



**PLANNING COMMITTEE:** 27<sup>th</sup> November 2012  
**DIRECTORATE:** Regeneration, Enterprise and Planning  
**HEAD OF PLANNING:** Susan Bridge

**N/2012/0757:** Development of 58 dwellings, vehicular and pedestrian access, car parking, open space, landscaping and drainage  
Land at former allotments, Newport Pagnell Road, Northampton

**WARD:** Nene Valley

**APPLICANT:** Redrow Homes South Midlands  
**AGENT:** Mr. D. Bainbridge; Bidwells

**REFERRED BY:** Head of Planning  
**REASON:** Major development

**DEPARTURE:** No

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**APPLICATION FOR DETERMINATION:**

**1. RECOMMENDATION**

**1.1 APPROVAL IN PRINCIPLE** subject to conditions and for the following reason:

The proposed development would have a neutral impact upon the quality of the streetscene, neighbour amenity and the highway system and would secure sufficient mitigation. Therefore, the proposal is compliant with the requirements of Policies E11, E19, E20, E40 and H6 of the Northampton Local Plan and the National Planning Policy Framework.

**1.2** This recommendation is subject to the prior finalisation of a Section 106 Legal Agreement to secure the following:

- i) The provision of 35% of the dwellings for affordable housing
- ii) A payment to fund the provision of off-site open space facilities within Nene Valley Ward.
- iii) A payment to fund the provision of primary school education

- iv) A payment to fund the provision of bus shelters within Newport Pagnell Road and for their maintenance
- v) A payment to fund the reduction of the speed limit within this section of Newport Pagnell Road from 40mph to 30mph
- vi) An obligation for the developer to ensure that the proposed on-site open space is made available for public use in perpetuity and maintained
- vii) The Council's monitoring costs

1.3 It is also recommended that in the event of the Section 106 Legal Agreement not being completed within three calendar months of this Committee meeting, in addition to being able to grant planning permission as recommended above, the Head of Planning be given delegated authority to either refuse or finally dispose of the application (at their discretion) on account of the necessary mitigation measures have not been secured in order to make the proposal acceptable in line with the requirements of Northampton Local Plan Policy E19 and the National Planning Policy Framework.

## **2. THE PROPOSAL**

2.1 The applicant seeks full planning permission to erect 58 dwellings within the former Hardingstone Allotment site. Vehicular access would be provided from Newport Pagnell Road. The proposed development consists of 8 two bedroom houses; 21 three bedroom houses; and 29 four bedroom houses. The footpath that runs on a north-south alignment would be retained, albeit on a different route through the redeveloped site. The proposed development would also include an area of public open space and 137 car parking spaces have been provided.

## **3. SITE DESCRIPTION**

3.1 The application site consists of a disused allotment site and is located within an area allocated in the Northampton Local Plan as being suitable for residential development. The site is reasonably level and features some trees adjacent to the southern boundary. A footpath (ref. KN2) runs across the site, the majority of which runs adjacent to the western boundary.

3.2 The wider area is characterised by residential accommodation, although there are primary and secondary schools adjacent to the eastern and western boundaries. Newport Pagnell Road has a reasonably high level of usage as it forms one of the main routes into Northampton from the Wootton and Hardingstone areas.

## **4. RELEVANT PLANNING HISTORY**

4.1 A planning application to develop this site for 29 dwellings was refused and dismissed on appeal in 2001 (reference N/2001/0035). The reason for refusal related to the relatively low density of the development and

concerns being expressed regarding the suitability of the access. Subsequent to this, an application was approved in 2010 (reference 07/0035/FULWNN), which granted permission to develop the site for 71 dwellings and associated infrastructure, such as roads and car parking. This consent is still extant.

- 4.2 The proposed scheme differs principally from the previously approved development in respect of the reduction in dwellings (essentially as flats have been deleted from the proposal and replaced by houses). This has necessitated a revised layout.
- 4.3 Earlier in 2012, the Planning Inspectorate confirmed a footpath diversion order, which permitted the rerouting of the footpath, as necessitated by planning permission 07/0035/FULWNN, from the western boundary to a new alignment through the approved scheme's on-site open space and estate roads.

## **5. PLANNING POLICY**

### **5.1 Development Plan**

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires a planning application to be determined in accordance with the Development Plan unless material planning considerations indicate otherwise. The current Development Plan comprises of the East Midlands Regional Plan, the saved policies of the Northamptonshire County Structure Plan and Northampton Local Plan 1997.

### **5.2 National Policies:**

Paragraph 17 of the National Planning Policy Framework (NPPF) requires that new developments should be of a high quality design and secures a good standard of amenity. Paragraph 50 of this document states that mixed developments (including size, tenure and type should be provided), whilst Paragraph 32 of the NPPF requires the provision of safe and suitable means of access to developments. Paragraph 100 of this document advises that developments should be safe and not increase flood risk elsewhere.

### **5.3 Northampton Borough Local Plan**

E11 – Tree protection  
E19 – Implementing development  
E20 – New development  
E40 – Crime and anti-social behaviour  
H6 – Housing development within residential areas

### **5.4 Supplementary Planning Guidance**

Affordable Housing  
Parking  
Planning Out Crime

## 6. CONSULTATIONS / REPRESENTATIONS

- 6.1 **Housing Strategy (NBC)** – The number of affordable units and their varying tenure types are considered acceptable. Whilst the clustering of the affordable units has not been broken up, there are currently no adopted policy positions on this.
- 6.2 **Urban Designer (NBC)** – It is considered the layout should be revised to increase active frontages and to include more in curtilage car parking as opposed to the use of parking courts. The public open space could be better integrated with the rest of the development and the clustering of affordable housing should be reviewed. (*Officer's note: the layout of the development has since been revised and the other points are discussed below.*)
- 6.3 **Arboricultural Officer (NBC)** – There are no tree protection issues and the proposed removals can be compensated by replacement planting.
- 6.4 **Environmental Health (NBC)** – Would request a further contamination assessment is carried out into the occurrence of naturally occurring contamination. There are no concerns regarding the potential impact upon air quality; however, it is recommended that the dwellings adjacent to Newport Pagnell Road are set back in order to improve mitigation from noise.
- 6.5 **NCC Planning** – Would request payments by way of a Section 106 Agreement to fund primary school level education, the fire service and fire hydrant provision.
- 6.6 **Highway Authority (NCC)** – No objections to the proposal subject to conditions/planning obligations to secure various highway works (e.g. reduction in speed limits, pedestrian crossings, etc.) in addition to the provision of additional bus shelters within Newport Pagnell Road. There are no objections to the proposed junction with Newport Pagnell Road.
- 6.7 **Highways Agency** – No objections.
- 6.8 **Northamptonshire Police Crime Prevention Design Advisor** – No objections in principle but would encourage the use of the trellis adjacent to the footpath to the north of the site in order to deter climbing. The public open space should have a defensible perimeter. Community cohesion would be encouraged if the affordable housing element had a wider distribution across the site. Natural surveillance should be encouraged of the car parking areas.
- 6.9 **Environment Agency** – Withdraw previous objections, subject to a condition requiring the submission of a surface water drainage scheme.

- 6.10 **Anglian Water** – No objections, subject to a condition covering a surface water drainage scheme.
- 6.11 **Hardingstone Parish Council** – There are no objections to the principle of the development; however, there are concerns regarding the concentration of affordable housing to the north of the site as this would not create a mixed community. This is disproportionate and places a pressure point of smaller, densely built family properties in one area. The Northampton Borough Council Draft Affordable Housing Interim Statement states that affordable housing to be integrated in modest groupings or clusters throughout a development site rather than concentrated in particular areas.
- 6.12 **Wootton and East Hunsbury Parish Council** – There is no vehicle route between the site and Hardingstone, which reduces connectivity and there are concerns regarding the access from Newport Pagnell Road. It would be preferred for a Sustainable Urban Drainage system to be used or for the sewer connection to be within Hardingstone. Additional traffic would cause problems within Newport Pagnell Road and consideration should be given to reducing the speed limit to 30mph from the Queen Eleanor Roundabout to Wootton Hope Drive and the installation of traffic lights at the junction with Water Lane. Pedestrian barriers should be installed at the exit of the footpath.
- 6.13 Representations from the occupiers of **11 and 18 Casterbridge Court, 116 Martins Lane, The Girls Day School Trust** and one unaddressed letter. Comments can be summarised as:
- The road access to Newport Pagnell road would be unsafe.
  - The development would create congestion.
  - The proposal would result in a loss of privacy
  - The use of the footpath will increase
  - Bats have been seen on the site
  - It is requested that any doors and windows that provide overlook the individual neighbours property be fitted with obscure glazing.
  - The dwelling on Plot 32 would overlook the school playing field and it is requested that this window be glazed with obscure glass. The opportunity to discuss boundary treatments would be welcome.
  - The layout of detached houses would reduce the impact of the development.

## **7. APPRAISAL**

### ***Principle of the development***

- 7.1 As the site is allocation for residential development in the Local Plan and given that there remains an extant permission on the site for the erection of 71 dwelling, it is considered that the principle of developing this site for residential purposes is well established. As the proposed development is for 58 dwellings, 13 units less than the previously approved scheme. This level of density is considered to be acceptable and the revised scheme, due to the type and character of units propose

and omission of flats, is considered to be a little more in keeping with the character and appearance of the locality.

- 7.2 It is accepted that the proposed development would involve the development of a site that was formerly allotments and is currently undeveloped land. Nonetheless, given the site's long standing allocation as a housing site and the nature of the extant planning permission, the development of this site is compliant with national and local planning policies.
- 7.3 A revised flood risk assessment has been submitted. This has been assessed by the Environment Agency, which has resolved to raise no objections to the proposed development subject to a condition requiring the submission of a surface water drainage scheme. This can be secured and controlled by condition. For this reason, it is considered that the development would not increase flood risk either within the application site or elsewhere and is therefore compliant with the requirements of the National Planning Policy Framework in this respect.
- 7.4 Although an assessment of contamination has been carried out, this should be extended to include the possibility of naturally occurring contamination being present. Therefore a condition is recommended to this effect, along with a complementary condition relating to remediation in the event of unsuspected contamination being found on site.

#### ***Design and Layout***

- 7.5 The proposed development is of a linear nature, which has in part been necessitated by the position and length of the access road; however, the scheme does retain an active frontage onto Newport Pagnell Road, which would add interest and activity to the streetscene. The application has been revised so that the block of three dwellings situated upon Plots 38-40 (situated to the north of the site, adjacent to the turning head) has a different roof shape to the surrounding dwellings. This would add interest to the streetscene of the development, particularly the main estate road as this building would be one of the more prominent buildings within the site.
- 7.6 It is considered that the design of the proposed dwellings feature a number of variations in terms of form, including variations to roof shapes, fenestration, projecting elements and materials, which would assist in creating an interesting yet cohesive development that would have a positive impact upon visual amenity.
- 7.7 The proposed layout, due to the development's density combined with sensitive siting, would achieve an adequate level of light, outlook and privacy to the occupiers of the proposed development, in accordance with the requirements of the Local Plan Policy E20 and H6. Similarly, heights and style of the proposed housing when combined with the

separation distances that exist between the proposed dwellings and those existing properties within the vicinity, which are primarily Tate Grove, Casterbridge Court and Martins Lane, it is considered that there would be no undue detrimental impact upon the existing occupiers in the vicinity.

- 7.8 A single area of on-site open space is proposed as part of the development, which has an area of approximately 600m<sup>2</sup>. Whilst the amount of space provided is acceptable given the scale of the development, officers have explored with the developer the possibility of this open space being divided to create two smaller areas within the site in order to increase accessibility. However, it is considered that such an arrangement would disrupt the rhythm of the development and specifically the arrangement of dwellings to the north of the site. Given this and the fact that the on-site open space would be within 150m of all the proposed dwellings and that all of the properties would have adequate private gardens, it considered that this arrangement is acceptable.
- 7.9 It is acknowledged that the proposed development would see houses being constructed within 6-15m of Newport Pagnell Road. Whilst it is noted that the Council's Environmental Health section have raised some concerns with regards to the potential impact upon the amenities of the residents of these dwellings as a result of noise, it is considered that as there remains an extant permission that, if implemented, would see a greater number of dwellings (primarily flats) being constructed in closer proximity to Newport Pagnell Road, relatively weight can be given to this concern in the circumstances of this case.
- 7.10 By reason of the location and scale of the proposed development, it is considered that it would not give rise to a detrimental impact to the level of air quality within the vicinity of the application site.

### ***Highways***

- 7.11 On account of the scale of the proposed development, no objections have been received from the Highway Authority with regards to the level of traffic that would be generated onto Newport Pagnell Road. No objections have also been received from the Highways Agency in respect of the potential impacts upon the A45. For these reasons, it is considered that the scheme would not cause any undue congestion.
- 7.12 The proposed scheme would include suitable visibility splays at the site entrance to ensure that traffic entering and leaving the proposed development can do so within a safe manner. This has in part been achieved through the setting back of buildings from Newport Pagnell Road and the removal of trees from this boundary. The loss of these trees has been assessed though the submission of an arboricultural survey and is it considered that the removal of these trees would not represent a conflict of Local Plan Policy E11. The Council's Arboricultural Officer has raised no objection.

- 7.13 The proposed development would also include the creation of a new pedestrian crossing within Newport Pagnell Road. It is considered that such a measure would assist in promoting accessibility to the development due to a greater ease of movement to the existing footpath network to the south of the Newport Pagnell Road and Wootton.

#### ***Footpath diversion***

- 7.13 As set out previously, the proposed development would require the part diversion of Footpath KN2 from the western boundary to run through the centre of the developed site. It should be noted that if this application were to be approved, a separate application process exists for the formal diversion of the path; however, the diversion of the right of way is a material consideration in the determination of this application.
- 7.14 Due to the layout of the development, a diversion of the path would be a necessity, as proposed buildings and boundary treatment would obstruct the existing route. Whilst the revised route would, in the main, incorporate estate roads as opposed to the existing, more natural surroundings, it is considered that the presence of landscaping at various part of the revised route would ensure a satisfactory environment for pedestrians (such as at the junction with Newport Pagnell Road and to the north of the development site) in addition to a variety of building materials and boundary treatments that will add interest to the revised route of the footpath.
- 7.15 The revised route would be longer than the existing route; however, the limited scale of the increase would not create any additional inconvenience to users of the path. Furthermore, it is likely that the revised path would be more attractive to pedestrians by reason of its hard surfacing, street lighting and enhanced natural surveillance. As such, it is considered that the proposal would not cause any harm to the amenities of footpath users.

#### ***Legal Agreement***

- 7.16 By reason of the scale and type of development, a Section 106 Legal Agreement is required. The Community Infrastructure Levy Regulations specify three key legal tests in ascertaining whether a particular obligation can be requested. These specify that obligations should be:
- (i) Necessary to make the development acceptable in planning terms;
  - (ii) Directly related to the development; and
  - (iii) Fairly and reasonably related in scale and kind to the development.
- 7.17 On account of the development being for a scheme in excess of 15 units of accommodation, affordable housing is normally required to be provided at a rate of 35%. This equates to 20 units and through



negotiations the developer would provide five dwellings with an affordable rented tenure, nine dwellings with a social rented tenure and six dwellings that would be made available with a low-cost home ownership tenure. In light of this level and balance of provision it is considered that the proposed development would provide a proportionate response to the housing needs established within the Strategic Housing Market Assessment.

- 7.18 The developer proposes that all 20 affordable homes would be provided within a single cluster to the north of the site. However, the draft Northampton Affordable Housing Interim Statement states that affordable housing should be located within clusters of between eight and 15 units. Bearing in mind that the policy is in draft form and that 20 units would not be significantly exceed this figure, it is considered that the positioning and grouping of the affordable housing in this particular instance is acceptable.
- 7.19 As the development would provide 58 family dwellings, payments for the provision of primary school education and off-site open space enhancement within the vicinity of the site are considered justified to respond to the needs of occupants of the development. It is proposed that the off-site open space payment be used for the provision and improvement of open space within the Nene Valley ward. Hardington Parish Council has indicated that it has specific projects in mind for this obligation and therefore consider that the obligation should be limited to be used in Hardington Parish only. Although officers are sympathetic to this it is recommended that a more flexible approach is followed. For example, if the proposed development is granted planning permission, it may be more than 4 years from now before the off-site open space payment would be available to invest and a great deal can change in this timeframe. Moreover, as the development site is located on the Parish boundary, officers take the view that it would be sensible to have built-in flexibility to future-proof the obligation. This approach was also informed by the fact that S106 obligations can only be used to address the needs of the proposed development and should therefore be located within the vicinity of the development site.
- 7.20 The final decision on the precise location of where this money is spent would be made with reference to the key legal tests specified within Paragraph 7.15 of this report.
- 7.21 In order to ensure that the proposed development would not have an adverse impact upon highway safety and in addition to the additional highway mitigation measures as outlined within Paragraph 7.11, obligations are also proposed that would facilitate the reduction of the speed limit within this section of Newport Pagnell Road from 40mph to 30mph. In addition, in order to aid accessibility to public transport, obligations are required to secure the provision of increased bus shelters and their maintenance within Newport Pagnell Road.

- 7.22 A final obligation of the Section 106 Agreement would be to ensure that the on-site public open space is provided at a timely stage to support residents' amenity and is maintained to an acceptable standard, whilst being open to members of the public in perpetuity. For the foregoing reasons, it is considered that the scheme would provide sufficient mitigation to render the proposed development acceptable.
- 7.23 The County Council has also requested a payment for the provision of the fire services. There is no adopted development plan policy support and it is not clear what facilities would be secured / needs would be addressed by this requirement. The new Community Infrastructure Levy Regulations also prevent the pooling of S106 funds to deliver infrastructure. For these reasons it is not considered that this request cannot be supported.

## **8. CONCLUSION**

- 8.1 It is considered that the proposed development is of an acceptable design and layout, which is in compliance with the requirements of national and local planning policy. The proposed development would also have a neutral impact upon the highway system and a satisfactory alternative footpath route would be secured. Furthermore, the proposed development would provide an acceptable level of affordable housing and provide sufficient mitigation in the form of on and off site open space provision, education and highways works. Therefore, it is considered that the proposed development is compliant with the requirements of national and local planning policies.

## **9. CONDITIONS**

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.  
Reason: To comply with Section 91 of the Town and Country Planning Act 1990.
2. Details and/or samples of all proposed external facing materials shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.  
Reason: In the interests of visual amenity and to ensure that the development will harmonise with its surroundings in accordance with Policy E20 of the Northampton Local Plan.
3. Full details of the method of the treatment of the external boundaries of the site together with individual plot boundaries shall be submitted to and approved in writing by the Local Planning Authority, implemented prior to the occupation of the buildings hereby permitted and retained thereafter.  
Reason: To ensure that the boundaries of the site are properly treated so as to secure a satisfactory standard of development in accordance with Policy E20 of the Northampton Local Plan.

4. No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a detailed scheme of hard and soft landscaping for the site. The scheme shall include indications of all existing trees and hedgerows on the land and details of any to be retained.

Reason: In the interests of amenity and to secure a satisfactory standard of development in accordance with Policy E20 of the Northampton Local Plan.

5. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the building or the completion of the development, whichever is the sooner, and which shall be maintained for a period of five years; such maintenance to include the replacement in the current or nearest planting season whichever is the sooner or shrubs that may die are removed or become seriously damaged or diseased with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: In the interests of amenity and to secure a satisfactory standard of development in accordance with Policy E20 of the Northampton Local Plan.

6. No development shall take place until a surface water drainage scheme for the site, based upon sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and fully implemented prior to the first occupation of the development. The scheme shall also include:

- Confirmation that discharge rates will not exceed 14.7 l/s unless otherwise agreed in writing by the Local Planning Authority.
- On site surface water drainage to be designed to accommodate the 0.5% (1 in 200) plus climate change event
- Maintenance and adoption for every element of the surface water drainage system should be identified and include roles and responsibilities.

Reason: To prevent the increased risk of flooding, both on and off site in accordance with the requirements of the National Planning Policy Framework.

7. No development shall take place until a desk top study in respect of possible contaminants within the site is completed and a site investigation has been designed. The scope and methodology of the desk top study and the site investigation report shall be submitted to and approved in writing by the Local Planning Authority. The site investigation and appropriate risk assessments shall be carried out and the results shall be used to produce a method statement for the necessary remedial works (and a phasing programme), which shall be submitted to and approved in writing by the Local Planning Authority.

All remedial works shall be fully implemented in accordance with the approved method statement and phasing programme. Confirmation of the full implementation of the scheme and validation report(s) shall be submitted to the Local Planning Authority within 2 weeks of completion (or within 2 weeks of completion of each respective phase).

Reason: To ensure the effective investigation and remediation of contaminated land sites and in the interests of health and safety and the quality of the environment in accordance with the advice contained in the National Planning Policy Framework.

8. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of Condition 7, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of 7, which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority

To ensure the effective investigation and remediation of contaminated land sites and in the interests of health and safety and the quality of the environment in accordance with the advice contained in the National Planning Policy Framework.

9. Prior to the commencement of development, the applicant shall assess the noise levels of the site due to its exposure from transportation noise, with reference to the World Health Organisation guidelines for Community noise. This must take into account, where appropriate, roads or railways that may not be immediately adjacent to the site and the likely growth of traffic over the next 15 years, which shall be submitted to and approved in writing by the Local Planning Authority.

10. The approved assessment shall include, where the above guidance has not been complied with, a noise mitigation strategy, which should include a site plan showing the position, type and height of the proposed noise protection measures together with the resultant noise exposure levels. Where noise protection measures for the site are impractical or do not reduce the noise exposure levels for all amenity areas, floors or façades, a noise insulation scheme, including the provision of mechanical ventilation shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. Development shall be carried out in accordance with the approved details and retained thereafter.

Reason: In the interests of securing a satisfactory standard of development in terms of residential amenity in accordance with the requirements of the National Planning Policy Framework.

11. Unless otherwise agreed in writing by the Local Planning Authority, the access to the site as shown on drawing 20404\_03\_003 (Rev. A) shall be fully implemented prior to the commencement of house building.

Reason: In the interests of securing a satisfactory standard of development in terms of highway safety during construction and the life of the development in accordance with the requirements of the National Planning Policy Framework.

12. Notwithstanding the details submitted, full details of the internal highways layout shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development.

Reason: In the interests of securing a satisfactory standard of development in terms of highway safety in accordance with the requirements of the National Planning Policy Framework.

13. Unless otherwise agreed in writing by the Local Planning Authority, the upgrades to the footways along the northern side of Newport Pagnell Road, pedestrian crossing including dropped kerbs and tactile paving and upgrading of the combined footway/cycleway on the southern side of Newport Pagnell Road as shown on drawings 204\_03\_003 (Rev. A) and 204\_03\_005 shall be fully implemented prior to the occupation of the tenth dwelling hereby permitted.

Reason: In the interests of promoting sustainable means of travel in accordance with the requirements of the National Planning Policy Framework.

14. Prior to the commencement of development a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved plan, which shall include

- the number and type of construction vehicles;
- traffic management and signage during construction;
- enclosure of phase or sub-phase development sites;
- provision for all site operatives, visitors and construction vehicles loading, parking and turning within the site during the construction period;
- arrangements during the construction period to minimise the deposit of mud and other debris on to the adjacent highway;
- and
- routing agreement for construction traffic

Reason: In the interests of securing a satisfactory impact upon the highways system in accordance with the requirements of the National Planning Policy Framework.

15. Construction works shall not commence in Plots 1, 11, 12, 20, 21, 32, 33, 34 and 35 as shown on drawing LLC914\_115 until suitable provision has been made, including formal statutory processes and agreed in writing by the Local Planning Authority for the diversion of the public footpath.

Reason: To ensure that adequate provision is made for safe and convenient access to Public Footpath KN2 in order to promote more sustainable means of travel in accordance with the requirements of the National Planning Policy Framework.

16. No development shall take place until the applicant, or their successors in title or agents, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation, which has been submitted and approved in writing by the Local Planning Authority.

Reason: To ensure that features of archaeological interest are properly examined and recorded in accordance with the National Planning Policy Framework.

17. Unless otherwise agreed in writing by the Local Planning Authority, the development hereby permitted shall be implemented in accordance with the requirements of sections 5.2.1 and 5.2.3 of the submitted Background Data and Phase 1 Habitat Survey Report (project number 854497).

Reason: In the interests of securing a satisfactory standard of development in accordance with the requirements of the National Planning Policy Framework.

## **10. BACKGROUND PAPERS**

10.1 N/2001/0035  
07/0035/FULWNN

## **11. LEGAL IMPLICATIONS**

11.1 None.

## **12. SUMMARY AND LINKS TO CORPORATE PLAN**

12.1 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.



Name: Becky Gittins  
Date: 15th November 2012  
Scale: 1:2500  
Dept: Registration Team  
Project: Location Plan

Title

## Land at former Allotments, Newport Pagnell Road

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