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Landform Estates Ltd is promoting Mickle Well Park, a 38.1 ha (94.15 acre) site, for a new housing development located on the northern edge of Daventry, Northamptonshire.

This document presents the vision for Mickle Well Park and shows how the proposals have evolved following technical assessments and a detailed analysis of the opportunities and constraints.

Landform Estates confirms this site is suitable, available and deliverable within five years. The site is in single ownership and has a good and marketable title that will allow delivery without impediment and within the proposed timescale.

Introduction

Housing Delivery
Landform Estates is a strategic land promotion company that specialises in delivering consented land for major housing projects. Landform is not a house builder and therefore the company has more flexibility to sell land to multiple house builders on an unrestricted basis - thus increasing the delivery rate of the houses being built.

On larger sites Landform installs the primary infrastructure, such as access roads and services, so that serviced plots can be sold separately to different house builders.

Self-build Phases
As well as private and affordable housing Landform is proposing to offer self-build plots at Mickle Well Park. Landform's agents have confirmed that there will be considerable interest for these type of plots. Talks with Northamptonshire Architects Society have confirmed that such an initiative would be widely welcomed. The rare opportunity for self-build plots will add diversity and quality to the proposals, as well as increasing housing delivery rates.

Highways / Access:
The site is extremely well positioned for connection into the existing road and footpath network. It will offer safe and suitable access arrangements for residents via a new built junction on the A361 (Ashby Road). Additional pedestrian and cycle routes can easily be made to the south and east of the site, linking to the nearby facilities, schools and town centre. The No 12 bus can access the site and so too can the proposed DiRFT Phase 3 new bus service.

Landscape/Sustainability:
The site sits in a natural bowl with higher land to the north. Therefore our landscape advisors have confirmed that development will not have an adverse visual impact on the village at Welton or on the wider Daventry setting.

Nature Conservation:
A Phase I Ecology survey has been undertaken and this confirms that ecology matters are not a constraint to delivery of the proposals.

Sustainability and Connectivity:
The site is located close to existing services and public transport. This means there are many opportunities to link easily into the existing urban area. The availability of nearby facilities, such as the school and shops, make it a sustainable location. The development also has potential to use energy efficient services such as solar because of its south facing position and topography.

Utilities/Infrastructure:
The site can easily access all existing infrastructure and services required for the delivery of residential development, with only incremental local network reinforcement being required.

Drainage / Flood Risk:
The site sits in Flood Zone 1 (<1:1000 year event) and flooding is not a constraint to delivery of the proposals. It lies downstream of Drayton Reservoir and the extreme south eastern corner falls within the modelled worst case flood extent of failure of the reservoir. The reservoir is operated and maintained by the Canal and River Trust. Housing will either be located outside this small area or mitigation measures agreed with the Environment Agency as part of any FRA.

Contamination:
The site is currently in agricultural use and has not been the subject of any uses that are likely to have caused contamination. Further, more detailed, studies will be carried out as necessary.

Archaeology, Heritage & Conservation:
A Phase I survey has confirmed that the site is not the subject of archaeological or heritage interest and these matters do not represent a constraint to delivery. There is a linear conservation area on the southern boundary which contains the canal footpath. The footpath will remain untouched and as such it does not represent a constraint to development.

“The Mickle Well Park site is suitable, immediately available, and deliverable.”
Land Ownership

The plan shows the extent of land ownership (blue line), the extent of the proposed development site (red line), and the proposed curtilage of the retained farmstead (green line).

Key

- Ownership Boundary
- Site (38.1 ha / 94.15 acres)
- Farm (4.9 ha / 12.1 acres)
LANDSCAPE CONTEXT

Daventry: Opportunities and Constraints

- The adjacent plan shows the landform surrounding the Daventry area which is a key constraint to the sustainable growth of the town.

- The green tone areas show where development is unsustainable in landscape terms. This is because it would extend into the enclosing higher landform where it would impact heavily and unacceptably on the rural open landscape character beyond.

- The blue tone areas are the Monksmoor & Dodford valleys, which are an important landscape resource and unsuitable for development.

- The red shaded areas show locations where development would be acceptable in landscape and visual terms.
Opportunities and Constraints to the South of Welton

- The adjacent plan shows where development can be located that would not adversely impact on Welton or the wider landscape area.

- The bold yellow line shows higher land that should not be breeched.

- The dotted green tone shows the key visual setting of Welton, a village of character which contains many listed buildings. This setting should be kept open.

- The Grand Union Canal crosses underground to the south, but provides no barrier. Its course forms part of the local park which lies in the valley which should also be kept open.

- Fonsil Wood lies in the centre of the site and will be retained and linked to surrounding areas by new planting & hedgerows.

- There is no reason, in landscape and visual impact terms, why the remaining site area should not be developed.
LAND USE / LAND BUDGET / HOUSING DELIVERY

Proposed land use / land budget

<table>
<thead>
<tr>
<th></th>
<th>HA.</th>
<th>Acres</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>17.3</td>
<td>42.75</td>
</tr>
<tr>
<td>Allotments</td>
<td>0.8</td>
<td>2.00</td>
</tr>
<tr>
<td>Public open space</td>
<td>9.9</td>
<td>24.46</td>
</tr>
<tr>
<td>Attenuation ponds</td>
<td>1.7</td>
<td>4.20</td>
</tr>
<tr>
<td>Buffer</td>
<td>4.0</td>
<td>9.87</td>
</tr>
<tr>
<td>Roads</td>
<td>4.4</td>
<td>10.87</td>
</tr>
<tr>
<td>TOTAL</td>
<td>38.1</td>
<td>94.15</td>
</tr>
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</table>

Housing delivery

<table>
<thead>
<tr>
<th>Phase</th>
<th>PRIVATE</th>
<th>AFFORDABLE</th>
<th>TOTAL</th>
<th>DURATION</th>
<th>DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>HOUSE 1</td>
<td>20</td>
<td>20</td>
<td>5</td>
<td>25</td>
<td>70</td>
</tr>
<tr>
<td>HOUSE 2</td>
<td>30</td>
<td>30</td>
<td>5</td>
<td>25</td>
<td>90</td>
</tr>
<tr>
<td>HOUSE 3</td>
<td>35</td>
<td>35</td>
<td>8</td>
<td>25</td>
<td>103</td>
</tr>
<tr>
<td>HOUSE 4</td>
<td>40</td>
<td>40</td>
<td>5</td>
<td>25</td>
<td>110</td>
</tr>
<tr>
<td>HOUSE 5</td>
<td>30</td>
<td>30</td>
<td>5</td>
<td>12</td>
<td>77</td>
</tr>
<tr>
<td>TOTAL</td>
<td>155</td>
<td>155</td>
<td>28</td>
<td>112</td>
<td>450</td>
</tr>
</tbody>
</table>

N.B. Housing numbers are based on the low range 26dph density. Housing delivery in the first 5 years is circa 263 units.
The proposed masterplan:

- Knits into its context through connections to existing links and public open space
- Prioritises public transport through a bus-only access to the south-west, forming a loop that exits further north on to Ashby Road
- Forms a framework of connected open spaces of varying form and function
- Allows substantial buffer zones through set-backs from sensitive / visible boundary edges
- Integrates existing trees and hedgerows into its green infrastructure
- Provides for independent access to the farm
- Accommodates substantial attenuation areas to provide source control, water quality treatment and biodiversity enhancement
- Represents a defined and appropriate northern ‘edge’ to Daventry
- Allows for simple and logical phasing of development
- Allows for areas of differing and distinct character across the site
- Provides opportunity for a ‘community hub’ at the heart of the new development
TRANSPORT & SUSTAINABILITY

The site is located north of Daventry and because it is closer to DIRFT, Rugby and M1 junction 18 it will have the least propensity of all sites within Daventry to create development-generated traffic on the A45 / J16 corridor. The development can make an early and significant financial contribution to the A45 Flore Weedon Bypass, which will both reduce the overall cost of the scheme (through reduced borrowing requirements) and the financial risk to Northamptonshire County Council.

Safe and suitable vehicular access to the site can be achieved from the A361 Ashby Road. There is also the opportunity for a further bus, pedestrian, cycle and emergency access from Ashby Road.

A safe pedestrian, cycle and emergency access to the site from Welton Lane is also proposed.

The site is well located for pedestrian and cycle access to nearby education, healthcare, shopping and employment destinations, including:

- Ashby Fields Primary School;
- Permitted Primary School on Monkmoor development;
- Wimbourne Surgery;
- Permitted Medical Facility on Monkmoor development;
- Tesco / Boots and Local Centre, Wimbourne Place;
- Daventry town centre;
- Drayton Fields Industrial Estate;
- Royal Oak Industrial Estate; and
- Long March Industrial Estate.
### Education Facilities in Daventry
- Welton C of E Primary School, Welton Lane, Welton, NN11 2JZ
  - This is a mixed sex rural primary school and has approx 116 pupils with 38 boys and 78 girls
- Ashby Fields Primary School, Ashby Fields, NN11 0QF
  - This is an urban primary school and has approx 404 pupils with 195 boys and 209 girls
- Primary School, Monksmoor (proposed)
- Daventry William Parker School, Ashby Road, NN11 0QF
  - This is an urban secondary school and has approx 1164 pupils with 558 boys and 606 girls
- Falconer's Hill Infant School, Ashby Road, NN11 0QF
  - This is a mixed sex urban primary school and has approx 195 pupils with 107 boys and 88 girls
- Falconer's Hill Community Junior School Ashby Road, NN11 0QF
  - This is a mixed sex urban primary school and has approx 243 pupils with 127 boys and 116 girls

### Major Employment Opportunities
- Drayton Fields Industrial Estate
- Royal Oak Industrial Estate
- Daventry Town Centre
- Long Marsh Industrial Estate
- DIRFT

### Healthcare Facilities
- Wimbourne Surgery, 1 Wimbourne Place, NN11 0XY
- Monksmoor Medical Facility (proposed)
- Abbey House Surgery
- Danetree Hospital

### Local Retail
- Tesco’s / Boots Local Centre, Wimbourne Place, NN11 0XY
- Icon / Abby Retail Centre
- Daventry Town Centre
- Convenience Store

### Community Facilities
- Welton Road Allotments (two areas)
- Drayton Grange Football Club
- Ashby Road Youth Club and Community Facilities
- Community Centre, Monksmoor (proposed)
- Ford Sports Social Club
- Daventry Leisure Centre
- Hotel

### Public Open Space
- Spinney Woods and associated POS
- Ashby Fields POS
- Drayton Reservoir
- Daneholme Park POS
- Ashby Road POS
- Monksmoor POS (proposed)
- Daventry Reservoir and Country Park

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**TRANSPORT & SUSTAINABILITY**
TRANSPORT & SUSTAINABILITY

The site is well located to bus services. Bus No. 12 currently passes the site along the A361 Ashby Road and provides an hourly service between Long Buckby (including Long Buckby station) Daventry, Rugby and Coton Park. There is the opportunity to divert service 12 through the site, to increase usage. Services D2 and D3 route through the Lang Farm estate to the south, and are thus only a short walk from the site. They provide a link to Daventry town centre, High March Industrial Estate and onwards to Northampton.

The DiRFT Phase 3 planning application includes provision for an additional bus service (circa hourly with potentially a higher frequency during peak hours) linking DiRFT with Daventry which would route along the A361 Ashby Road and past the site. There is the potential to divert this bus service into the site.

It is recognised that the A45 corridor south from Daventry is a constraint on major development in the town. Works on the A45 / A5 interim junction improvement scheme are due to be completed in July 2013. Northamptonshire County Council has stated that the trigger point for the A45 Flore Weedon Bypass is 2,250 dwellings at Daventry. Northamptonshire’s Revolving Infrastructure Fund will facilitate delivery of the bypass and this requires a co-ordinated approach between existing and new funding sources to build the funding bridge. The approach requires the County to front fund the infrastructure (with later payback from developers and other funding sources) which, when taking into account interest on borrowings, increases the overall cost of the scheme. The County has stated that the bypass can be open by 2021 which coincides with the Joint Planning Unit’s trajectory showing 2,250 completions at Daventry.
The site’s potential for direct and good quality linkages into the existing urban area, and the availability of facilities, such as the school, make it a sustainable location.

There is an opportunity to provide pedestrian and cycle connections into Newbury Drive and Acre Close to the south which link into the comprehensive pedestrian and cycle network through the Lang Farm and Ashby Fields Estates into the town centre and the employment areas.

The proposed development would assist in delivering improvements to walking and cycling routes as well as bus service enhancements. A travel plan would be provided that would encourage future residents to travel by non-car modes.

There are safe and suitable access arrangements to the site and future residents would have the opportunity to access a range of destinations by a choice of travel modes. The proposed development is therefore in accordance with national and local transport planning policy.

The site’s orientation and topography assist in achieving the delivery of an energy efficient layout. Energy efficient design, including measures such as renewable energy and on-site energy generation, will be considered in accordance with best practice.
INFRASTRUCTURE DELIVERY AND UTILITIES PHASING

Infrastructure

Service enquiries have been undertaken with all Statutory Undertakers in order to assess the ability to deliver the scheme proposal.

All services with sufficient capacity are located close to the site and these can readily serve the proposed development subject to suitable connections being implemented and funded by the developer.

A summary of the relevant responses is detailed in the adjacent table.

Flood Risk and Surface Water Drainage

• The proposed development is located in Flood Zone 1 (less than 1:1000 year event) accordingly to the Environment Agency flood maps and therefore in accordance with the NPPF all land uses are suitable and the proposed development is sequentially acceptable.

• The development lies downstream of Drayton Reservoir, which is owned and maintained by the Canal and Rivers Trust. A small part of the site in the south eastern corner falls within the modelled worst case flood extent that would arise in the event of failure of the reservoir; which is considered very low risk: the inspection and monitoring regime is rigorous as the dam is regulated by the Reservoirs Act 1975.

• Housing will either be omitted from this small area or suitable mitigation measures agreed with the Environment Agency as part of a site specific Flood Risk Assessment to support a future planning application.

• The land use framework for the site has incorporated sufficient space for the provision of approximately 8,500 m³ of storm water storage in ponds and swales which will cater for the 1 in 100 year storm plus 30% for climate change.

• Flood Risk and Surface Water Drainage requirements are not constraints to delivery of the proposals.

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<tr>
<th>SERVICE</th>
<th>DELIVERY</th>
<th>DIVERSION</th>
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<tbody>
<tr>
<td>Water Supply</td>
<td>• A water supply with sufficient capacity is located close to the site at Welton Lane to the east and the Farnborough Drive roundabout to the south west.</td>
<td>• No diversions required.</td>
</tr>
<tr>
<td></td>
<td>• Straightforward extensions can be made from these supplies to serve the site.</td>
<td>• Within developer control.</td>
</tr>
<tr>
<td></td>
<td>• Any reinforcement required to serve the site will be funded by the developer.</td>
<td></td>
</tr>
<tr>
<td>Wastewater</td>
<td>• Daventry is served by the Whilton Sewage Treatment Works.</td>
<td>• No diversions required.</td>
</tr>
<tr>
<td></td>
<td>• This is currently being upgraded with completion due within 2013.</td>
<td>• Within developer control.</td>
</tr>
<tr>
<td></td>
<td>• This will have sufficient capacity to accommodate site flows.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• The nearest foul sewer main (450mm) is close to the south and site flows can gravity drain to this point.</td>
<td></td>
</tr>
<tr>
<td>Telecommunications</td>
<td>• There is an existing supply to the site which can be upgraded.</td>
<td>• Existing supply to Welton Place Farm to be diverted as required.</td>
</tr>
<tr>
<td></td>
<td>• BT has a statutory obligation to provide telecommunication services across the site.</td>
<td>• Within developer control.</td>
</tr>
<tr>
<td>Gas</td>
<td>• A gas main with sufficient capacity is located on Welton Lane to the south of the site.</td>
<td>• No diversions required.</td>
</tr>
<tr>
<td></td>
<td>• Straightforward incremental extension can be made to serve the site.</td>
<td>• Within developer control.</td>
</tr>
<tr>
<td></td>
<td>• Developer funded.</td>
<td></td>
</tr>
<tr>
<td>Electricity</td>
<td>• An 11KV overhead line currently serves the site with an additional supply nearby to the south west.</td>
<td>• Diversion of existing cable by developer.</td>
</tr>
<tr>
<td></td>
<td>• This service can be extended to serve the site with perhaps 2 or 3 new substations required.</td>
<td>• Within developer control.</td>
</tr>
<tr>
<td></td>
<td>• Developer funded.</td>
<td></td>
</tr>
<tr>
<td>Oil Pipe</td>
<td>• A BPA oil pipeline is located within the south west of the site and the scheme layout allows for the necessary 6m easement with no buildings or structures within it.</td>
<td>• Pipeline to remain in existing location.</td>
</tr>
<tr>
<td></td>
<td>• BPA has confirmed that crossing of the pipeline is acceptable subject to the detailed design being approved by them.</td>
<td>• No diversions required.</td>
</tr>
</tbody>
</table>
INFRASTRUCTURE DELIVERY AND UTILITIES PHASING

Utility Plan

Key
- Existing gas
- Proposed extension to gas
- Existing water
- Proposed extension to water
- Existing BT cables
- Existing foul & surface water drainage
- Proposed extension to foul & surface water drainage
- Potential extra drainage (if required)
- Existing overhead electricity
- BPA Pipeline
Landform Estates Ltd is promoting Mickle Well Park, a 38.1 ha (94.15 acre) site, for a new housing development located on the northern edge of Daventry, Northamptonshire.

This document presents the vision for Mickle Well Park and shows how the proposals have evolved following technical assessments and a detailed analysis of the opportunities and constraints.

Landform believes that Mickle Well Park offers an exciting opportunity to bring much needed new housing to Daventry with minimum impact on the local environment and at a low cost in new infrastructure. The scheme will also offer the diversity and interest of self-build opportunities and energy efficient design.
THE DEVELOPMENT TEAM

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