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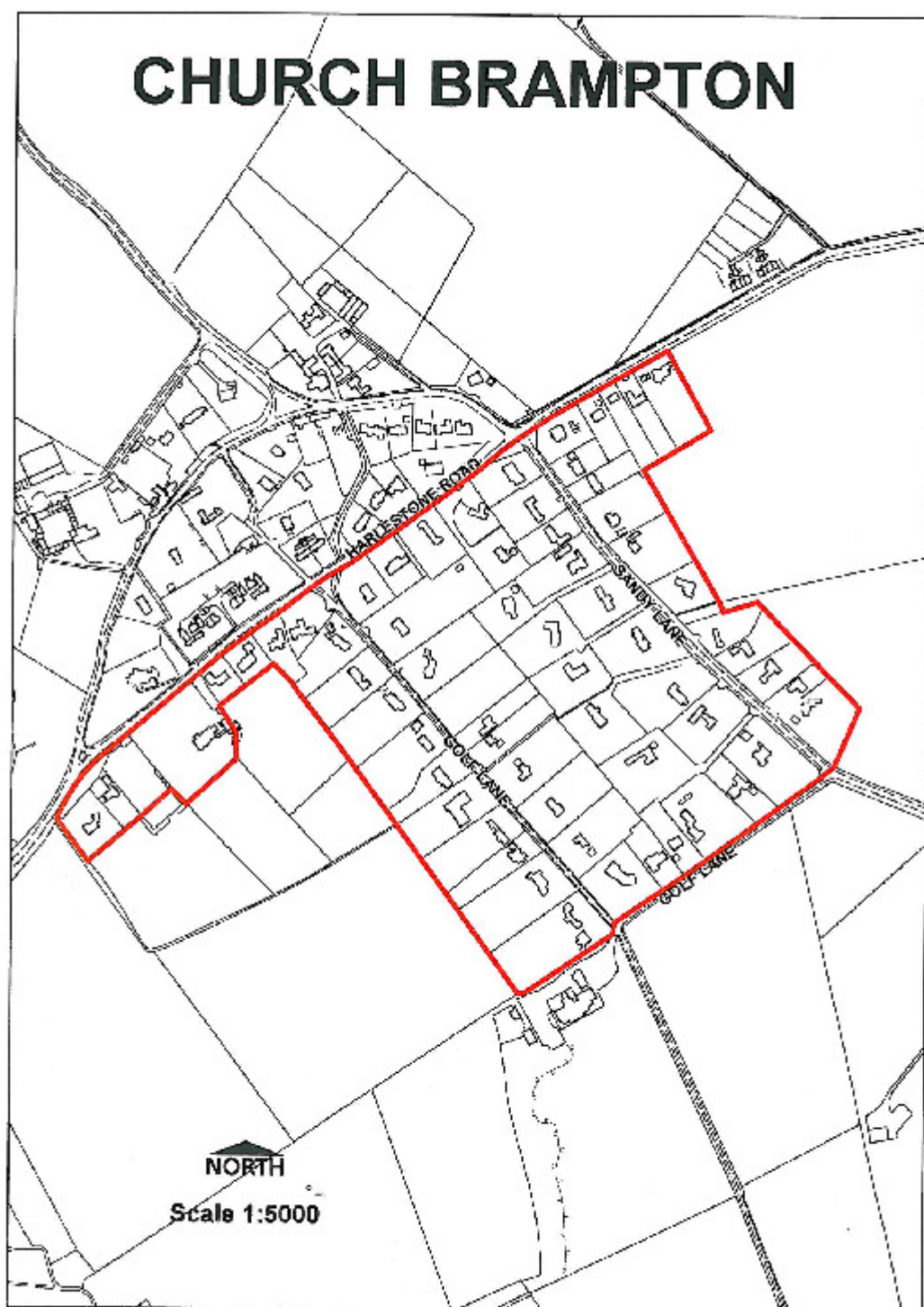
**RESIDENTIAL DEVELOPMENT
GUIDELINES FOR
CHURCH BRAMPTON**

**APPROVED BY DAVENTRY DISTRICT COUNCIL PLANNING COMMITTEE
ON 11TH SEPTEMBER 1996
(AMENDED BY PLANNING COMMITTEE 30TH JULY 1997)**



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CHURCH BRAMPTON



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Area covered by this Supplementary Planning Guidance

INTRODUCTION

The village of Church Brampton lies in the south eastern part of Daventry District, to the north west of Northampton. It is subject to continual pressure for new residential development, being in an attractive area, close to a major centre of employment and good communication routes.



Part of the settlement has a distinctive character with a pattern of development which is not exhibited in other villages in the District. However, there is increasing local concern regarding the erosion of this character as a consequence of recent residential development schemes.

The District Council recognises that there is a genuine threat to the traditional fabric and appearance of this part of the village, and this document has been produced for development control purposes to provide a coherent approach to future residential development proposals, against the background of prevailing planning policies.

The document is therefore to comprise Supplementary Planning Guidance, as discussed in Planning Policy Guidance Note 12: Development Plans and Regional Planning Guidance, and supplements the policies and proposals of the Development Plan for the District.

PLANNING POLICIES

The Development Plan for the area comprises the Northamptonshire County Structure Plan, and the Daventry District Local Plan.

The Structure Plan was approved by the Secretary of State in February 1989, and amended by Alteration No.1 as approved in February 1992, and contains provisions and general policies which seek to guide and regulate future development within the County.

The Daventry District Local Plan is based upon the provisions of the Structure Plan, and contains policies which form the basis for deciding planning applications for development. It was adopted on 26th June 1997. In the Local Plan Church Brampton

is designated as a Restricted Infill Village, and lies within a Special Landscape Area. Although changes have been suggested to the format of policies which relate to the erection of new dwellings in villages such as Church Brampton, their content remains essentially unchanged.

Reference should be made to the specific policies contained in the Local Plan which relate to residential development in Restricted Infill Villages and to development generally in Special Landscape Areas. In summary, they have been designed to ensure that any new residential development is of a type, scale and design in keeping with the locality, does not detract from the character and amenities of the area and is served by a satisfactory road network and access.

HISTORICAL DEVELOPMENT

The village of Church Brampton originally fell within the ownership of the Spencer family. The majority of land south of the Harlestone Road which has been developed since the turn of the century for residential purposes, was sold by the Althorp Estate between 1929 and 1944 to building contractors or developers. The individual plot sizes were approximately one acre and strict control was imposed by the Estate over building lines, with no house to be constructed within 40ft of the boundary or more than 70ft back from the road frontage. The value of the property in terms of labour and materials was also stipulated, generally resulting in the development of larger houses. A number of conveyances also contained a condition that the area between the building and roadway must be maintained as ornamental gardens or lawn and that boundary fences must not exceed 6ft in height and be kept in good order.

CHARACTER OF THE AREA

The village today falls into two distinct areas, with the Harlestone Road providing a division, (see plan).

The older part of the village lies to the north of Harlestone Road, where there are a variety of plot sizes, of an irregular shape and arrangement and differing sizes and types of dwellings, including the terrace of Alms Houses and physically contiguous properties fronting directly onto Church Lane. A number of the houses in this area are Listed Buildings.

To the south of Harlestone Road, the dwellings are arranged on an almost grid iron pattern which is a form of development not found elsewhere within the District. This area created by houses fronting onto Golf Lane and Sandy Lane is known locally as "The Square". In this part of the village the dwellings were originally on large rectangular plots, with a substantial amount of land around the properties. They all fronted directly onto a highway, but a secondary line of dwellings has more recently been created to the rear of the houses on the western side of Sandy Lane. The majority of houses in "The Square" are set back from the road frontage by some 15m - 20m with substantial spaces to the sides achieved either by lawns, landscaped areas, walls, garages and single storey outbuildings. Hedges generally predominate

on the side boundaries and a substantial amount of mature landscaping exists in the front gardens of the dwellings. Garages to the properties are situated to the side, and do not dominate in visual terms.

As with many of the Althorp Estate villages, Corsican Pines are a feature in Church Brampton, with an incomplete avenue in existence along the Harlestone Road. A mixture of other coniferous and deciduous trees line the frontages along Golf Lane and Sandy Lane, producing an attractive green feature. Many of these trees are covered by Tree Preservation Orders.



RECENT CHANGES

As a consequence of changing aspirations and situations of property owners, many of the original plots, particularly to the south of Harlestone Road, have been subdivided to accommodate additional units. Initially these dwellings were relatively large on substantial plots, but in the late 1980's and 1990's the plot sizes have diminished further, but not with a corresponding reduction in the size of houses. This has resulted in large houses on narrow plots with little space between new and existing dwellings, often with the removal of established trees and hedges. In certain instances garages have also been positioned to the front of dwellings.

Existing garages have also been demolished to provide additional space for new properties, necessitating their rebuilding elsewhere within the curtilage of the original dwelling.

A more worrying trend which is now occurring is the demolition of the whole or part of existing properties to make way for the subdivision of the plot.

All of these changes have served to erode the traditional pattern and character of the area.

THE WAY FORWARD

Against the background of current planning policies and in the light of experience of development which has taken place to date in Church Brampton, the following considerations must be taken into account in any future development proposals for the area to the south of Harlestone Road as identified on the plan. However, many of the same principles will apply to residential development schemes in the area to the north of Harlestone Road.

Plot Sizes

In recent years the width and depth of plots have become increasingly smaller. At the present time the narrowest plot for which permission has been granted is 18m, although typically the majority have been in the region of 20-24m. The Local Planning Authority consider that the plot should be of a sufficient width to accommodate a dwelling which is in keeping with the character of the area, and achieves a minimum distance of 5m to each boundary from the side elevation of the dwelling, to produce a sense of openness and allow for an opportunity for a substantial landscaping scheme on the side boundaries. Garages should be positioned to the side or rear of the dwelling, but not within the 5m gap. A plot width in the region of 25m is therefore a requirement which the Local Planning Authority expect to be achieved. The plot depths should be sufficient to allow a rear garden which provides an appropriate setting for the dwelling, and would have a reasonable private amenity area.

Size and Siting of Dwellings

To achieve a dwelling in keeping with the character of the area, a property should generally be positioned centrally on the plot, with the garage to the side or rear. As outlined above, a minimum gap of 5m to the boundaries of the site should be achieved. The garage should be single storey only, to reduce any dominant impact in visual terms, and the front and rear building lines of the established pattern of adjacent development should be observed. The Local Planning Authority would not wish to see the formation of a further line of dwellings established to the rear of existing properties.



Landscaping

The District Council wish to encourage the re-establishment and reinforcement of avenues of Corsican Pines along the Harlestone Road, and other structural landscaping along Golf Lane and Sandy Lane. Developers will therefore be requested to include the planting of specimen trees on the frontages of each site wherever possible, and landscaping along the side boundaries of each new property.

Demolition of Existing Dwellings

The demolition of a dwelling is now development which requires planning permission under the Town & Country Planning Act 1990. There will be a general presumption against the removal of part of a dwelling to achieve the subdivision of a plot due to the resultant impact in terms of the increase in the density of development, the removal of established trees and hedges, the need to create new vehicular accesses, the loss of open spaces and the consequent erosion of the character of the area. However, proposals for the demolition of existing dwellings will be considered against the merits of the replacement dwellings.

SUMMARY

New residential development proposals must therefore take into account the following guidelines in the submission of an application:-

- a) Any new plot shall have a width in the region of 25m.
- b) New dwellings should be sited to respect existing building lines, be centrally positioned on the plot with a gap of 5m to each side boundary. Any garage shall be sited at the side or rear, but not within the 5m gap.
- c) Where appropriate, landscaping proposals should be incorporated as part of any new scheme, to reinforce or re-establish the existing structural planting along the road frontages, and to establish new planting on the side boundaries.
- d) Any future proposals for the demolition of existing dwellings should be considered against the merits of the replacement dwellings. There is a presumption against the demolition of parts of dwellings to achieve the subdivision of plots.
- e) The rear garden sizes should be of a size appropriate to the character of the immediate area.

DEMOLITION OF EXISTING DWELLINGS

These guidelines are supplementary planning guidance, based upon the policies contained in the Daventry District Local Plan and have been approved by Daventry District Council's Planning Committee and subject to public consultation. They must be taken into account in the submission of any new development proposals for this specific part of Church Brampton. Notwithstanding this, each application will be treated on its own individual merits.

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