

Addendum to Agenda Items Tuesday 10th July 2012

ITEM 4A

N/2012/0314 & N/2012/0315

Provision of a New 21- Stand Bus Interchange (12no Stands on the Fishmarket Site Accessed Via Silver Street, 2no Stands on Bradshaw Street and 7no Stands on the Drapery) a Travel Information Centre, Passenger Facilities (including toilet, waiting area, seating, retail/cafe kiosk) and Staff Facilities. Demolition of the Existing Fishmarket Building, Toilet Block and Ancillary Buildings and Part Demolition of 5 and 7 Sheep Street (including the retention of front facades, the reinstatement of roofs, the reinstatement of the gable end of 5 Sheep Street and the provision of a single retail unit) and the closure of the subway under Greyfriars to Mayorhold Car Park

Further consultation responses:

NBC Town Centre Manager: No objection to either N/2012/0314 or N/2012/0315.

The Victorian Society: Given the lack of direct impacts on buildings of our period of interest, no comments.

Northants Police: No further comments over and above the original comments made by the Police.

Town Centre Conservation Area Advisory Committee (TCCAAC): Detailed comments have already been submitted detailing that, although the loss of the Fishmarket is regrettable, the case for demolition had been made through the facilitation of the Grosvenor Centre extension. An announcement of a delay to the Grosvenor Centre extension significantly changes the case for the demolition of the Fishmarket however. The opportunity should be taken to review the bus interchange requirements in the context of the wider, strategic vision for the future of the town centre. It is recommended that a decision be deferred until such a review can be completed.

Officer Response: The issue of any delay to the extension of the Grosvenor Centre is comprehensively covered within the 'Principle of Development' section of the Committee Report. Paragraph 7.31 covers the important linkage between the provision of a new bus interchange and facilitating the Grosvenor Centre redevelopment. The CAAP and the WNJCS make provision for the total amount of retail floor space required during the plan period to 2026 including the expansion of the Grosvenor Centre and the redevelopment of other sites in the town centre as required. In any event, the redevelopment of the existing bus station site is a pre-requisite for the implementation of the regeneration proposals.

Natural England: Natural England's national standing advice for bats provides advice to planners on deciding if there is a 'reasonable likelihood' of bats being present and provides advice on survey and mitigation requirements. Following the standing advice, detailed inspection has been undertaken and no evidence of a roost was found – planning permission could be granted whilst the LPA should consider requesting enhancements.

Officer Response: In light of the submitted Tree Inspection Report (May 2012) confirming that both inspected trees have negligible potential for roosting bats, it is considered that the scheme can progress without the need for specific enhancement measures to be undertaken.

NCC Archaeology: Uncomfortable with the assumption that it is reasonable and justified to destroy one complete and whole heritage asset in order to save only the facades of two others. It is not felt that the submitted application provides enough justification for the partial removal and demolition of locally significant and possibly regionally significant buildings that lie within a Conservation Area.

In the event of permission being granted it is advised without prejudice that the buildings affected should be subject to a suitable level of building recording.

It is also worth noting that the archaeological potential, Jewish and Saxon, of the proposed development area has not been fully explored and as such the statement that it is anticipated that there will be no remains of significance should be qualified and as such the need for preservation in situ in some areas should not be discounted.

The officer comment in paragraph 6.12 of the Committee Report is disappointing and ill informed. It does not reflect the extensive service that has been provided in relation to a number of other applications requiring building recording, which predominantly related to undesignated buildings.

Officer Response: The application has been subject to input and involvement from English Heritage and NBC Conservation Section in respect to above ground heritage assets. Neither of which have formally objected to the proposals. As has been summarised in Paragraph 7.105 of the Committee Report, the submitted Historic Building and Area Assessment has concluded that the Fishmarket is of low significance in terms of the value it adds to the conservation area. On balance it is considered that the retention and refurbishment of 5&7 Sheep Street, along with the other potential regeneration benefits of bringing other currently vacant buildings back into use mitigates the harm caused by the loss of the Fishmarket.

The recommendation detailed within the Committee Report is subject to planning conditions covering requirements for building recording and appropriate archaeological investigation.

Anglian Water: An informative should be added to any permission to ensure that development takes into account the position of Anglian Water assets. There is available capacity for foul drainage and within the sewerage system. The surface water strategy submitted with the application relevant to Anglian Water is acceptable and should be reflected in the planning approval (to be covered via condition. An informative should be added to any permission relating to the discharge of trade effluent.

Officer response: Agree that it would be prudent to attach the suggested condition and informatives from Anglian Water.

Additional Condition 33 for N/2012/0314: Development works shall be implemented concurrently and in full accordance with the approved Drainage

Strategy unless otherwise approved in writing by the Local Planning Authority. All works associated with the Drainage Strategy shall be completed prior to the first use of the use hereby permitted.

Reason: To prevent environmental and amenity problems arising from flooding in accordance with the guidance contained within the NPPF.

Environment Agency: Notwithstanding Anglian Water's comments, the submitted Drainage Strategy is designed to an incorrect standard. Required planning conditions can be advised once the Agency's objection points have been addressed.

Officer Response: Further work to the Drainage Strategy is required by the applicant prior to the issuing of any decision notice for application N/2012/0314. This matter will need to be concluded post-committee, with relevant further planning conditions applied if requested by the Environment Agency. Therefore the recommendation to grant planning permission is subject to the removal of the objection from the Environment Agency (ie planning permission would not be granted until the EA has withdrawn its objection).

Comments received from Stagecoach:

The comments are appended in full at the back of this addendum. In summary, the comments detail how bus emissions and air quality will be managed in the new Bus Interchange. It is clarified that:

- Buses are far more environmentally friendly than even the smallest engined cars.
- The new interchange is essential in removing overnight parking and fuelling from the town centre; the highest emission levels produced by a bus occurs when it is started up first thing in the morning.
- There will be no overall increase in the number of buses or bus emission levels in Northampton town centre.
- Following recent investments, Stagecoach operates an extremely modern bus fleet in the Northampton area. Further improvements are planned.
- Drivers will be instructed that bus engines must not be kept running for more than 3no. minutes when located within the new interchange or along the Drapery.

Officer Response: Stagecoach's comments are helpful in offering reassurances that pollution levels shall naturally reduce over time due to the continual introduction of lower emission vehicles. It should be noted that the recommended Condition 20 requires full details of the methodology for air quality monitoring to be submitted prior to the commencement of construction. In regard to the enforceability of requiring drivers to turn engines off, it should be noted that the recommended Condition 13 covers the requirements for an Operational Site Noise Management Plan to be submitted to the LPA. Such a Plan would be envisaged to involve rigorous restrictions on running vehicles.

Environmental Impact Assessment

Officer Update: Further to paragraph 7.122 of the Committee Report the appointed external EIA consultants have commented upon the letter of clarification, which was supplied upon behalf of the applicant. These comments are positive on the whole -

noting where clarification / additional information has been supplied (without changing the significance of effects detailed within the ES). The comments have been made on the assumption that all information provided within the letter is factually correct. It is considered that appropriate advice has been sought and received in respect to Environmental Statement matters.

Other Matters:

Condition 2 of N/2012/0314 needs amending on its third line to read "... the following highway works **have** been completed...".