



PLANNING COMMITTEE: 21st June 2011
DIRECTORATE: Planning and Regeneration
HEAD OF PLANNING: Susan Bridge

WARD: Fringe Consultation (Daventry District Council)

REPORT TITLE: N/2007/1583 – Mixed use development of approximately 1050 dwellings, approximately 1.6ha of B1 and B2 employment use, a residential care home accommodating 70 beds, local facilities including primary school, a park and ride facility of 500 spaces, public open space and associated community infrastructure. The main access to the site would be via the A5199 Welford Road and off Brampton Lane.

REASON FOR REFERRAL: Referred by Head of Planning – Major development.

1. RECOMMENDATION

- 1.1 That the Borough raises **NO OBJECTION TO THE PRINCIPLE** of the development, subject to;
- The Highway Authority being satisfied that the solutions proposed and delivered to encourage walking, cycling and increased public transport use and the improvements to the highway network are satisfactory both in transport and environmental terms for a development of this scale, when taking into account the potential impact of development proposed in other locations within the town associated with the growth agenda;
 - The Environment Agency being assured that the development will not put its occupiers or those in the immediate vicinity at an unacceptable risk of flooding, or unacceptably increase the risk of flooding within the catchment of the River Nene and its tributaries, or adversely affect water quality;

- The Sustainable Urban Drainage Schemes proposed have the certainty of a suitable management regime in place to ensure that they are maintained as fit for purpose in perpetuity;
- Utility infrastructure providers being assured that the development will not have an adverse impact on the capacity of the infrastructure network to the detriment of existing residents or businesses of the town;
- Daventry District Council working in association with the Borough Council to ensure that the housing provided is consistent with the proportion (35%) and tenures (70% social rent and 30% Intermediate tenures) required to address affordable housing needs related to Northampton, that contributes to create a mix of housing throughout the site and that NBC partner RSLs are used to manage the affordable dwellings and that 10% of the dwellings on site are built to mobility standards;
- The PCT ensuring that the improvements to health infrastructure required are delivered either on site or in the near vicinity;
- That the future of the land contained within the Borough Council's boundary and currently allocated as Greenspace in the Northampton Local Plan and which can be regarded as forming a contiguous part of the development site is properly addressed by the applicant as envisaged in the Buckton Fields Masterplan SPG. Ideally this would be by the site being subject to a planning application to lay out the area as open space in a manner agreed with the Borough Council and with an adequately robust maintenance regime in place to maintain this use in perpetuity;
- The County Council being satisfied that the development adequately provides for primary education on site within an appropriate timescale and for secondary education off site by way of developer contribution should such a contribution be required;
- That the applicant makes reasonable endeavours to ensure that the proposed local centre which will at the very least provide a 500 sqm convenience shop and proposed community hall, with some additional small scale retailing and other complementary uses such as takeaways, restaurants, etc, is delivered within phase 1 of the development;
- That the open space, playing pitches and associated sports pavilion, NEAP and LEAP are provided in a timely fashion, to an adequate standard;
- The dwellings on site being built to at least Code for Sustainable Homes Level 3 and subsequently at the levels currently envisaged in the Government's stepped approach to ensuring homes built to Code for Sustainable Homes Level 6 by 2016.

- That further consideration is given to the appropriateness of the proposed solution of providing a green wedge to the rear of properties in Spring Park. An alternative solution which means that the existing houses are backed on to by houses appropriately positioned to maintain privacy and with longer gardens will in the longer term reduce the risk of crime to those properties. It could also allow for a better form of open space, to be of wider benefit to more residents to be provided within the development;
- That consideration be given to changing the proposed positioning of the open space to the west of the business area that will abut the Welford Road, to make it more accessible to the residential areas on site. In addition that consideration is given to moving the business area closer to the Welford Road to give a better opportunity to use an appropriate design of buildings to provide more a positive gateway feature on this edge of the built up area of Northampton.
- The capping of the number of homes to 1050;
- That a condition should be imposed upon any consent requiring the submission and implementation of a construction environmental impact management plan. This should include measures to control noise and vibration due to construction activities;
- That the developer is required to produce with a more definitive way of mitigating impact upon Harborough Road Air Quality Management Area.
- That mitigation measures should be included to address the impact on the noise levels at the existing properties in Fair Mile and Fallow Walk; the precise details of the mitigation scheme should be agreed following the review of the noise assessment; and
- That conditions should be imposed to ensure that noise levels from plant and equipment result in no net increase in existing background noise levels. It is important that the layout of the proposed commercial part of the development is appropriately zone to minimise the impact on neighbouring residential properties.

2. BACKGROUND

- 2.1 This matter was previously reported to this Committee on 30 July 2008 with a recommendation to raise no objection to the principle of development on the site.
- 2.2 Members resolved to object to the principle of development on this site on the grounds of:
- The lack of proposals to meet highway concerns.

- The premature nature of the proposal on a green-field site given the number of brown field sites that are already available within the Borough.
- The inadequacy of the air quality assessment carried out given that the Cock Hotel junction is subject to an air quality management order.
- The aspects of the proposal appeared to be contrary to Daventry's agreed Local Plan.
- The current phasing of the local centre at the end of the scheme.
- The cumulative effect of the development upon Kingsthorpe and the surrounding villages.
- Lack of secondary school places available to meet generated demand from the proposal.

2.3 Subsequently, Daventry District Council (DDC) has been informed of the Council's objections to the proposed scheme.

2.4 The scheme has since been revised to reduce the number dwellings (up to 1050 dwellings reduced from 1250), in addition to minor amendments to employment land areas (now 1.6ha reduced from 2ha), the primary school (now approximately 2ha increased from 1.3ha), park and ride (relocated to the north of the spine road from the south of the spine road), public open space (now approximately 9.36ha increased from 8.2ha) and drainage ponds (now 4 balancing ponds). The proposals also include the addition of a 70 bed (approx.) care home.

2.5 DDC has since provided additional information, which they consider may impact upon the Council's previous response. The issues are set out and addressed below.

3. ISSUES

3.1 Highway concerns

3.1.1 Previously this Committee raised concerns regarding the highway proposals and their lack of traffic mitigation measures due to the lack of a Section 106 Agreement.

3.1.2 DDC has provided details of a package of mitigation measures, which have been agreed between the developer and the County Council as Highway Authority and will be delivered through a Section 106 agreement.

3.1.3 The mitigation measures are as follows;

3.1.3.1 North West Bypass –

- A phased contribution to the North West Bypass of £2.94 million.

3.1.3.2 Kingsthorpe Contribution –

- A contribution to phase 1 improvements at Kingsthorpe of £1.5 million.

3.1.3.3 Park and Ride –

- Implement a park and ride scheme at Buckton Fields of 300 spaces with an area for 200 spaces reserved, including a direct bus service between the site and Northampton Town Centre;
- or alternately, at the County Council's request, provide a contribution of £1.5 million to infrastructure and services in the form of an additional contribution to phase 2 improvements at Kingsthorpe.

3.1.3.4 Bus provision –

- Serve the eastern end of the site (Phase 1) with existing bus services running along Harborough Road.
- Serve the western end of the site (Phase 2) by extending the existing service 4a into the site.
- Extend the 4a service to serve all three phases of development.
- Provide a 30-minute service between the site and Moulton Park.

3.1.3.5 Highway Improvements –

- Improvement to the A508 / Brampton Lane roundabout to include widening of the Brampton Lane and Harborough Road northbound entry arms.
- Improvement to Brampton Lane between A508 and the site access roundabout.
- Improvements to the A508 / Holly Lodge Drive junction comprising an increase in flare length on the southbound A508 and the introduction of MOVA (traffic signal control).

3.1.3.6 Traffic Calming –

- Contributions to be made to traffic calming measures to be introduced in Boughton, Chapel Brampton and Church Brampton

3.1.3.7 Travel Plans –

- Travel plans to be implemented at the site.

3.1.3.8 Walking and Cycling measures –

- A controlled crossing of Harborough Road.
- A walk / cycle link between A508 and the existing cycleway at Broughton Crossing.

It is recommended that the Council raise no further objection to this issue should the above measures mitigate the impact of the development on the strategic road network to the satisfaction of the County Council as Local Highways Authority.

3.2 Premature nature of the proposal

3.2.1 The site is allocated for residential development in Daventry District Council's Local Plan under saved policy HS2. Policy N8 of the West Northamptonshire Joint Core Strategy – Pre Submission, carries forward and updates this policy.

3.2.2 The Joint Core Strategy has reached pre submission stage and is going forward to submission stage in October 2011, therefore the policies it contains must be afforded some weight in the decision making process.

3.2.3 The development broadly accords with both the saved Daventry Local Plan and the emerging Joint Core Strategy will therefore not prejudice the Joint Core Strategy Process. It is subsequently considered, that the Council should raise no further objection on such grounds.

3.3 Inadequacy of the air quality assessment

3.3.1 The air quality impacts associated with the construction and operation of the proposed development has been re-assessed since the previous report to this Committee and a revised Environmental Statement (ES) has been produced.

3.3.2 NBC Environmental Health has provided further comments upon the revised ES. They state that levels in a number of areas will exceed air quality objectives and have a Moderate Adverse to Slight Adverse impact.

3.3.3 Whilst mitigation will be provided through the phasing of development, NBC Environmental Health would like to see the impact upon Air Quality (AQ) through the phasing of development.

- 3.3.4 Furthermore, whilst there are plans for a park and ride scheme, at this stage it is not confirmed that this element of the development will be implemented and therefore its impact upon AQ can only be assumed.
- 3.3.5 In addition, whilst a green travel plan to encourage sustainable and environmentally friendly transport alternatives is proposed, these are reliant on voluntary participation and there is no guarantee that the proposed measures will have any effect upon AQ levels.
- 3.3.6 It is considered that no objection is made on this issue, on the proviso that the developer is required to come up with a more definitive way of mitigating impact upon Harborough Road Air Quality Management Area.

3.4 Proposals contrary to DCC's Local Plan

- 3.4.1 As discussed previously in 3.2 the site is allocated for residential development in Daventry District Council's Local Plan under saved policy HS2.
- 3.4.2 The site is also subject to an approved masterplan, which was adopted as Supplementary Planning Guidance.
- 3.4.3 Policy N8 of the West Northamptonshire Joint Core Strategy – Pre Submission, carries forward and updates this policy.
- 3.4.4 The updated Policy N8 states that provision should be made for local employment opportunities and it is considered that proposals broadly accord with this.
- 3.4.5 Moreover, PPS1: Delivering sustainable development encourages mixed-use developments, which reduce the need to travel.
- 3.4.6 It is therefore considered that no further objections be made on these grounds.

3.5 Phasing of the local centre

- 3.5.1 It is considered beneficial for the local centre be provided as early as possible in the phasing of the development. This issue can be dealt with by way of Planning Condition.
- 3.5.2 It is considered that the Council make no further objection subject to the applicant making reasonable endeavours to ensure that the proposed local centre which will at the very least provide a 500 sqm convenience shop and proposed community hall, with some additional small scale retailing and other complementary uses such as takeaways, restaurants, etc, be delivered within phase 1 of the development;

3.6 Cumulative effect of the development upon Kingsthorpe and the surrounding villages

3.6.1 The highway issues have been previously considered in 3.1. Routes for construction traffic have also been considered and can be dealt with by way of condition or S106 agreement.

3.6.2 It is also the responsibility of Daventry District Council to consider the impact upon the villages within their remit as part of the planning application.

3.6.3 It is therefore considered that this issue can be adequately dealt with by DDC utilising planning conditions and developer contributions through Section 106 and no further objections should be made on these grounds.

3.7 Lack of secondary school places

3.7.1 Developer contributions toward secondary school places can be secured via Section 106 agreement should it be considered additional school places will be required as a result of the development.

3.7.2 It is considered that no objection be made to the scheme by this Council providing that this issue is considered by DDC and NCC as Local Education Authority and the appropriate contribution be secured should it be required to mitigate the development.

4. CONCLUSION

4.1 In conclusion, the previous concerns of this Council have been noted, however, it is considered that subject to the measures listed in Section 1, the issues raised can be adequately dealt with to the satisfaction of Council. It is therefore recommended that the committee offer no in principle objection to the above proposals.

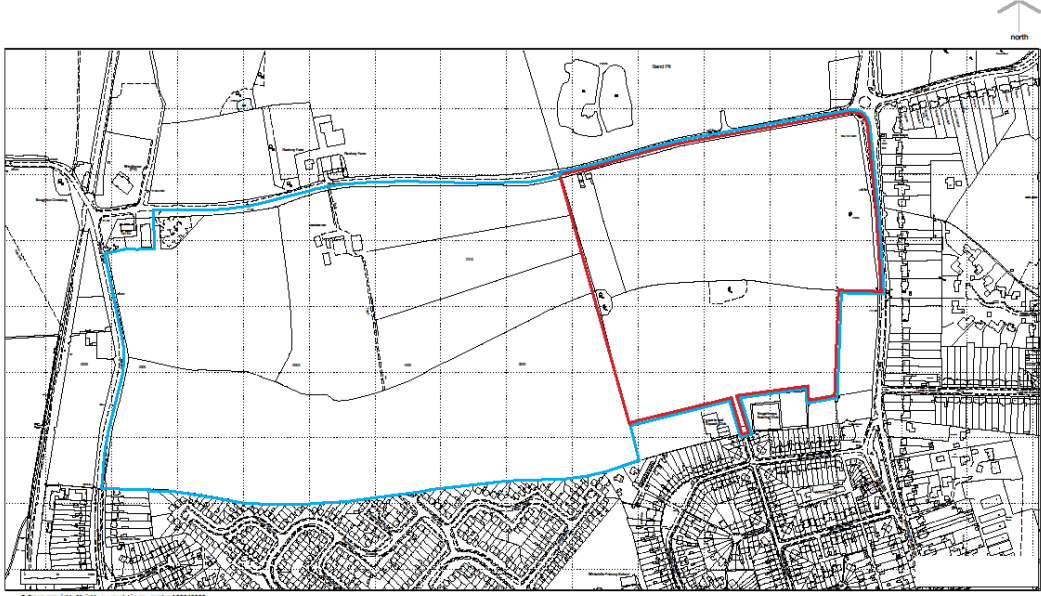
5. LEGAL IMPLICATIONS

5.1 The Borough Council is not required to be signatory to a legal agreement.

6. SUMMARY AND LINKS TO CORPORATE PLAN

6.1 In reaching the attached recommendations regard has been given to securing the objectives, visions and priorities outlined in the Corporate Plan together with those of associated Frameworks and Strategies.

Position:	Name/Signature:	Date:
Author:	S Tindle	10/06/2011
Head of Planning Agreed:	G Jones	10/06/2011



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- Overall Site (50.04ha)
- Application Site (16.49ha)

1.2 FOUR
Study Area TITLE
1:4 000@A3 SCALE
CAM.0103_00-16 DRG. NO.

