

1. Introduction

WELCOME TO THE EXHIBITION

This is a public consultation event for a proposed landscape-led residential development on land to the south of Grange Park, Northampton, comprising up to 330 residential dwellings, including market and affordable homes, public open space and new community facilities.

The exhibition covers the following topics over 8 boards:

1. Introduction
2. Planning Policy Context
3. Site Analysis
4. Illustrative Masterplan
5. Landscape
6. Ecology and Arboriculture
7. Highways
8. Site Investigations

All of the exhibition boards are available to view online via the Manor Oak Homes website:

www.manoroakhomes.co.uk/project/gra-046

BACKGROUND AND CONTEXT

Manor Oak Homes are proposing the development of land to the south of Grange Park, Northampton, to help contribute towards the ever-increasing housing needs of Northampton.

This consultation has been organised to inform local residents of the emerging proposals and to give you the opportunity to ask questions and make comments.

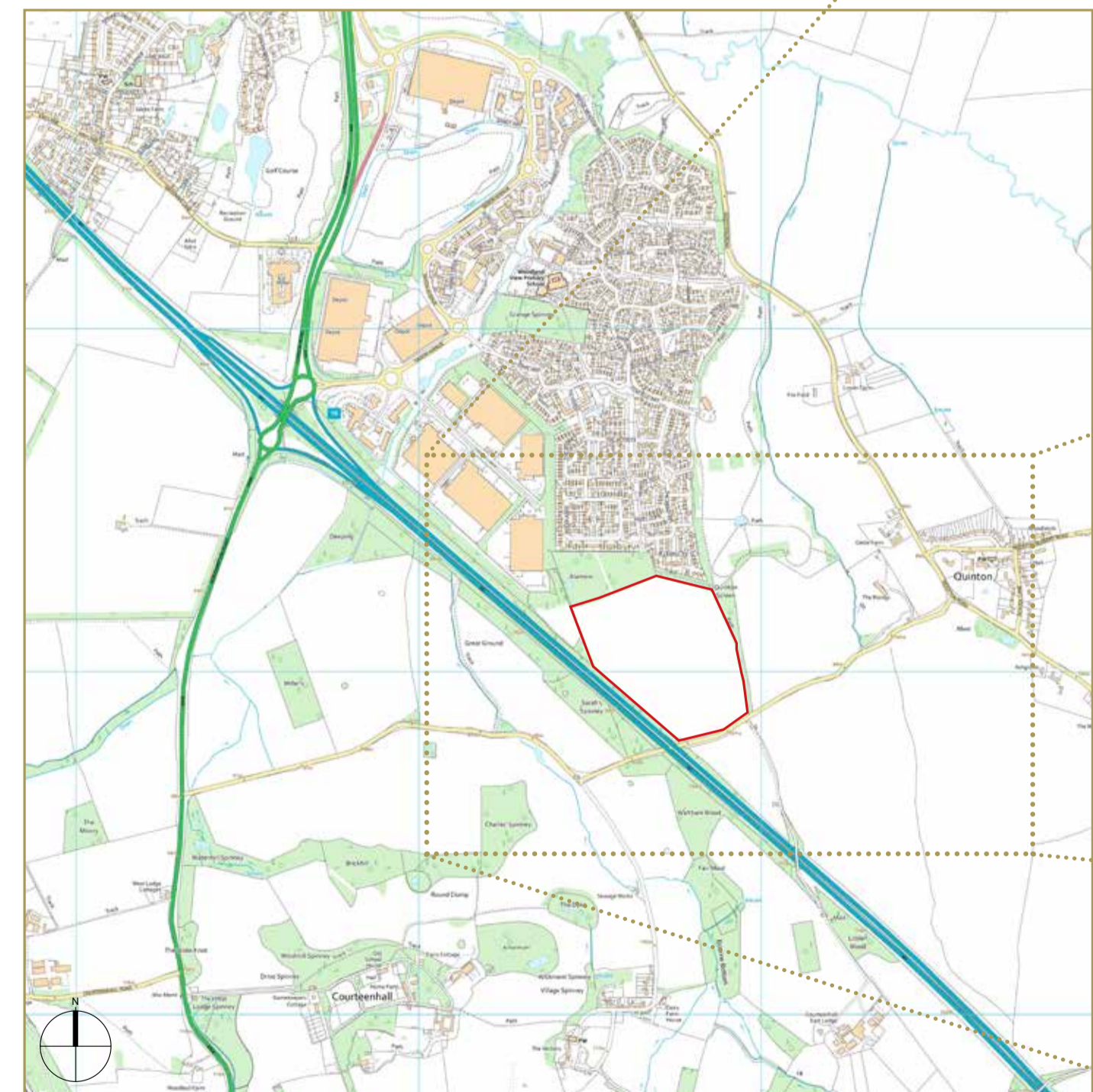
We expect to submit an outline planning application in the spring, 2019.

ABOUT THE SITE

The site is located immediately to the south of Grange Park, which comprises a mix of modern residential and commercial uses representing the southern extent of the Northampton urban area.

The site extends to approximately 15.75ha and comprises agricultural land fringed by mature trees on its northern, eastern and western boundaries.

In policy terms the northern boundary of the site is contiguous with the Northampton Related Development Area (NRDA) which represents the principal focus for growth in the West Northamptonshire area. The site is not subject to any restrictive environmental designations and is free of any physical development constraints.



SITE LOCATION PLAN (NTS)

THE TEAM

Members of the team are on hand to answer any questions you may have about our proposals.

Armstrong Rigg - Town Planning
rg+p Architects - Masterplanning

Aspect - Landscape Design

MAC - Transport and Highways

JPP - Highways and Drainage

Lockhart Garratt - Ecology and Arboriculture

MOLA - Archaeology

REC - Noise and Air Quality



AERIAL PHOTOGRAPH OF THE SITE IN CONTEXT (NTS)

HOW TO COMMENT

Your views are important to us and we thank you for your time today. We would be pleased to receive any feedback that you are happy to provide and this will be considered prior to the submission of any planning application.

Comment forms are available around the room and can be deposited in the box provided. You can also provide your thoughts by email using the address below by Friday 15th February:

info@arplanning.co.uk

2. Planning Policy Context

PLANNING BACKGROUND

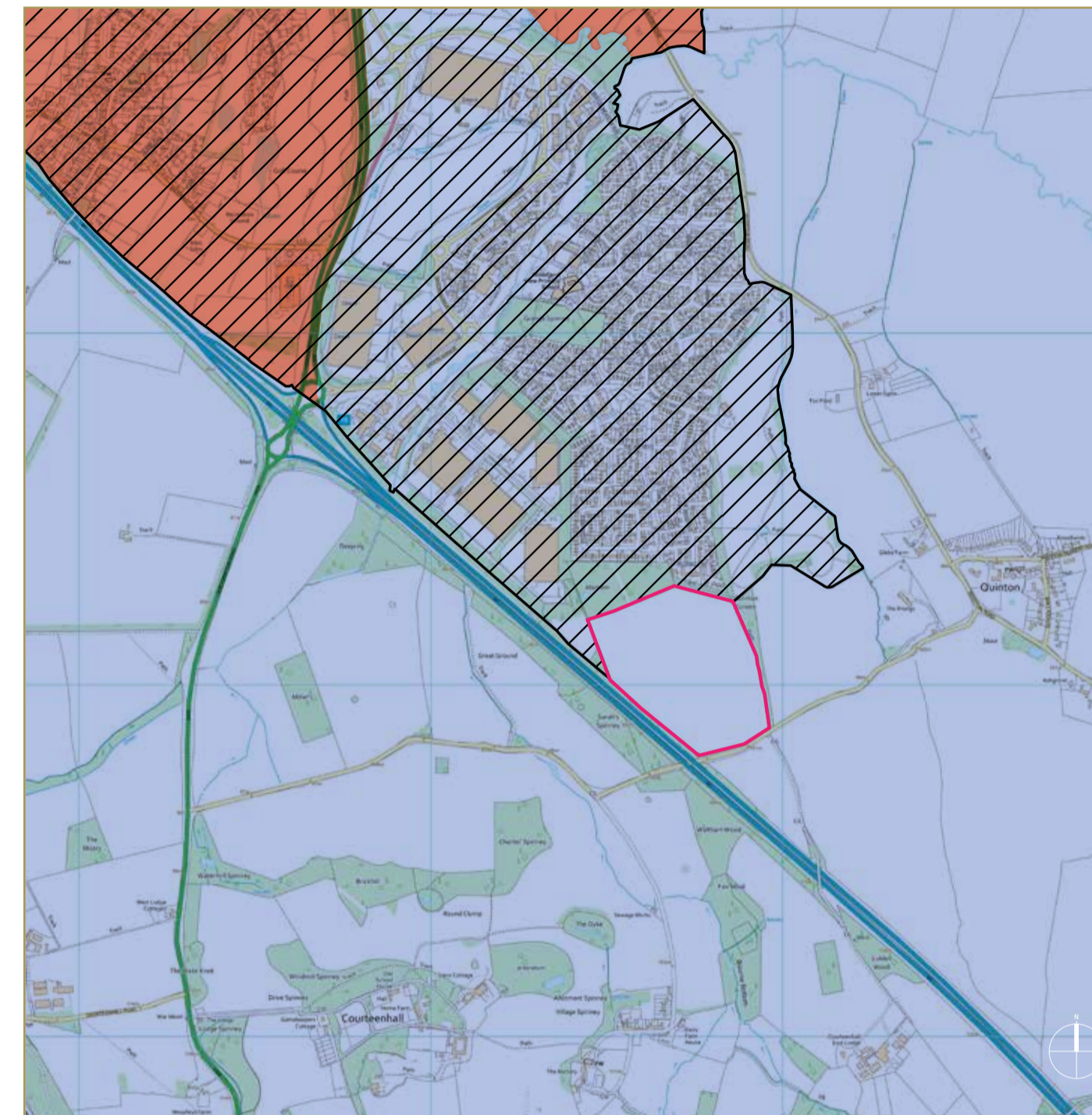
The proposals displayed at this exhibition seek to help meet the substantial need for housing in Northampton. Currently it is only possible to identify around half of the housing sites needed to deliver the homes required by a growing Northampton during the next five years.

The Northampton Related Development Area (NRDA) will accommodate the vast majority of housing growth required within West Northamptonshire. The NRDA partially falls within South Northamptonshire, including Grange Park itself, with large areas of the NRDA then bordering onto the District.

The delivery of the homes needed by the NRDA is equally the responsibility of South Northamptonshire Council as it is Northampton Borough Council. A map showing the relationship of the NRDA with both the District and the site can be found opposite.



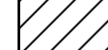
In light of the deficient delivery of new housing across Northampton in the last 5 years the proposal is supported by Policy S4 of the adopted Joint Core Strategy (shown below in full) which confirms that additional development to meet the needs of the town will be supported if it meets the vision, objectives and policies of the plan.

The importance of Policy S4 in guiding development in the District is recognised within the emerging South Northamptonshire Local Plan Part 2.



SPATIAL PLANNING POLICY MAP (NTS)

Key

	Site Boundary
	South Northants Council
	Northampton Borough Council
	Northampton Related Development Area (NRDA)

POLICY S4 - NORTHAMPTON RELATED DEVELOPMENT AREA

PROVISION WILL BE MADE FOR ABOUT 28,470 NET ADDITIONAL DWELLINGS WITHIN THE NORTHAMPTON RELATED DEVELOPMENT AREA IN THE PERIOD 2011 to 2029

NORTHAMPTON'S NEEDS, BOTH HOUSING AND EMPLOYMENT, WILL BE MET PRIMARILY WITHIN NORTHAMPTON'S EXISTING URBAN AREA AND AT THE SUSTAINABLE URBAN EXTENSIONS WITHIN THE NORTHAMPTON RELATED DEVELOPMENT AREA BOUNDARY. ADDITIONAL DEVELOPMENT TO MEET NORTHAMPTON'S NEEDS WILL BE SUPPORTED ONLY IF IT MEETS THE VISION, OBJECTIVES AND POLICIES OF THIS PLAN.

THE NORTHAMPTON RELATED DEVELOPMENT AREA BOUNDARY WILL BE REVIEWED AS PART OF ANY REVIEW OF THE HOUSING REQUIREMENT FOR WEST NORTHAMPTONSHIRE OR ANY OF ITS CONSTITUENT ADMINISTRATIVE AREAS.

THE NORTHAMPTON RELATED DEVELOPMENT AREA BOUNDARY IS SHOWN ON THE POLICIES MAP (FIGURE 5).

WNJCS EXTRACT: PLANNING POLICY S4

PRE-APPLICATION DISCUSSIONS

This exhibition follows an extensive period of positive discussions (pre-application meetings) with South Northamptonshire Council Planning Officers, who recognise the need for new deliverable housing sites well related to Northampton to come forward.

Our proposals have also been discussed in detail with a number of other bodies including both Grange Park and Quinton Parish Councils in respect of all matters as well as the County Council in respect of highways. A mixture of positive comments and concerns have been raised during the course of these discussions.

The feedback and advice received has allowed Manor Oak Homes to prepare a scheme of development that would in terms of housing mix, open space and community facilities meet the identified needs of the Council, the Parishes and Northampton where possible.

We have identified an appropriate mix of homes, amount of open space and new community facilities (which will focus primarily on new youth facilities – indoors and outdoors) that will serve the needs of both existing and future residents alike. Feedback has also allowed us to focus more greatly on areas of specific concern such as highways and access.

HOUSING MIX

Indicatively, the development will provide the following mix of dwellings, based on a range of dwelling sizes considered by Officers to meet the requirements of Policy H1 of the Joint Core Strategy in respect of achieving mixed communities:

1-bedroom dwellings (10%)	33
2-bedroom dwellings (25%)	82
3-bedroom dwellings (35%)	116
4-bedroom dwellings (25%)	82
5-bedroom dwellings (5%):	17
<hr/>	
Total	330

This mix is illustrative and may be subject to change following future more detailed discussions about current housing needs.

Of these dwellings 50% will be affordable with tenure split 75/25 between affordable rent and intermediate housing.

3. Site Analysis

INTRODUCTION

Manor Oak homes have commissioned their consultant team to undertake extensive site investigation works across a range of disciplines.

The conclusion of these studies - which are covered in more detail on boards 6-8 - is that there are very few physical constraints to development related to the site itself. Most constraints are off site or associated with the proximity of the western edge of the site to the M1.

OPPORTUNITIES AND CONSTRAINTS

The sites principal opportunities and constraints are set out below and identified on the adjacent plan.

Opportunities

1. Site access from Quinton Road.
2. Retain and enhance public right of way within the site.
3. Enhance footpaths within Foxfields Country Park.
4. Enhance existing routes through Alamein Wood.
5. Create new connections to Alamein Wood from within the site where possible.
6. Take advantage of natural topography for the location of attenuation basins that will be required as part of a sustainable urban drainage system.

Constraints

7. Offset development from the M1 boundary as part of a strategy to deal with noise and air quality.
8. Offset development from woodland around the edges of the site in order to minimise effects on ecology and arboriculture.



SITE ANALYSIS (1:2000)



View 1 (V1). Looking towards the entrance to Alamein Wood from Grange Park.



View 2 (V2). Looking towards the site from the existing footpath within Alamein Wood.



View 3 (V3). Looking along the existing footpath within Alamein Wood from the Public Right of Way in Foxfields Country Park.



View 4 (V4). Looking along the Public Right of Way from within the site (along its eastern boundary) towards the entrance to Foxfields Country Park.



View 5 (V5). Looking towards Alamein Wood on the northern boundary of the site from the Public Right of Way.

4. Illustrative Masterplan



5. Landscape



- WOODLAND EDGE CHARACTER AREA**
- Existing Woodland:**
 - 1 Alamein Wood and the existing tree belt together with various footpaths which extends along the full length of the site's eastern boundary, are considered positive landscape elements that will provide a sense of maturity within the open space landscape setting from day one
 - Informal Recreation Space:**
 - 2 Areas of open land to provide informal recreation space and take advantage of the woodland edge setting
 - Native Woodland Planting:**
 - 3 Additional native woodland planting will be used within the woodland edge character area to enhance the existing woodland and to integrate it within the open space parkland. Additional wildflower planting will be incorporated within the woodland edge, to increase biodiversity
 - Wildflower Meadow:**
 - 4 Natural wildflower meadow and tree planting will establish a natural and visibly attractive buffer between the open space and adjacent properties

- LINEAR PARK CHARACTER AREA**
- Woodland Blocks:**
 - 5 Further large scale blocks of native tree and shrub planting will help to visually soften the bund profile and establish a robust natural buffer between the development and the M1 motorway
 - Acoustic Barrier:**
 - 6 Will incorporate a natural earth bund which will be planted with native trees and understorey planting
 - Open Space:**
 - 7 An area of maintained amenity grass will extend along the full length of the linear park character area, providing a flexible recreation open space, with potential to incorporate play elements
 - Tree Avenue:**
 - 8 Avenue trees will be planted along the proposed footpath to define the linear park and contrast with the more naturalised planting established
 - Road Corridor:**
 - 9 Clipped hedgerow planting to provide a natural buffer between the adjacent properties and open space setting
 - Attenuation Basins:**
 - 10 Incorporating wetland wildflower grassland providing additional biodiversity enhancements and integrating the SUDS proposals. Areas can double up for amenity use during drier months



- A: Areas of maintained lawn providing flexible recreation space.
- B: Footpaths, finished in resin bound gravel providing access through the open space.
- C: Areas of wildflower meadow and maintained lawn and avenue tree planting will provide an attractive setting within the open space.
- D: Potential to incorporate play provision along the linear park.
- E: Wildflower meadow, will be introduced to provide a diverse natural setting.
- F: Native tree planting will provide a robust natural structure within the open space.
- G: Formal hedgerow planting will provide a natural buffer between the linear park character area and adjacent properties.

6. Ecology and Arboriculture

INTRODUCTION

A Phase 1 ecological survey has been undertaken and as a result further survey work for breeding and wintering birds, badgers and bats have been carried out. Summary of the findings are:-

BREEDING AND WINTERING BIRDS

The site provides a good woodland and farmland habitat for the 40 species recorded on the site. The majority of garden and woodland species overwintering on the Site were recorded within the woodland patches and hedgerows.

There was little evidence of breeding within arable habitat with no obvious displays by skylark or observations of other ground nesting birds.

The woodland areas and hedges of the site are considered of local importance for breeding and wintering birds. These will be retained. No notably rare species were recorded.

Majority of activity for both breeding and overwintering birds was within the boundary hedgerows and woodland.

BADGERS

Badger commuting was observed along the western hedgerow, with badgers likely using all boundary features for foraging and commuting. The boundary features will be retained and buffered to protect these commuting corridors.

BATS

There was low bat activity recorded on site as part of the survey work. The species recorded on site were common species, with activity associated with the boundary features including hedgerows and surrounding woodland.

Boundary features will be retained where possible, with hedgerows and the woodland edge buffered from the development. Replacement planting will be created for any hedgerow not retained.

Lighting during the construction phase as well as external lighting on the newly constructed buildings will be directed away from the retained trees and hedgerows and hooded to minimise disturbance from up-lighting of the sky.

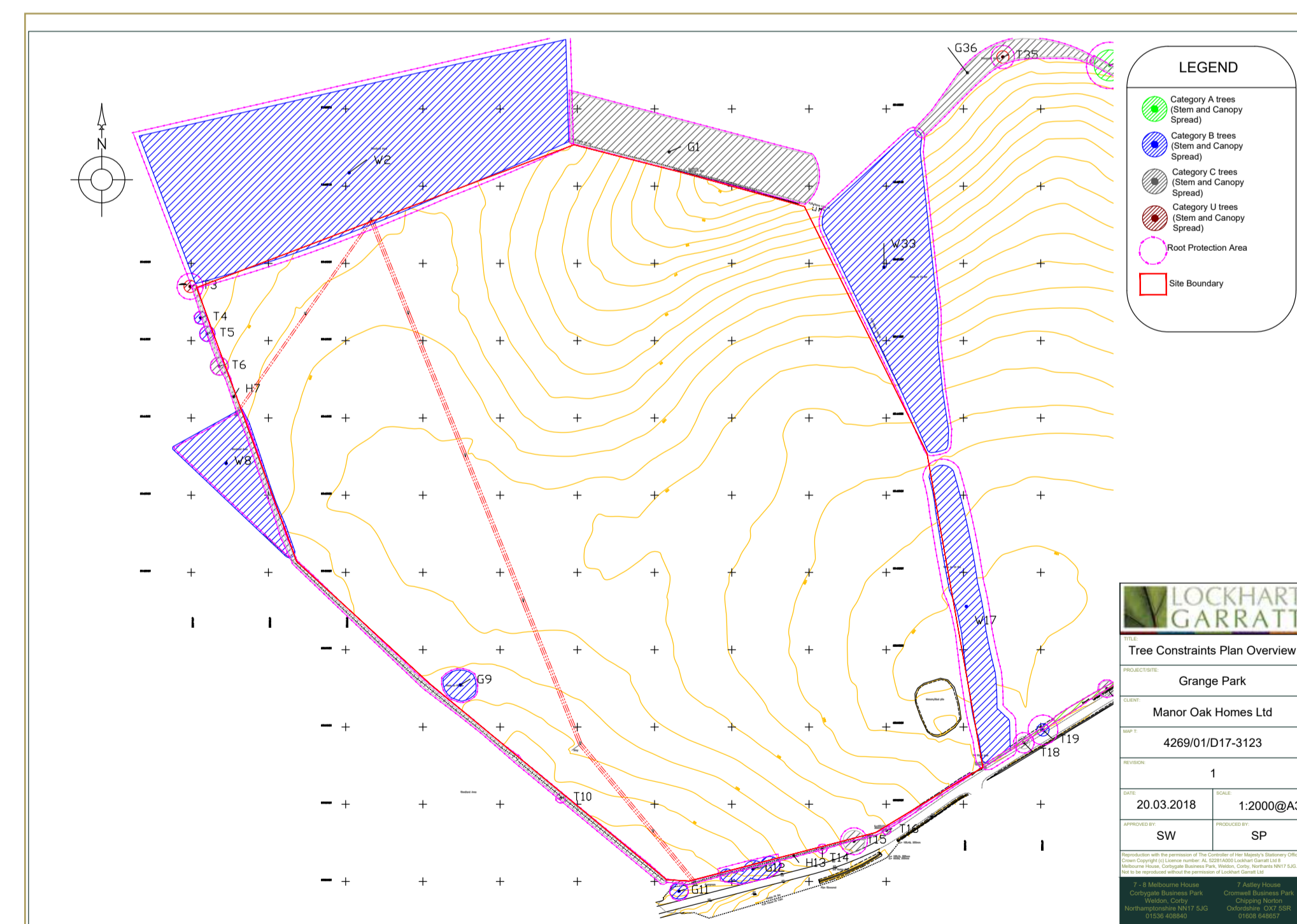
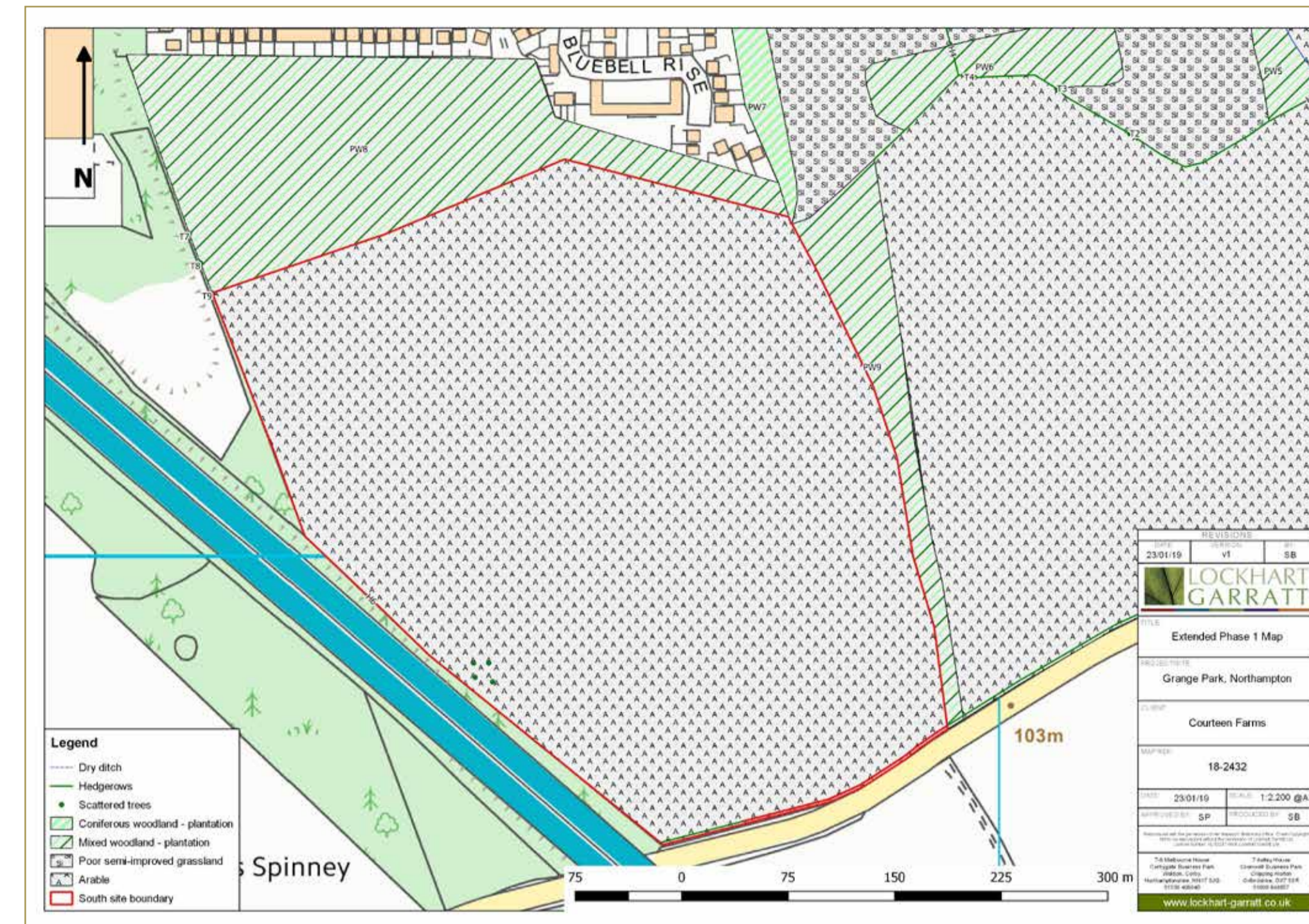
BOUNDARY WOODLAND

A 10m buffer will be implemented along the boundaries of the existing woodland to ensure there are no indirect impacts on this habitat as part of the development.

ARBORICULTURE

A tree survey was undertaken at the site in accordance with the guidelines provided in BS5837 (2012) Trees in relation to design, demolition and construction.

- The majority of the trees are located to the boundary of the site and of moderate or low arboricultural quality.
- The trees will largely be unaffected though some trees may require removal to provide appropriate visibility for the proposed new access road.
- Proposed mitigation planting for any removals will provide a net gain in canopy cover, biodiversity benefit and visual amenity.
- An Arboricultural Impact Assessment of the proposal will be completed and submitted as part of the planning application submission.



7. Highways

SUSTAINABILITY

The proposed development is sustainable and located within acceptable walking and cycling distance of local facilities, including schools, shops and health facilities.

A Framework Travel Plan (FTP) has been prepared which includes a set of measures designed to encourage walking, cycling and bus use, with the aim to reduce dependence on the car.

PARKING

Car and cycle parking for the development will be provided in line with South Northamptonshire Council's Policy, see table below:

Parking Standards			
Use	Vehicle	Cycle	
C3: Dwelling Houses (1-3 bed)	Minimum 2 spaces (excluding garages)	1 secure covered space per bedroom	
C3: Dwelling Houses (4+ bed)	Minimum 3 spaces (excluding garages)	1 secure covered space per bedroom	
D2: Assembly and Leisure (other use)	1 space per 22m ²	10 spaces plus 1 space per 10 vehicle spaces	

ACCESS ARRANGEMENT

The proposed development will be accessed off Quinton Road to the south of the site. The access arrangement has been designed in line with local and national guidance, and following discussions with Northamptonshire Highways. The required visibility splays can be achieved along Quinton Road.

A pedestrian access will be provided to Grange Park in the north-eastern corner of the site.

A new uncontrolled pedestrian crossing will be provided across Quinton Road, improving PROW connectivity.

TRANSPORT ASSESSMENT

A Transport Assessment (TA) has been undertaken to assess the impact of the proposed development on the surrounding highway network. The scope of the assessment has been agreed with NCC.

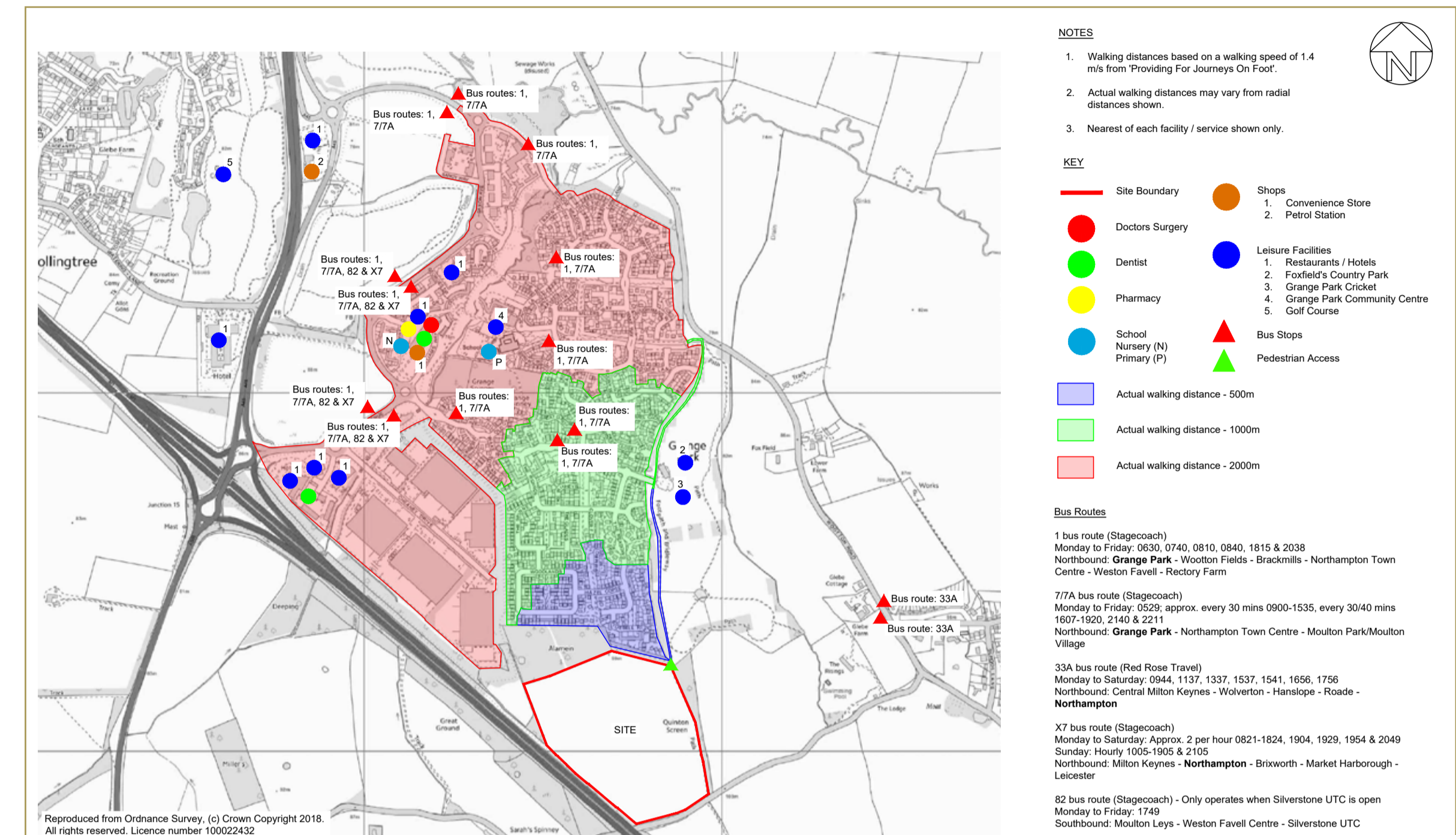
The predicted number of trips generated by the proposed development is shown in the table below:

Use	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Residential	54	203	257	147	73	220
Community Centre	9	5	14	5	7	12
TOTAL	63	208	271	152	80	232

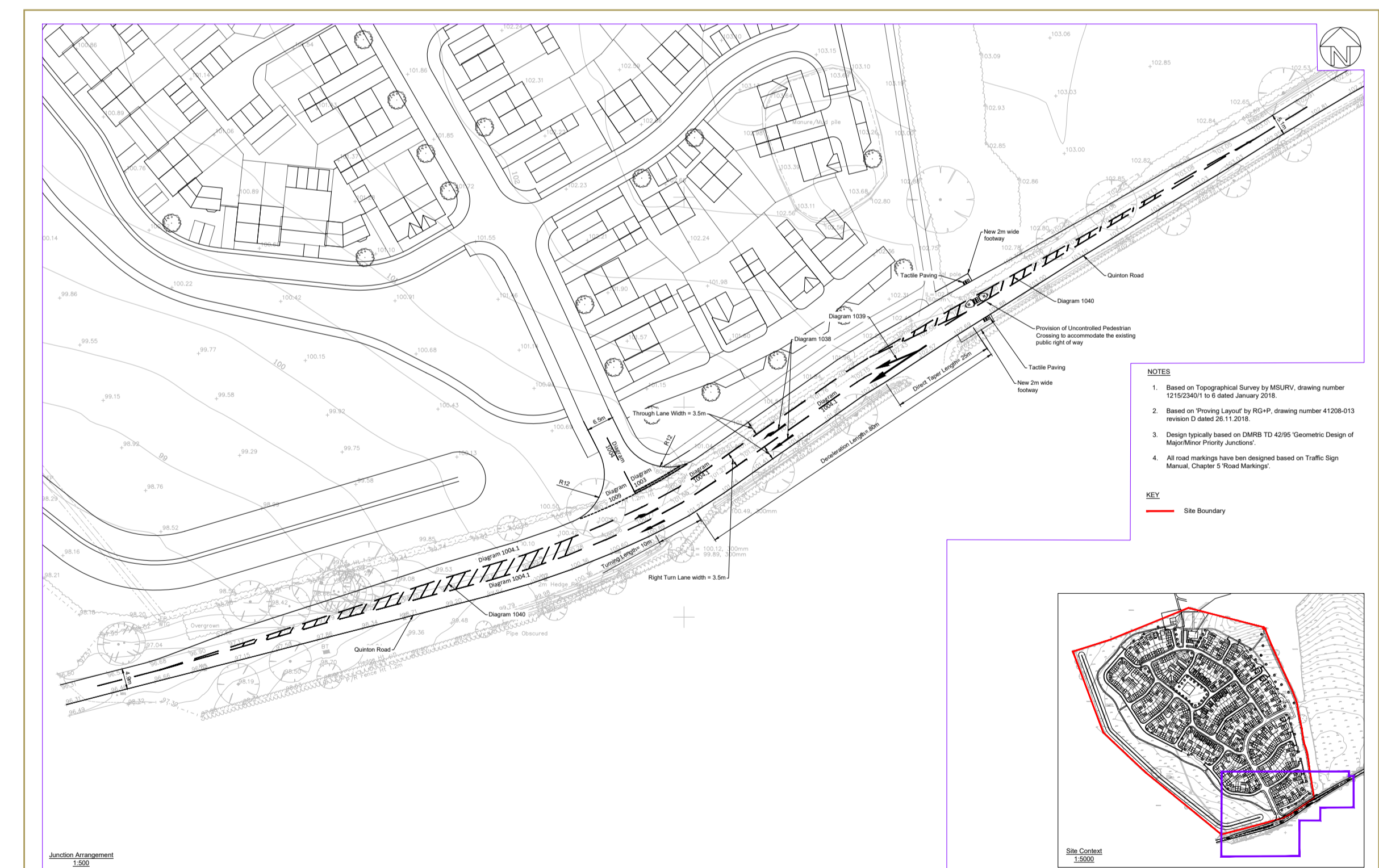
A junction analysis has been undertaken at nine junctions. The development is shown to have no significant impact at six of the nine junctions assessed.

The development will have an adverse impact at J7a/b (Wooldale Road / A45), J10 (A508 / Courteenhall Road) and J11 (Wooldale Road / Newport Pagnell Road). Mitigation at these junctions is as follows:

- J7a/b – Improvements identical to those proposed by the approved Collingtree SUE development, which involves enlarging the centre of both roundabouts. Lane widening will be undertaken on two arms of the western junction (J7a) and on all four arms of the eastern junction (J7b).
- J10 – New Right Turn Lane.
- J11 – Minor lane widening to Newport Pagnell Road (west) and Landimore Road.



LOCAL FACILITIES PLAN (NTS)



PROPOSED ACCESS (NTS)

8. Site Investigations

FLOOD RISK

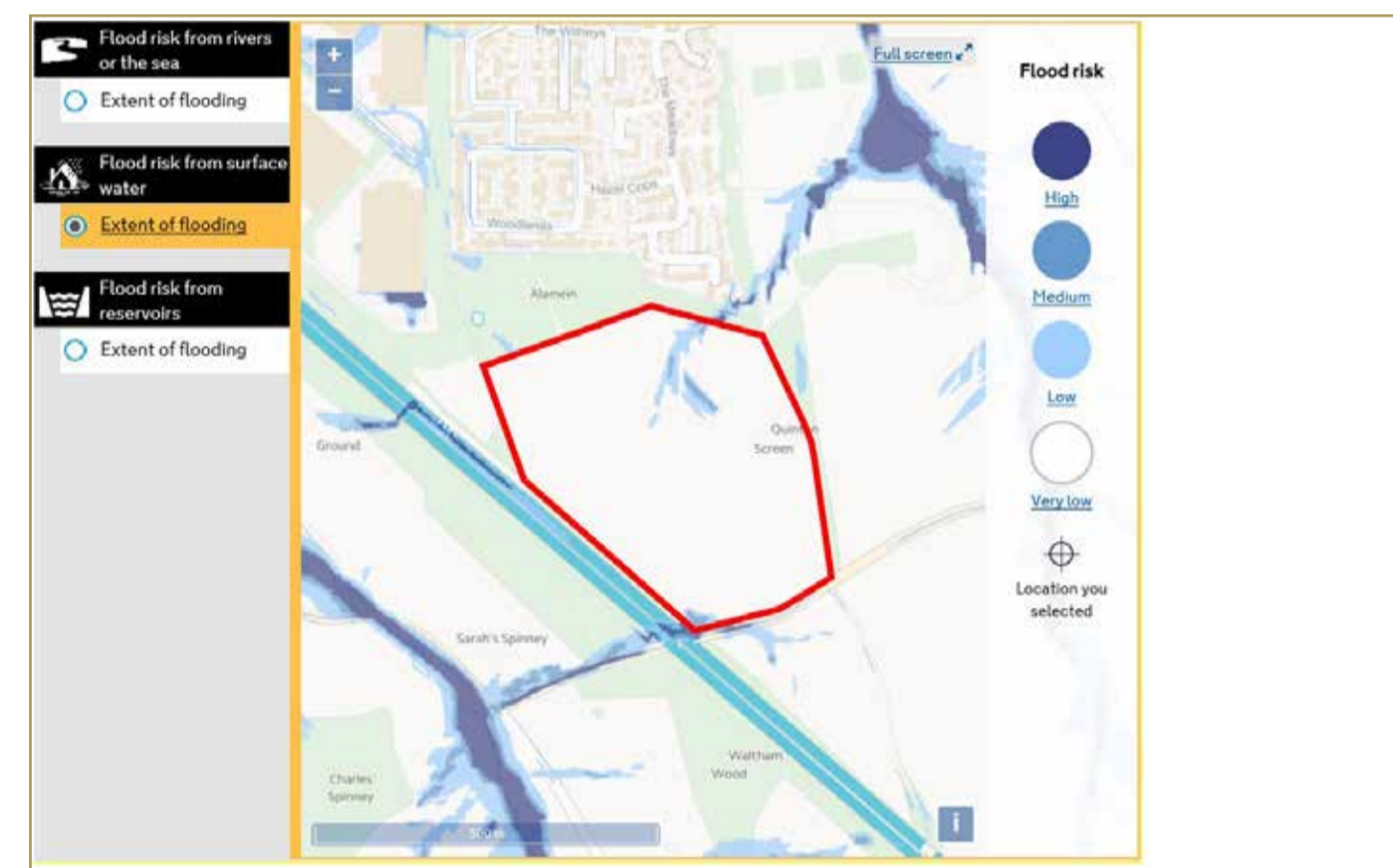
The proposed development site is located within Flood Zone 1 and is at a low risk of flooding from rivers. The risk of flooding from groundwater and sewers is considered low.

The site is generally located in an area at a very low risk of surface water flooding. An area at slightly higher risk of surface water flooding is located within the north-eastern quadrant. As this flood risk area originates within the site boundary, post-development it is not considered a risk for the development.



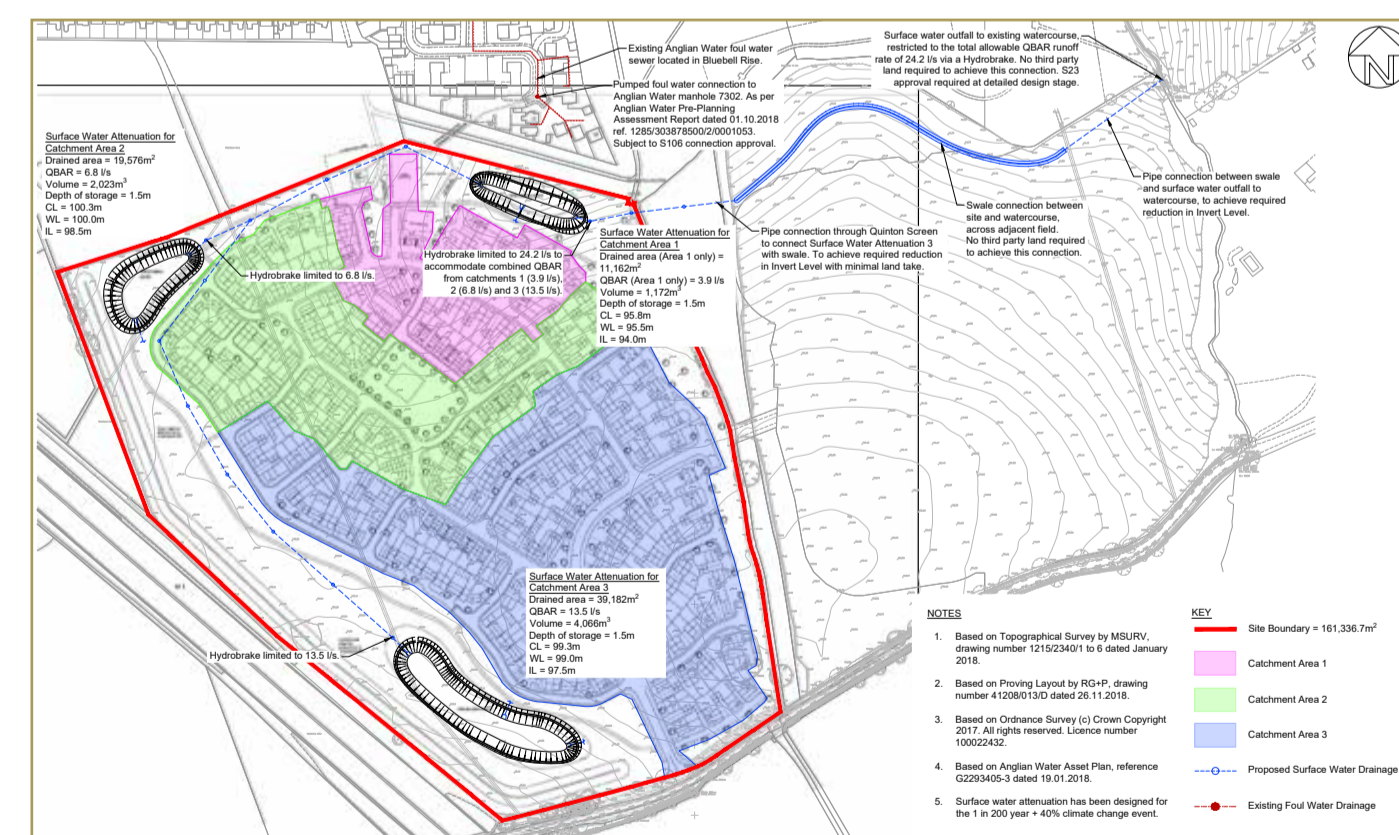
DRAINAGE

The surface water drainage strategy for the site will comply with current national and local guidance, and will ensure that surface water discharge rates do not increase as a result of the proposed development.



Sustainable Urban Drainage Systems (SUDS) will be utilised to improve surface water quality and attenuate additional runoff to ensure runoff rates post-development do not exceed the existing run off rates.

To take account of site levels, surface water attenuation will be provided across three detention basins. Surface water will discharge to the watercourse located to the east of the site at the greenfield runoff rate of 24.2 l/s.



AIR QUALITY

Dispersion modelling was undertaken by REC in order to predict pollutant concentrations across the proposed site as a result of emissions from the local highway network, and to predict air quality impacts as a result of road vehicle exhaust emissions associated with traffic generated by the development.

Based on the assessment results, air quality issues are not considered a constraint to planning consent for the proposed development, subject to the inclusion of mitigation measures.

NOISE

Noise surveys have been completed by REC to determine the existing levels of noise across the site due to the road traffic noise associated with the M1.

Noise modelling software has been used to predict the noise levels in external amenity areas and also incident upon the proposed façades due to road traffic noise.

An initial noise risk assessment has been undertaken for the proposed development site to provide an indication of the likely risk of adverse effects from noise and has determined that the majority of the site is subject to negligible to medium risk with an area of higher risk directly adjacent to the M1.

The Impact Assessment has determined that mitigation measures may be required as set out below:

- good acoustic design across the site, particularly for areas along the south western (M1) boundaries
- gardens should be orientated such that they are protected by the building envelope from the roads
- alternative ventilation for habitable rooms with line of sight to the roads will be required when open windows are relied upon for background ventilation and where habitable rooms cannot be orientated away from the sources
- upgraded glazing will be required for bedrooms facing the M1 and the Living Rooms facing the M1

ARCHAEOLOGY

MOLA (Museum of London) was commissioned by Manor Oak Homes to carry out archaeological trial trenching on land to the south and east of Grange Park, Northampton. The trenches specifically targeted features identified by geophysical survey identifying three specific areas of archaeological interest.

The geophysical survey of the site recorded two sub-rectangular enclosures and a small circular enclosure on the higher ground to the east of the field. The enclosures probably form part of a small farmstead that were established in the early Iron Age and continued in use into the late Iron Age. The largest enclosure measured 44m by 38m and was aligned north-north-west to south-south-east and appeared to have internal features. The smaller enclosure to the west measured 30m by 25m. On the eastern edge of those enclosures was a small sub-circular enclosure which had a 14m diameter.

If required any future mitigation work would most likely be centred on these areas of the site, with the aim of gaining a greater understanding and significance of the land and to relate any remains found to the surrounding contemporary landscapes. From this, the impact of any future developments can be assessed and inform any future excavation and mitigation.

THANK YOU FOR ATTENDING

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