

noted), and the Roman town of Bannaventa (near the A5), both of which are protected Scheduled Ancient Monuments. In addition, prehistoric remains are recorded from the area between Thrupp Grounds and the A5, and Roman and medieval remains are known in the Thrupp Lodge/Thrupp Grounds area.

The geophysical survey identified a number of areas considered likely to possess archaeological interest. Some will be protected under playing fields, and some are likely to be affected by future B4036/A5 road junction improvements, requiring excavation and recording, together with a number of other areas. Two lengths of historically 'important' hedgerows, and the majority of other historic hedgerows, would be retained and positively managed.

The development would have a minor adverse effect on the setting of Borough Hill as the diversion of the B4036 and proposed housing and a school are proposed within 300m of the monument. These effects would be mitigated through a sensitive detailed design for built development. The 'green infrastructure' proposals would minimise effects on the Grand Union Canal.

Soils, Land Contamination and Agriculture

The large scale of the development is significant in terms of the area of agricultural land it affects. Approximately 116 ha of the application area is proposed for hard development (irreversible), and the remaining 130 ha is proposed for soft development/open space. Approximately 33 ha of land is 'best and most versatile' agricultural land (grades 2 and 3A only) largely in isolated parcels, which would be lost to built development. The quality and quantity of soil on site would, however, be maintained and reused on site through a good practice soil management strategy. The remaining land outside the development site will remain as a viable farming unit. The boundaries of the development (hedging, fencing and routing of footpaths) will be designed to minimise trespass on to adjacent property.

A review of documentary sources and targeted site testing revealed a small number of minor sources (farm sources, infilled ponds and small waste pits) of local land contamination, which will be removed and/or remediated through standard procedures.

Social and Economic Effects

A comprehensive Facilities Audit has been carried out, in consultation with local authorities and service providers, to identify the community services and facilities in the local area and those likely to be required to support the new development of around 9800 residents. As a result the development will include the provision of, and contributions towards all essential infrastructure to meet the needs generated by the development.

A full detailed assessment of open space and playing pitch provision has been undertaken in Daventry and surrounding villages. The town meets and exceeds official standards for the quantity of open space provision, largely informal greenspaces. The existing level of playing pitch provision is also adequate to meet existing demands, although there is a lack of all weather pitches, hockey and tennis facilities. By providing a range of extensive open spaces and playing facilities (with details to be agreed with local authorities), the development will meet its own generated needs and address existing deficiencies in the town, and bring wider benefits to the community.

In respect of concerns of anti-social behaviour and crime, raised through the public consultation process, the development will be designed in consultation with the police and in accordance with crime prevention principles.

Traffic and Transport

Comprehensive strategic transport modelling and assessments have been carried out independently on behalf of the District and County Councils to examine the potential increase in travel demand, the impacts on highway networks, and the extent of transport improvements that may be necessary to accommodate the anticipated growth at Daventry town during the period to 2021. A Transport Assessment (TA) utilised traffic data from the strategic assessment to examine the site specific

requirements for access and to develop a travel demand management strategy for Church Fields.

The TA and strategic modelling exercises indicate that the proposed level of growth at Daventry could have a significant impact upon the local highway network. Various junctions are predicted to approach or exceed their theoretical capacities should there be unrestrained traffic growth, and capacity improvements could be required at several locations, including potential road widening on Eastern Way, the B4036 and the A45 Braunston Road (although further analysis is required before scheme proposals are taken forward). Impacts upon the wider highway network at the A45 and A5 in the morning peak period could be significant. The main impacts upon the M1 motorway between Junctions 18 and 19, in terms of traffic volumes, would be small.

To accommodate and manage traffic impacts, the development includes for: a number of high standard access points; the realignment of the B4036 along a higher standard of corridor, and a travel demand management strategy that seeks to maximise the travel options by public transport, walking and cycling. Appropriate contributions will be agreed towards extending bus services to the site, off-site junction and highway improvements (within Daventry and on the A5), traffic calming and traffic management measures at Norton Village, and generally towards encouraging sustainable travel (including through a Residential Travel Plan).

In terms of cumulative traffic impacts from all potential developments at Daventry, there will be shared responsibility amongst private and public sectors to provide the necessary infrastructure.

Noise

The dominant noise source on the eastern side of Daventry is road traffic noise. The noise assessment has examined the cumulative impact of all of the growth anticipated at Daventry to 2021, based on the strategic transport model. The predicted impacts on noise at the façades of houses in eastern Daventry range from negligible (less than 3 dBA change) to moderate (6 to 10 dBA). As none of the resultant noise levels reach or breach the 68 dBA threshold, no mitigation is required, although traffic management measures at Admiral's Way could be used to reduce traffic noise.

In Norton village, with speed control measures and traffic calming to deter non-access-through traffic, noise levels from traffic would not increase. No development traffic from Church Fields is predicted to travel through Welton village. However façade noise levels in Welton could see a moderate increase by 2021 with the general growth of traffic and cumulative effects of all of the potential developments at Daventry.

Consideration will need to be given to the design, orientation and acoustic protection measures at new properties adjacent to the realigned B4036 to ensure protection against traffic noise, including the possible need for an acoustic barrier along parts of the new road.

Air Quality

It is predicted that the impact of the operation of the proposed development on local air quality would not be significant. All locations assessed would experience lower pollution levels than in 2004 and would be within official Air Quality Objectives.

A number of mitigation measures are proposed to control the air pollution during construction. Air quality in existing communities around the site should not be adversely affected by construction due to the distances involved.

Utility Services

Consultations with the key utility providers have established the location and capacity of existing networks from which the site could be serviced. The development can be adequately supplied with power and telecommunications from existing networks, and there is capacity in the gas network to enable an initial level of development to proceed prior to necessary reinforcements. Significant improvements will be necessary to provide water supplies, which Anglian Water Services has a statutory

obligation to plan and provide for in response to planned growth. Bringing new services to the site will require works within the public highway, and the utility providers and local Highway Authority would aim to minimise impacts on the public.

The existing overhead 11kV, 33kV and 132 kV powerlines on site are to be diverted and located underground within the site. The undergrounding of the overhead 132 kV powerlines will also provide a positive impact by removing unsightly cables and pylons near existing properties at Norton Road, Southbrook.

Sustainability

Careful attention has been paid to all important sustainability considerations in formulating the outline planning applications, in accordance with the Government's sustainable development strategy and planning guidance. The emerging regional and local policy framework will have an important bearing on how sustainability, particularly the need to address climate change impacts. In light of this the Applicants propose that measures to promote energy and water conservation and renewable energy generation would be agreed at the detailed design stage of the development.

Cumulative Effects

The ES considers the potential for cumulative effects the development may have with other anticipated future urban developments at Monksmoor (to the north of Daventry Country Park) and Danetree (to the east of Borough Hill) and also DDC's intentions for a canal arm. The development proposals and EIA take account of such considerations as far as possible at this stage. The full and wider consideration of all such developments together is properly the responsibility of the local planning authorities.

Environmental Commitments

The ES shows that all significant environmental mitigation commitments can be implemented and secured through detailed design and environmental management arrangements.

Consultation

This ES will be available to the public for viewing at Daventry District Council's Planning Services office in Daventry and other agreed locations and is also available at www.churchfieldscroudace.co.uk. Copies of the ES (in paper or compact disc format) can be purchased on request to the above address, and a reasonable charge will be made to cover the costs of reproduction. This Non Technical Summary is also available separately as a colour brochure, free of charge.

The applicants welcome any comments on the environmental aspects of the proposals, and these should be sent to:

Martin Harrop, Croudace Homes Ltd.
Croudace House, Godstone Road, Caterham, Surrey CR3 6XQ,
Telephone: 01883 346464; Fax: 01883 335466

Email: martin.harrop@croudace.co.uk

The Project Team



Charles Planning Associates



CHURCH FIELDS, LONG BUCKBY ROAD, DAVENTRY



Proposed Urban Extension Environmental Statement Non-Technical Summary

December 2006

Introduction

Croudace Homes Ltd, The House Trustees and Lower Thrupp Limited are seeking outline planning permission for a major urban extension at 'Church Fields', Long Buckby Road, Daventry, Northamptonshire. An Environmental Statement (ES), of which this is a summary, has been prepared to accompany outline planning applications submitted in December 2006 to West Northamptonshire Development Corporation (WNDC) and Daventry District Council (DDC), as required by the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999.

The ES sets out the findings of the Environmental Impact Assessment (EIA) carried out by the applicants and their team. It includes a description of the proposed development and the alternatives considered. It describes the environmental conditions of the site, assesses the significant environmental impacts of the development and describes the mitigation measures proposed to avoid, reduce or remedy impacts. The ES forms an important part of the information that will be considered by WNDC and DDC when determining the outline planning applications.

Site Location and Environmental Designations

The site is approximately 246 hectares (608 acres) in size and lies to the north east of Daventry town centre. The B4036 Long Buckby Road passes through the centre of the site, which is bounded to the south by the B4036 Eastern Way, Norton Way, the residential area of Southbrook, and Borough Hill, to the north by the Grand Union Canal, and to the west by Daventry Reservoir and Country Park. The site lies within the town of Daventry and the parish of Norton, with Welton parish to the north.

The site mainly comprises intensively managed arable farmland bounded by hedgerows, and includes the woodland of Thrupp Covert and a small number of residential and agricultural buildings. High voltage electricity pylons cross the western part of the site. Most of the site is currently accessible to the public around field edges under the Countryside Stewardship Scheme, and along a public bridleway.

Borough Hill is a Scheduled Ancient Monument, Daventry Country Park & Reservoir (a potential Local Nature Reserve) is a highly valued local amenity. Most of the Country Park, Thrupp Covert, parts of Borough Hill, and a section of adjacent stream are designated as non-statutory County Wildlife Sites. The Grand Union Canal is also a Conservation Area.

Scope and Methodology

The ES assesses the likely significant effects of the development on the environment, has influenced the proposals through feedback from the assessment, and has taken account of the consultations with a wide range of interested parties, including through a formal 'Scoping' exercise, and a Community Involvement Exercise (public exhibitions and wide stakeholder consultation) in April 2006.

Alternatives

Land at Long Buckby Road has consistently scored well in assessments of alternative sites, by local and regional planning authorities, for their potential to accommodate additional urban development at Daventry, including during preparation of the Daventry District Local Plan (adopted 1997), the Northamptonshire County Structure Plan 1996-2016, the Milton Keynes and South Midlands Sub-Regional Strategy (MKSM SRS, 2005) and the emerging Local Development Framework (LDF). The approved SRS requires Daventry to provide an additional 10,800 dwellings and new employment land during the period 2001 to 2021. As there are no major 'brownfield' sites available, and DDC estimate that 6100 dwellings are needed on greenfield sites, the next option is for a number of urban greenfield extensions which can provide housing and supporting facilities in close proximity to the town centre.

Part of the application site has been tested through the previous Local Plan process and was recommended by the Inquiry Inspector for allocation. The above factors have led the Applicants to conclude that the site is a suitable location to accommodate a major comprehensive mixed-use urban extension which can be integrated with the town.

Alternative scheme layouts and land uses have been considered throughout the process of preparing the development proposals, responding to the EIA studies and feedback from consultations. In particular, a wide open space corridor is proposed adjacent to Daventry Reservoir as an extension to the Country Park, in place of the strong urban form closer to the Reservoir that was once envisaged.

The Proposed Development

The outline planning applications are for a comprehensive mixed use urban extension of residential development (up to 4,000 dwellings, including provision of affordable housing), social and community facilities, including a secondary school, three primary schools, a 'district centre' (with a supermarket, other shops and business units, a community building, a health centre and other facilities), and two 'local centres' (including local shops and services), as well as transport, drainage and comprehensive green infrastructure.

The development will provide a diversion of the B4036 Long Buckby Road onto a new road, downgrade part of Norton Way to a quiet 'greenway', and provide a network of new roads, cycle paths and footpaths. A new cycle lane is proposed along the B4036 to the A5, and the proposals allow for future potential improvements to the A5/B4036 junction. Measures to reduce 'through traffic' in Norton village, provide new bus services, and a Residential Travel Plan (to reduce the number of car trips) will be supported. Existing overhead high voltage power lines will be diverted underground.

A network of green open spaces is proposed with parkland areas, a retained bridleway and new green routes, wildlife corridors, sustainable drainage facilities, sports pitches, children's play areas, new and retained woodland, retention of 75% of the site's hedgerows (and relocation of others), and a proposed extension to Daventry Country Park.

A route for DDC's canal arm scheme between the Grand Union Canal and the town centre can be accommodated within the Master Plan should that project proceed, but does not form part of the Church Fields proposals.

The Master Plan shows the proposed layout of land uses at the site. Buildings of between 2 and 4 storeys are proposed, with residential densities to accord with Government planning guidance. As the planning applications are largely in outline, details are reserved for later consideration by the Local Planning Authorities. The environmental effects of construction would be managed by the Applicants including through a Construction Environmental Management Plan (CEMP). Appropriate longer term site management arrangements would be agreed with the Local Planning Authorities.

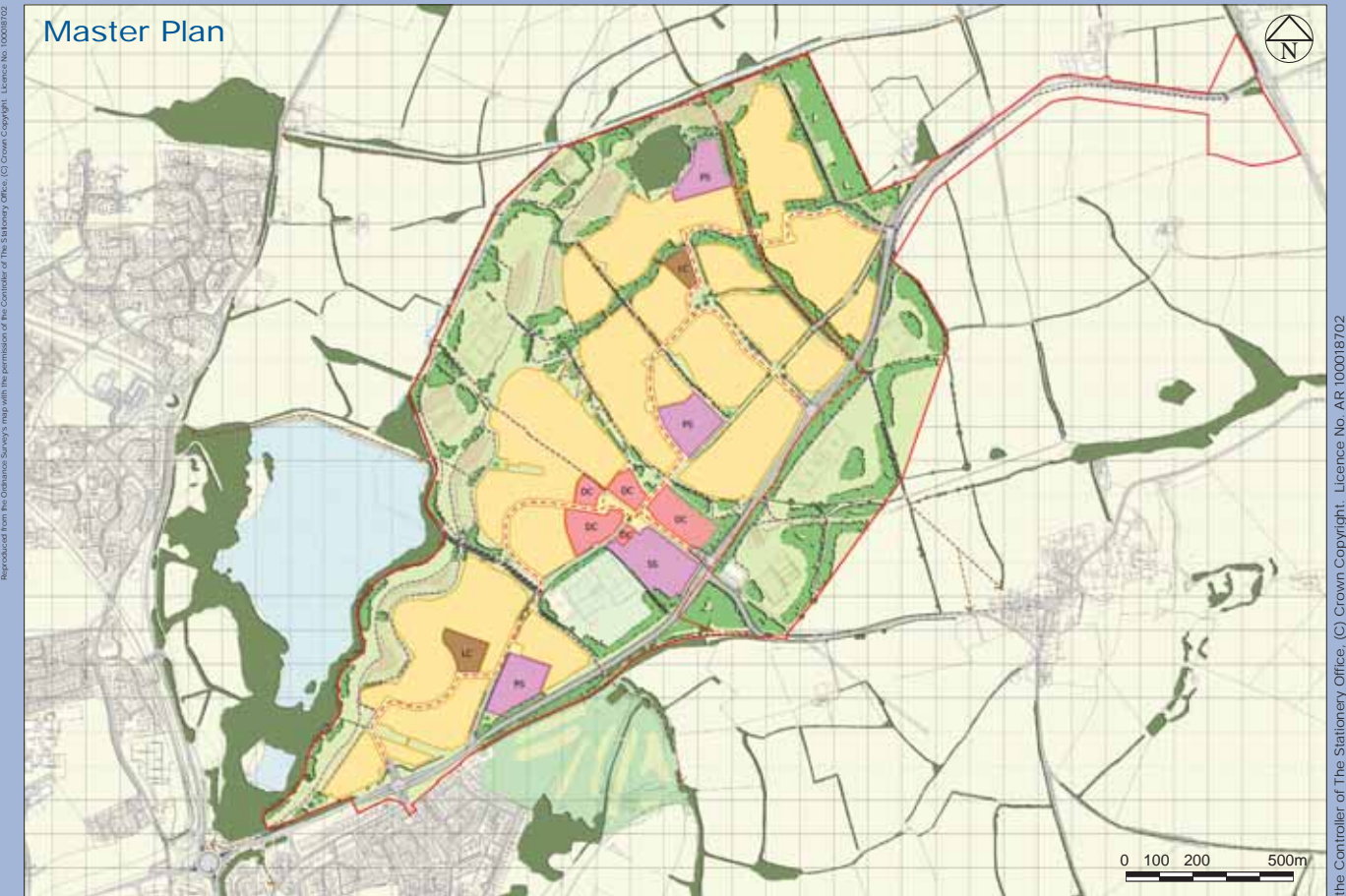
Planning Context

A review of all relevant national, regional, strategic and local planning policy documents has been undertaken. The adopted Daventry Local Plan (which does not allocate the site for development) is due to be superseded by the LDF (see 'Alternatives' above), which must be in conformity with the adopted MKSM Sub Regional Strategy which includes the growth of Daventry to a town of 40,000 (from approx. 22,000) as a fundamental objective. The site was previously identified in DDC's emerging Core Strategy (Pre-Submission, 2005) as being suitable for an urban extension of approximately 4000 dwellings. DDC's LDF has now been severely delayed, and DDC are now preparing a Joint Core Strategy with neighbouring local authorities.

Landscape and Visual Effects

The majority of the landscape character of the site and its context can be described as urban fringe in nature. Whilst the site largely comprises farmland, the built edge of Daventry, pylons and local roads all contribute significant urban influences. The site

Proposed Urban Extension



has a gently undulating landform with well managed hedgerows together with small copses including woodland at Thrupp Covert. Views across this area vary between those that are largely defined by open countryside, to those that are strongly influenced by the existing town of Daventry. The site comprises part of the local settings to Daventry Country Park and Borough Hill.

The proposed development will constitute a significant landscape change at the north-eastern edge of Daventry, although a more subtle transition in terms of the settled character of the landscape. In terms of visual effects, the development would impact on a number of views into and across the area, causing a noticeable change in some existing views over semi-rural landscapes. At night the new lit streets and properties would extend the illuminated influence of the existing urban area. The proposed extensive 'green infrastructure' network (see 'The Proposed Development' above), will help integrate the development into the local landscape.

Ecology and Nature Conservation

A desk study and comprehensive ecological field surveys identified important hedgerows, eight bat species, Great Crested Newts, Grass Snakes, Brown Hares, Badgers and endangered farmland bird species (including Tree Sparrow, Yellowhammer and Skylark) on site. Surveys over two years during winter months in Daventry Reservoir and Country Park also identified twenty-five species of waterfowl.

On-site and off-site measures are proposed to minimise the significance of the loss of habitats and increased disturbance to the species identified. These measures include the creation of wildlife corridors, retention and translocation of ecologically important hedgerows, measures to protect bats, and habitat creation and management proposals. An off-site mitigation area is proposed to enhance and manage habitat for endangered farmland bird species, Brown Hares and Badgers. Additional habitat in and around Daventry Reservoir for its waterfowl is proposed through appropriate management of marginal habitats, provision of floating rafts on the reservoir itself, improving its educational value, and contributions towards the funding of additional wardening and management. With correct implementation of these measures, the impacts of the development would not be significant.

Water Quality, Drainage and Hydrology

The site is located in the upper reaches of the River Nene catchment, and drains via small ditches within the site mainly to Daventry Reservoir (which drains other areas of the town, and is managed by British Waterways) and to minor local streams. Small

	Site Boundary		Principal Development Movement Corridor		Existing Woodland Planting
	District Centre		Proposed Recreational Routes		Open Space
	Local Centre		Existing Footpaths / Bridleways		Detention Basins
	Residential		Greenway Cycle / Footpath		Playing Fields
	Schools		Proposed Pavillion		NEAP's
	Village Square		Proposed Woodland Planting		LEAP's
					Existing Waterbodies

parts of the site are within a high risk flood zone at the edges of Daventry Reservoir, and a 'dam burst zone' (that would be affected by floodwaters from the reservoir if it were to fail). As open spaces are proposed in these areas, and potential flood flow routes are identified, the development would not affect flooding.

A strategy of carefully selected 'sustainable drainage' facilities is proposed to ensure the development does not increase surface water flows to Daventry Reservoir and other watercourses, or increase flood risks. Pollution control measures will also be incorporated in order to prevent pollution of receiving waters, particularly as the reservoir is a county wildlife site. Risks of pollution will also be prevented through adherence to good practices during construction.

Archaeology and Cultural Heritage

A desk-based archaeological assessment, including of aerial photographs and historic landscape character, and a site geophysical survey have been carried out. Key archaeological sites in the vicinity include Borough Hill hillfort (where Iron Age remains, a Bronze Age barrow, a Roman villa and Roman and Saxon inhumation remains are