

4 THE PROPOSED DEVELOPMENT AND ALTERNATIVES CONSIDERED

4.1 INTRODUCTION

4.1.1 This chapter of the ES sets out the description of the Proposed Development and its construction, and identifies the main alternatives to the Proposed Development that have been considered by the Applicant and the reasons why these were rejected.

4.2 PROPOSED DEVELOPMENT

4.2.1 The planning application seeks outline planning consent with matters of landscaping, access, layout, scale and appearance reserved for future determination.

4.2.2 The Proposed Development comprises the:

"The erection of up to 525 dwellings with associated infrastructure, open space and new vehicular access to Newport Pagnell Road."

4.2.3 Notwithstanding the above and as previously set out (Chapter 2), the EIA has been carried out with regards to a range of development parameters. These parameters are defined by such conditions including:

- Land use;
- Building footprints and maximum storey heights;
- Principal means of vehicle access off highways;
- Main spine road through site;
- Green Infrastructure;
- Flood Attenuation; and
- Pedestrian Path Network and Play Areas.

4.2.4 The Proposed Development which has been the subject of this EIA is shown within the following three Parameter Plans provided in the following:

- **Figure 4.1** Location Parameter Plan.
- **Figure 4.2** Land Use Parameter Plan
- **Figure 4.3** Access and Movement Parameter Plan

Land Use

4.2.5 The Application Site is in land which is under the control of two Local Planning Authorities (LPA's). These two LPA's are Northampton Borough Council (NBC) and South Northamptonshire Council (SNC). The section of the Application Site within NBC's control is called Hampton Green North (HGN) and the section of the site within SBC control is called Hampton Green South (HGS). These two sections can be seen on **Figure 4.1 Location Parameter Plan**. As both Local Planning Authorities are determining the planning application, they will determine the acceptability of the section of the Proposed Development which is located within its own District boundary.

4.2.6 The Application Site has been divided into three land use zones (see **Figure 4.2 Land Use Parameter Plan**).

- 1. Residential Development;
- 2. Green Infrastructure; and

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- 3. Principle means of access.

4.2.7 Table 4.1 sets out the proposed element for each generic land use zone, with approximate areas as these may be subject to minor variations during the detailed design phase.

Table 4.1: Generic Land Use by Zone with Zone Area

Zone	Generic Land Use	Comprising	Approximate Total Zone Area (hectares)*	Approximate Total Zone Area for HGN/HGS (hectares)*
1	Residential	<ul style="list-style-type: none"> • Creation of up to 525 new dwellings across the Application Site • Split of new dwellings across HGN and HGS is 22%/78%. • Band of up to two storey dwellings along the eastern edge of the residential zone 	14.99	3.24/11.75
2	Green Infrastructure	<ul style="list-style-type: none"> • Creation of Public Open Space in the northern section of the site which would include new woodland planting and an informal parkland landscape. • Central Green Open Space, that will offer a formal 'village green' type of space • New Play areas will be built in both areas of Public Open Space • New landscape buffer to the eastern boundary to provide visual enclosure to development • New access point off Newport Pagnell Road will be planted with large semi-mature trees • Spine Road will be lined trees to create an avenue • Attenuation parcels in both parcels of land 	8.38	3.4/4.98
3	Principal Means of Access	<ul style="list-style-type: none"> • New roundabout and spine road through Application Site • New Point of Access (POA) off Newport Pagnell Road • Western section of 'The Green' to be downgraded to a footway/cycleway only • Two new points of access to Brackmill Country Park • New circular footpath (1.62km in length) 	0.9	0.12/0.78

* rounded to nearest two-decimal places

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Building Footprints and Maximum Heights

4.2.8 It is proposed that there will be up to 525 new dwellings in this Application Site. Most these will be up to 3 storeys in height, with a band along the eastern edge of the residential development zone being limited to 2 storeys in height.

4.2.9 The precise number, pattern and distribution of the new dwellings within this residential zone is not yet known, this will be determined during the detailed design stage.

4.2.10 There may be the requirement for ancillary small-scale utilities and/or infrastructure structures e.g. waste/recycling stores, cycle parking, substation etc. located within any of the three generic land use zones. Such structures would be relatively minor in scale (footprint and height) and sized to the minimum necessary to serve their purpose.

Principal Means of Vehicle Access

4.2.11 The Proposed Development would be serviced by a new vehicle access point off Newport Pagnell Road. This point of access is within Hampton Green South. Once on the Application Site it is proposed that a new roundabout would be constructed which would assist in the movement of residents around the site on the internal road network. There is currently a road called 'The Green' which is a single carriageway, narrow country lane that separates the two land parcels of Hampton Green North and Hampton Green South. It is proposed that the western stretch of the 'The Green' would be closed to traffic and instead become a footway/cycleway only.

4.2.12 The main parcel of land of Hampton Green North has one existing point of access off 'The Green'. This point of access is a simple agricultural access point in the fields. It is proposed that this point of access will be closed and instead a new point of access will be created further east along 'The Green'. There will be a matching new point of access created in the northern boundary of Hampton Green South that will be directly opposite the new access for Hampton Green North. This new point of access will also be onto 'The Green'. To the east of these new access points 'The Green' will retain its existing alignment and will be accessible to vehicles.

4.2.13 The proposed new spine road in Hampton Green North will curve to the west and will join up with approved access roads (to be constructed) within the neighbouring residential development of HCA Development for 1,000 new dwellings a school and retail space (see **Figure 2.1 Cumulative Sites**).

4.2.14 If SNC refused the application for Hampton Green South, access to Hampton Green North would be obtained via this new access through the HCA Development. These proposed access routes can be seen on **Figure 4.3 Access and Movement Parameter Plan**.

Internal vehicle / pedestrian access, service areas and parking

4.2.15 Full details of the Proposed Development's access and accessibility, are provided within the separately prepared **Transport Assessment** (Appendix 6.1) and accompanying **Framework Travel Plan** (Appendix 6.2).

Internal Vehicle / Pedestrian Access

4.2.16 The precise details of the vehicle access roads within the residential zone would be subject to detailed design. However, in summary the internal vehicle access would be constructed to Highways Authority standards.

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4.2.17 It is proposed to create a new circular walking/dog walking route in the site. This route would be approximately 1.6km in length and would connect with other proposed primary pedestrian and cycle links within the Proposed Development to offer good connectivity to all users. Within Hampton Green North (HGN) this circular walking route will pass through the proposed new section of Open Space and woodland planting. From this section of HGN access can be obtained via new access points with Brackmill Country Park, which sits on the northern boundary of the Application Site.

4.2.18 The western section of this circular walking route will run parallel with 'The Green'. This section of 'The Green' will also have its status altered so that it can no longer be used by vehicles, but instead will become a footway & cycle way only.

Service Areas and Parking Provision

4.2.19 Car parking provision will be designed during the detailed design stage. However, parking will be in line with the County Council Parking Standards.

Utilities and Infrastructure

Flood Risk and Drainage

4.2.20 Details of flood risk management and drainage strategy are set out within the separately submitted **Flood Risk Assessment**, with the detailed design subject to a planning condition.

4.2.21 However, in principle, the drainage strategy seeks to:

- Provide surface water attenuation to manage rainfall events, up to the 1 in 1000 annual probability event (plus climate change), to the pre-development greenfield rates to reduce the downstream flood impact. The Application Site has been split into two catchments (north and south) within their own networks of attenuation features and outfall routes. This design ensures that if only one part of the Proposed Development obtains planning consent the risk of flooding from surface water runoff is successfully managed.
- Manage run off from roads and any parking areas to ensure there is no detriment to the water quality; and
- Install a proposed pumping station to enable the southern half of the site to outfall appropriately into the Anglian Water public surface water sewer under Gowerton Road.

4.2.22 In summary, this would comprise a combination of:

- Surface water runoff from the roofs will be drained into the Adopted Sewer System and offered to Anglian Water for future adoption. The system would be designed for no pipe surcharge during a 1 in 2-year storm event and no surface flooding during a 1 in 30-year storm event;
- Foul drainage from the Site is within the catchment of the Great Billing Water Recycling Centre, which currently has capacity to treat flows from the development site.
- Attenuation storage (up to 1 in 100 year event including an allowance for climate change) by means of a sustainable urban drainage system. The attenuation basins will be formed as a natural pond to provide integration into the green infrastructure and ecological habitat.

Mains services

4.2.23 Foul drainage, water supply, electricity and gas supply, and telecommunications would be provided to all units within the Proposed Development.

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4.3 CONSTRUCTION

Programme

4.3.1 Planning for construction is necessarily flexible at this stage and subject to modification during site development. Consequently, the likely significant effects of the construction of the Proposed Development have been identified with the best possible degree of accuracy.

4.3.2 The construction programme is expected to commence during late 2018/early 2019, subject to gaining planning permission and the necessary approvals, taking a total of circa 7 years with completion by 2025. It is anticipated that the first occupation of residential dwellings would commence in 2019. The details of the construction programme would be prepared by the main contractor once appointed.

4.3.3 **Table 4.1** sets out the main phases of activity and their anticipated duration although it should be noted that some activities would be carried out concurrently as indicated.

Construction Methodology

Hours of Work

4.3.4 It is anticipated that the working hours will be as set out below:

- 08.00 – 18.00 Monday to Friday; and
- 08.00 – 13.00 Saturday

4.3.5 All work outside these hours will be subject to prior agreement, and/or reasonable notice, with both Local Planning Authorities, who may impose certain restrictions. Night time working will be restricted to exceptional circumstances.

4.3.6 These working hours will be agreed with both NBC and SNC prior to the commencement of the works and will be set out in a Construction Environmental Management Plan (CEMP)/ Construction Management Plan (CMP).

Construction Methodology

4.3.7 Preliminary works in the form of site set-up and the implementation of any required ecological protection works would be carried out in accordance with construction standard best practice and ecological guidance and/or licence as appropriate to the species/habitat.

4.3.8 It is anticipated that a site compound providing site office, welfare facilities, storage cabins and external materials setting down areas, would initially be set up in proximity to the Application Site's entrance, albeit the site compound is likely to be relocated throughout the construction programme as appropriate for the works being carried out. It is anticipated that the site compound would be hard-surfaced, security fenced with CCTV cameras and external lighting for use during hours when illumination falls below safe working levels and for security.

4.3.9 The procedures will be provided to both NBC and SNC (and other relevant bodies) in the form of a CMP and/or CEMP prior to commencement of the works. The proposed measures form part of the 'Standard measures and the adoption of construction best practice methods' as referred to in the Assessment Approach (see **Chapter 2**). This would include:

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- Details of the site set-up, site compound facilities and services;
- The plan of the phasing of the works and its context within the whole project;
- Prohibited or restricted operations (location, hours etc.);
- Details of construction operations highlighting any operations likely to result in disturbance and/or working hours outside the core working period, with an indication of the expected duration of key phases and dates;
- The details of proposed routes for HGVs travelling to and from the Application Site;
- Details of all works involving interference with a public highway, including temporary carriageway/footpath closures, realignment and diversions (if needed);
- Housekeeping procedures and environmental control measures;
- Procedures for managing environmental risks and responding to environmental incidents;
- Baseline levels for noise, vibration and/or dust and details of any monitoring protocols that may be necessary during the construction works (where specifically requested by the Council);
- Standard measures to control and mitigate potential for noise, dust, air quality and water pollution (see below);
- Standard measures for the management of run-off due to construction activities to reduce the risk of pollution and elevated flood risk both on and off site;
- Measures to maintain flow in the watercourse and protect water quality during the proposed diversion works;
- Any requirement for monitoring and record keeping;
- Contact details during normal working hours and emergency details outside working hours;
- The mechanism for the public to register complaints and the procedures for responding to complaints;
- Provision for reporting, public liaison, prior notification etc; and
- Procedures for regular dialogue with the Council, relevant authorities and the local community.

4.3.10 The standard construction best practice measures would include:

- Selection of construction methodologies to minimise generation of noise, vibration and/or dust;
- All vehicles and/or plant to be switched off when not in use;
- All vehicles and/or plant to be used in accordance with the manufacturer's instructions and subject to regular maintenance;
- The site compound / storage of materials to be appropriately sited to reduce environmental risk and appropriately secured;
- Stockpiles of soil materials to be appropriately sited to reduce environmental risks, of an appropriate height/batter to avoid slippage, with appropriate surface water management and subject to dust control measures;
- Implementation of surface water drainage traps/attenuation, where required, with appropriate arrangements for discharge and/or collection (as appropriate);
- All liquids and solids of potentially hazardous nature (e.g. diesel fuels, oils and solvents) to be stored on surfaced areas with appropriate bunding to reduce the risk of spillage;
- Use of plant that may give rise to nuisance (noise and/or dust) to be adequately screened (where deemed necessary);

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- Wheel and/or vehicle body washing facilities to be used to prevent tracking out of mud/dust onto the public highway using wheel wash or wash skip out as appropriate (where deemed necessary);
- Deployment of a road sweeper/road cleaning for use on the public highway (where deemed necessary);
- Programme of cleaning traffic management cones, lights and signs where deployed (as necessary); and
- Vehicles carrying materials to/off-site to be enclosed and/or sheeted as appropriate.

4.3.11 The requirement to comply with the procedures set out within the CMP/CEMP will be included as part of the contract conditions for each element of the work including the supply chain as appropriate. All contractors tendering for work will be required to demonstrate that their proposals can comply with the procedures and current best practice techniques.

4.3.12 Any proposed departures from the agreed CMP/CEMP will be submitted to the Council, relevant authorities and affected parties in advance.

4.3.13 It is envisaged that the applicant will register the project with the Considerate Constructors Scheme. This is designed to encourage environmentally and socially considerate ways of working, so as to reduce any adverse impacts arising from the construction process.

4.3.14 The construction of the Proposed Development would use standard construction plant and machinery. Likely plant and equipment would include (but not limited to):

- Long-reach Excavators;
- Bulldozers;
- Tippers;
- Front-end loaders;
- Scrapers;
- Hydraulic excavators; and/or
- Backhoe Loaders.

Traffic Management

4.3.15 It will be the responsibility of the Applicant or their Contractor to finalise consultations with the Highways Authority. Notice regarding planned closures and diversions of roads and footpaths shall be given by the Applicant or their Contractor to the Highways Authority, the Police, the Fire Brigade and other emergency services sufficiently in advance of the required closure or diversion dates.

4.3.16 It is anticipated that all materials/plant will be routed into the site via the new point access point off Newport Pagnell Road. It is not proposed to allow any construction traffic to travel down 'The Green' to gain access to the Application Site. If Hampton Green South is not granted planning consent, then the construction traffic and materials cannot use the access point off Newport Pagnell Road to access Hampton Green North. If this scenario was to occur access to Hampton Green North would be obtained via the neighbouring site, which is being built out by HCA Developments. It is proposed that there will be approximately 22% of the new dwellings in Hampton Green North so the number of traffic movements accessing the Hampton Green North via the neighbouring site would be greatly reduced from the total number required for the full 525 dwellings. This alternative access option for development only on Hampton Green North is assessed in more detail within **Chapter 6: Transport & Access**.

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4.3.17 In order to minimise the amount of construction vehicles using the public highway, the following factors will be considered:

- Recycling of materials on site, where possible; and
- Preparation of a Site Waste Management Plan (SWMP).

4.3.18 All construction traffic entering and leaving the Application Site will be closely controlled. Vehicles making deliveries to the Application Site and/or removing spoil or demolition material etc, will travel via designated routes, which would be agreed with the Highways Authority.

4.3.19 Site management and workers would be encouraged to travel to the Application Site by public transport. The use of public transport for workers will be a consideration during pre-tender discussions.

Construction Materials and Resources Use

4.3.20 Materials and resources used during construction of the Proposed Development would be sourced from sustainable and/or local sources where practicable.

4.3.21 Where possible materials arising from the demolition of buildings and breaking out of hard surfaced areas would be recycled and reused on-site or transferred to an appropriately licensed recycling facility (see Waste Management below).

Waste Management, Recycling and Disposal

4.3.22 The construction process is likely to give rise to a range of waste arisings including demolition spoil (concrete, brick rubble, steel, aluminium, plastics, wood etc.), soils, packaging (plastics, pallets, expanded foams etc.), and liquids (dirty water, fuels etc.). In addition, waste materials may be generated from inaccurate ordering, poor usage, badly stored materials, poor handling, spillage etc.

4.3.23 All contractors will be required to investigate opportunities to minimise waste arisings at source and, where such waste generation is unavoidable, to maximise the recycling and reuse potential of demolition and construction materials. Wherever feasible, such arisings will be dealt with in a manner that reduces environmental impact and maximises potential re-use of materials. Recycling of materials will largely take place off-site where noise and dust are less likely to result in impacts to the occupants of surrounding properties.

4.3.24 A SWMP would be prepared to set out the procedures to sort, reuse and recycle construction waste. Adherence to the SWMP would support better control over materials handling and waste, compliance with relevant waste legislation for the handling, transport and disposal of wastes, compliance with environmental management systems and management of waste-related costs.

4.3.25 No burning of demolition or construction waste would be undertaken on the Application Site. Building materials containing asbestos would be fully assessed in advance of demolition works commencing. Any identified asbestos or other controlled waste would be removed by a licensed contractor in accordance with the relevant legislation and regulations.

Prior Notice

4.3.26 In the event of unusual activities or events that can be anticipated, these will be notified to the Council and to the relevant property owners or occupiers wherever possible and neighbours, in advance of the activity.

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Management of Contracts

4.3.27 Individual contracts (for example for demolition and waste removal) will incorporate relevant requirements in respect of environmental control, based largely on the standard of 'good working practice' as well as statutory requirements. Any sub-contractors (where used) will be required to demonstrate how they will achieve best practice, how targets will be met and how potential effects will be minimised. All sub-contractors will be subject to a stringent due diligence audit by the Applicant's Financial and Health and Safety departments.

Public Liaison

4.3.28 There will be a designated Construction Liaison Officer who will deal with public and other complaints and enquiries. This nominated individual will be named at the Application Site entrance, with a contact number, and will be identified to the Council prior to the start of site activities, and whenever a change of responsibility occurs.

Responses to Complaints

4.3.29 Any complaints will be logged on site, where necessary. The procedures will specify the roles and responsibilities of the Construction Liaison Officer and the Council in respect of breaches and complaints from the public. The required actions will be different in each specific case, depending on the operation, equipment or location or applying additional controls.

Decommissioning

4.3.30 While it is anticipated that the Proposed Development will exist well beyond its design life of plus 60 years (including refurbishment) it may ultimately require subsequent redevelopment. Such demolition would comply with all the legislative requirements and codes of practice pertaining at that time. It is anticipated that a detailed method statement would be prepared which would incorporate the safety and effect of the demolition upon the local environment, as relevant at the time of decommissioning.

4.3.31 Accordingly, demolition and decommissioning has been scoped out of this EIA.

4.4 ALTERNATIVES CONSIDERED

4.4.1 The EIA Regulations (Schedule 4, Part I (2)) require for inclusion in an ES:

"An outline of the main alternatives studied by the applicant or appellant and an indication of the main reasons for his choice, taking into account the environmental effects"

4.4.2 The main alternatives to the Proposed Development which the Applicant has considered include:

- The 'No Development' Alternative; and
- Alternative Designs.

The 'No Development' Alternative

4.4.3 The 'No Development' Alternative refers to the option of leaving the Application Site in its current use and physical state.

4.4.4 Without development the land would remain as its current use for agriculture. The Application Site forms part of the Northampton South of Brackmills SUE, which is

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defined under Planning Policy N6 of the adopted West Northampton Joint Core Strategy (WNJCS). Policy N6 has determined that a wider parcel of land (made up of the neighbouring HCA Development Site and the Application Site) has the capacity for 1,300 new dwellings. Via the Planning Inspectorate the HCA site was awarded outline planning consent for a development consisting of 1,000 new dwellings, a school and retail space.

4.4.5 Both determining Planning Authorities have adopted the WNJCS and therefore the 1,300 new dwellings form part of their 5-year housing supply as required by Central Government.

4.4.6 Within the 5-year housing supply for the Borough's they have applied a housing density of 35dph. This housing density has been applied to this Proposed Development hence the total SUE under Policy N6 has the capacity for 1,525 dwellings rather than the 1,300 stated within Policy N6.

4.4.7 As it currently stands all the SUE allocations within the WNJCS and other identified sites within the Northampton Borough fail to fulfill the 5-year land supply requirements laid out in National Planning Policy. Therefore, not developing this allocated site would lead an increase in the percentage by how much the area misses its 5-year housing supply, which in turn has a direct implication to local residents which are seeking housing and may increase the number of 'windfall' sites that achieve planning, but deviate from the WNJCS.

Alternative Designs

4.4.8 The **Design and Access Statement** (DAS) that accompanies the planning application describes in detail the design evolution and concepts.

4.4.9 The constraints and opportunities presented by the Application Site have been used to inform the design principles, which in turn have helped refine and structure the Proposed Development. The key constraints and opportunities at the Application Site were identified as:

Constraints:

- Retaining existing trees, hedgerows and other landscape features particularly those of ecological interest, such as the hedgerows and hedge trees defining the site boundaries;
- The sloping nature of the site and its location within Northampton Skyline Conservation Area;
- The areas of manmade soil particularly within the southern land parcel adjacent to Newport Pagnell Road; and
- The need to provide attenuation areas within the scheme.
- Compliance with WNJCS Policy N6 requirement for Structural Green Space/green corridor running north-west to south-east across the northern site boundary, and further green corridor along the eastern boundary of the site.

Opportunities

- Provision of sustainable development that can accommodate up to 525 new dwellings supported by amenity space and new infrastructure;
- Making efficient use of land through the application of appropriate densities;
- Opportunity to create quality architecture that takes design cues from the local character and responds positively to existing adjacent built form in Wootton and Hardingstone, and the surrounding hamlets to the east;

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- Provision of landscape infrastructure that responds to Policy N6 of the West Northampton Joint Core Strategy Local Plan that builds upon positive aspects of the local landscape character as an integral part of the development;
- Provision of equipped children's play areas alongside informal areas of open space;
- Provision of new connections through Brackmills Country Park lining the proposals to Brackmills Industrial Estate;
- Provision of outward facing development along 'The Green' lane that integrates this route within the scheme;
- Provision of connections to the neighbouring HCA development to the west of the site.

4.4.10 The main alternative design considered comprises:

Option A

4.4.11 As can be seen from the number of constraints and opportunities for this site, many factors have been considered when developing the final Indicative Masterplan. Option A is an early iteration of the Masterplan. As can be seen in **Figure 4.4 Alternative Designs** the primary road access entered the site further south east down Newport Pagnell Road. There was less built form as the eastern buffer was wider and the development did not extend as far north.

4.4.12 However, it was determined that the landscape buffer should reflect the information shown on Policy N6 plan, thus allowing more space for development. In Option A the green space within the south-western corner was smaller in scale and the smaller development parcels within the northern parcel of the site would have been more difficult to deliver.

4.4.13 Because of these design issues, Option A was rejected and further design iterations were discussed.

Option B

4.4.14 In Option B, a more clearly defined route running through the site was created. This new route offers better options for the residents to pass through the site and reach their destination than previous designs. The landscape buffer on the eastern edge now follows the Policy N6 plan and green open space within the south-western corner was increased in size. This area is next to the attenuation area within the neighbouring HCA Development and it is hoped that the positioning of this area will help in creating long term cohesion between the two developments. Option B can be seen in **Figure 4.5 Alternative Designs**.

Option C: Preferred Option

4.4.15 Through more detailed consideration of the transport movements along Newport Pagnell Road and how these interact with the other developments in the area it was decided that the new access point into the Application Site from Newport Pagnell Road should be relocated further east. The new access point "lines up" with a point of access from the Morris Homes development to the south. In addition to relocating the point of access a new internal roundabout has been added to just within the southern boundary. The creation of this roundabout and new point of access, has enabled traffic to flow off Newport Pagnell from three locations, therefore ensuring minimal delay of traffic on Newport Pagnell Road as vehicles enter and leave the new development.

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4.4.16 The main spine road which now runs through the site has also created a point of access into the neighbouring HCA development. Again, this should assist in creating cohesion between the two developments.

4.4.17 To the north, the area of open space and new woodland as created in the earlier Options remains, but its purpose has been better defined. In Option C, there is still a large area of new woodland planting to tie into Brackmills Country Park which wraps around the northern boundary. Running through this area of open space, is a proposed circular walking/dog walking route, which is in total 1.6km in length. A series of primary pedestrian and cycle links now run off this dog walking route into the area of open space/woodland and then beyond via the new access points proposed to enter Brackmills Country Park. It is hoped that these access points will offer residents greater levels of accessibility to the local green spaces both within the new development, such as the proposed allotments, and to the already established green spaces within the wider landscape.

4.4.18 The minor single carriageway lane called 'The Green' runs east to west through the Application Site. At its western end, it joins Newport Pagnell Road. Under Option C it is proposed that the western section of The Green will be closed to vehicles and will become a pedestrian/cycle link. It is also proposed that there will be new points of access off The Green into both the parcels of the site. To achieve this, and allow traffic to flow it is proposed that The Green will be widened at the point just east of its closure and two new 'T' junctions will be created, one into each of the parcels. These new junctions off The Green will flow directly into the spine road which runs through the Proposed Development.

4.4.19 The Preferred Option which forms the Proposed Development conforms to the Development Parameters that have been subject to environmental impact assessment as reported in the Environmental Statement and can be seen on **Figure 4.6 Indicative Masterplan**.

Figure 4.1

Parameters Plan