light system, as shown on the right to demonstrate a schemes compliance with the 12 considerations.



Green = Go ahead



Amber = Try and turn to green at future stage when outline proposals are developed in detail



Red = Stop and rethink

INTEGRATED NEIGHBOURHOODS

1 NATURAL CONNECTIONS (NPPF 2021: 92A, 104A, 104E, 106D, 130B, 130F. NDG 2019: B3; M1; M2; N1; R3.)



The proposed development responds to the local environment and sensitively integrates with the existing built form of Rushden and Higham Ferrers to the west of the site. The proposals also respect the sites new edge of settlement location, proposing lower density development to the east of the site. The proposals form a sensitive transition to the countryside and smaller existing settlements of Chelveston, Caldecott, Newton Bromswold and Yelden to the east of the site.

Access to local facilities and services via the existing access and movement network has been considered as well as the location of proposed non-residential uses within the outline proposals.

Existing routes have been enhanced by the delivery of a strong and direct street pattern, with a clearly defined primary movement route. This is supplemented by a range of pedestrian and cycle routes. The proposed routes accord with the Draft MFD proposals and allow for future connection to the wider SUE site as identified in the Draft MFD Masterplan Framework Plan.

Existing ecological connections have been retained within the proposals. with significant areas of tree planting and the existing watercourses crossing the site retained in -situ and used to shape the development.

2 WALKING, CYCLING AND PUBLIC TRANSPORT (NPPF 2021: 20C, 92A, 92C, 130E. NDG 2019: B1; B3; M1; R3)



The proposals seek to supplement the existing ENC Greenways and the PRow Network through the delivery of interesting and varied pedestrian and cycle routes through areas of public open space. The application ensures that the option for the Wider SUE and the Grey Land to deliver an additional access at Hayden Road/A6 are still deliverable and will integrate sensitively into the outline proposals. Cycling will be promoted through the delivery of quiet streets with low vehicular speeds (20mph).

Residential development is based on the principles of perimeter block development, whereby active frontages overlook public streets and spaces, with amenity space provided to the rear of dwellings.

The primary movement route has been designed to accommodate a bus route along its entire length, ensuring that all dwellings are within easy reach of sustainable public transport options.

3 FACILITIES AND SERVICES (NPPF 2021: 104, 105. NDG 2019: B1; B3; N1; P3; U1; U3)



The proposals provide space for a range of facilities and services to support the new community. These include two new primary schools, a new secondary school, community and retail uses employment land and significant areas of accessible public open space, with opportunities for both formal and informal recreations areas.

The facilities have been spread across the development to ensure that facilities and services are located in easily accessible locations close to proposed public transport links. The southern local centre has been co-located with the southern primary school, secondary school and the public square to create a sustainable centre to the development.

Playing fields and areas for formal play have been identified within the proposals following pre-application discussion with ENC and key stakeholder consultation with the local community.

Destination Open Space is proposed in the east of the site, encouraging healthy lifestyle choices on the doorstep for the new residents, whilst ensuring that existing designated sites (such as the Upper Nene Gravel Pits SPA and SSSI) are protected from the new population increases.

4 HOMES FOR EVERYONE (NPPF 2021: 61 – 63. NDG B1; B2; U2; U3)



The proposed development will offer 2,200 dwellings across the site in a range of sizes, types and tenures, in order to accommodate a variety of household types. This will provide provides a hierarchy of dwellings from larger detached properties set within larger plots, through to smaller terraced forms, allowing for a variety in the proposed streetscape. The majority of housing provided are in the form of family housing i.e. terraced, semi-detached or detached dwellings with their own amenity space.

The precise mix of unit types, sizes and details of tenure arrangements are subject to consultation and agreement with the LPA.

East Northamptonshire Council has formally adopted the Nationally Described Space Standards and the detailed design of all dwellings should ensure that all residential development adheres with these requirements, as per the NNJCS Policy 30 – Housing Tenure and Mix. Accessible and adaptable dwellings will also be provided in accordance with ENC Policy.

Detailed design information regarding the design of dwellings will be submitted at the Reserved Matters Stage

DISTINCTIVE PLACES

5 MAKING THE MOST OF WHAT'S THERE (NPPF 2021: 124D, 130C, 130D, 157A, 189. NDG C1; C2; I1; B2; R3)



The development proposals respect the amenity and privacy of existing buildings adjacent to the site. Development backs onto existing properties along Newton Road (south) ensuring public access to the rear of the existing properties is restricted.

A detailed assessment of the site and its surrounding context has been undertaken by the consultant team over the course of several years. The proposals have been developed alongside the ENC Draft MFD and accord with the requirements of the NNJCS Policy 33 allocation.

A strong landscape framework based on the retention of existing tree and hedgerow planting has informed the design proposals. The areas of public open space are designed around the existing landscape features to retain key trees, hedgerows and ditches. These green spaces have been informed by the existing site topography using the lowest parts of the site for sustainable urban drainage systems. These existing landscape features form key green links through the site promoting pedestrian legibility and permeability.

6 A MEMORABLE CHARACTER (NPPF 2021: 124D, 130C, 130D. NDG C2; I1; I2; I3; B3)



The proposals aim to deliver a high-quality range of housing with a distinct character. Proposed materials and architectural detailing reflect the existing built form of Rushden and Higham Ferrers, and minimise the impact of the new development on the countryside to the east of the site.

The six proposed character areas set out the built form, materials, detailing and architectural treatments, boundary treatment and parking configurations for different areas of the site. This allows for a varied street scene and distinct character to be formed for the proposals.

The height and massing of the proposals will vary across the site, with taller buildings located to define the primary movement route, the A6 frontage and the central green corridor. Residential development will predominantly be 2-storeys, with the use of increased storey heights to define key spaces and legibility as necessary.

7 WELL DEFINED STREETS AND SPACES (NPPF 2021: 104, 105. NDG B2; M2; N2; N3; P1; P2; H2; L3)



The Illustrative Masterplan and accompany Street Hierarchy demonstrate how the streets and spaces have been well enclosed and are predominantly fronted by built form. Frontage to the public open space will create a sense of enclosure, offering natural surveillance and increasing the quality of the public realm.

The Masterplan has been designed so that the built form creates the spaces between the buildings rather than a highway led approach. Changes in the width and surface materials of routes will vary the character of the streets proposed, creating a clear hierarchy.

The detailed design of dwellings will ensure that units provide active frontages to the public realm, ensuring that that natural surveillance and opportunities for active overlooking are provided to the street and public realm.

8 EASY TO FIND YOUR WAY AROUND (NPPF 2021: 92B, 130B. NDG I1; M1; M2; U1)



A number of features area included within the scheme to enhance its legibility. Changes in surface materials demonstrate different pedestrian/vehicular priorities, whilst pocket parks will act as focal points within areas of residential development.

The proposed built form and landscape character areas will also help to aid movement through the site, by providing contracting characters across the site.

Landmark/key buildings and spaces will be utilised to aid legibility, playing a vital role in making the proposals easy to navigate scheme legible for residents to navigate. The design of these buildings will be determined at the detailed design stage.

The proposals have been developed alongside input from ENC, NCC and also been subject to a Space Syntax and OPUN Design Review to ensure that are accessible and easy to navigate.

STREETS FOR ALL

9 HEALTHY STREETS (NPPF 2021: 92B; 104C, 104E; 110A, 110B, 110C, 110D. NDG M1; M2; N3; P1; P2; P3; H1; H2)



The avoidance of an engineered approach to the highway design, achieved through the use of shared surfaces, single sided footways, and varying street typologies, means that standard highway design does not dominate the new development.

The enclosure of the streets and proposed buildings fronting areas of the public realm will assist in creating an intimate feel and street hierarchy across the scheme, rather than the building layout being dictated by the highway.

Informal Green Lanes and Private Drives that vary in width and surface materials provide a place where motorists, pedestrians and cyclists can share the same space.

The proposed Street Typologies have been designed to ensure that streets are pedestrian and cycle friendly with low vehicular speeds, and street trees to encourage a green and verdant character, helping to ensure that streets are not dominated by hard surfacing.

10 CYCLE AND CAR PARKING (NPPF 2021: 102E; 130F; 107A, 107B, 107C, 107D. NDG B2; M1; M3)



Parking is to be provided in accordance with rates set out in ENC policy and as set out in the Parking Strategy.

The majority of allocated parking will be provided on-plot and should generally be located to the front or side of dwellings within individual parking bays and/or garages to allow ease of access to dwellings.

Opportunities for publicly accessible electric vehicle charging points should be taken where possible to increase access to sustainable transport options. All dwellings will benefit from smart EV charger.

Allocated and un-allocated vehicular and cycle parking spaces will be provided, and the distribution of these spaces is to be set out at the detailed design stage.

Parking for non-residential uses, including the proposed local centres, will be agreed with ENC and set out at the detailed design stage,

11 GREEN AND BLUE INFRASTRUCTURE (NPPF 2021: 20D; 92B, 92C; 130F; 159, 174D, 179. NDG C1; B3; M1; N1; N2, N3; P1; P3; H1; R3; L1)



The outline design proposals utilise the existing landscape structure to inform the proposals.

Existing tree and hedgerow planting has been retained wherever possible, as well as the existing water courses that cross the site.

A network of new public open spaces is proposed, with space for allotments, SANG, recreation and formal amenity space provided close to dwellings.

A sustainable surface water drainage strategy is proposed which can offer the opportunity to increase biodiversity and habitat creation.

Potential options for the management of the public open space is set out in the GI Strategy Document that accompanies this application.

12 BACK OF PAVEMENT, FRONT OF HOME (NPPF 2021: 130A, 130B, 130D, 130F. NDG M3; H3; L3)



The use of strong building lines and front garden landscaping treatment will contribute towards clearly defining public and private space. Proposed boundary treatment include estate railings with planting, low hedges, close boarded fences and brick walls.

Variation in the use of surface materials will also help to define public and private areas, and buildings should be designed and orientated so that residents will be able to see these streets and spaces from within their homes.

Dwellings will benefit from private amenity space and will also provide the opportunity for residents to store bins and recycling boxes away from the street. The design of landscaping to individual dwellings will be set out at the detailed design stage,

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