



**NORTHAMPTON**  
**BOROUGH COUNCIL**  
Planning Committee

**PLANNING COMMITTEE:** 5 March 2013  
**DIRECTORATE:** Regeneration, Enterprise and Planning  
**HEAD OF PLANNING:** Susan Bridge

**N/2013/0109**                      **Application for non-material amendment following planning permission N/2012/0314 for the new bus interchange - minor modifications including amended kerb and external wall positions and alterations to both the facility management offices and toilet facilities at Sheep Street and Bradshaw Street**

**WARD:**                              **Castle**

**APPLICANT:**                      **Northamptonshire County Council**  
**AGENT:**                              **D5 Architects LLP**

**REFERRED BY:**                      **Head of Planning**  
**REASON:**                              **Land owned by the Borough Council**

**DEPARTURE:**                      **NO**

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**APPLICATION FOR DETERMINATION:**

**1. RECOMMENDATION**

**1.1 APPROVAL** for the following reason:

The proposed amendments are considered to be non-material and would not have any undue impact on visual amenity and highway safety.

**2. THE PROPOSAL**

**2.1** The proposals relate to a number of different minor amendments across the previously approved scheme (see paragraphs 4.1 and 4.2), which can be summarised as follows:

- Kerbing has been slightly repositioned, most notably to the rear of the site to appropriately accommodate bus movements.

- To the Sheep Street frontage, the position of the external wall has been refined based upon updated building survey information.
- The Facility Management Offices to the northern end of the site have been slightly increased in size in order to accommodate additional toilets for drivers.
- High-level aluminium-framed glazed curtain walling has replaced brickwork at the Greyfriars (northern) end of the rear wall of the interchange and the positions of ETFE panelling immediately above have been slightly refined.
- The pedestrian entrance points within the Bradshaw Street and Sheep Street frontages have been amended to replace manual double doors with automatic sliding opening doors in slightly amended positions.
- The layout of the bin store to the rear of the site has been slightly amended.
- A single toilet cubicle has been omitted from the ladies' toilets in order to accommodate larger retained cubicles.
- The pedestrian crossing originally designed to diagonally cross The Drapery is omitted, although the approved raised table is to be retained within the highway.
- The layout of the internal Travel Centre has been slightly amended.
- The rear wall to Bradshaw Street has been slightly repositioned to allow an automatic opening door to serve the last bus stand.
- The extent of the turning head to Alley Yard has been reduced as it is no longer needed to be serviceable by refuse trucks.

### **3. SITE DESCRIPTION**

- 3.1 The site is the former Fishmarket located within the heart of Northampton town centre and the All Saints Conservation Area. The existing structures onsite are in the process of being demolished to make way for the development of a new bus interchange.

### **4. PLANNING HISTORY**

- 4.1 N/2012/0314 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 toilets, waiting area, seating, retail / café kiosk) and staff facilities. Involves demolition of

the existing Fishmarket building, toilet block and ancillary buildings, the part-demolition of numbers 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 (Approved: August 2012)

- 4.2 N/2012/0315 Demolition of the existing Fishmarket building, toilet block and ancillary buildings, the part-demolition of numbers 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) to allow for the provision of a new 21-stand bus interchange with retailing (Approved: August 2012)

## **5. PLANNING REGULATION**

- 5.1 Section 96A of the Town and Country Planning Act 1990 was brought into force on 1 October 2009, via the commencement of s.190 of the Planning Act 2008. Section 96A allows a non-material amendment to be made to an existing planning permission via a simple application procedure. For an amendment to be considered non-material, it must be considered so in the context of the overall originally approved scheme. Consequently no consultation is undertaken.

## **6. CONSULTATIONS / REPRESENTATIONS**

- 6.1 None.

## **7. APPRAISAL**

- 7.1 It is considered that the proposed alterations would not detract from the design achievements of the application as originally permitted. The alterations are partly based upon functionality improvements at vehicular and pedestrian access points and to the layout/extent of internal facilities. These alterations are considered non-material in the context of the scheme as a whole.
- 7.2 The outward appearance of the approved elevations would be largely unaltered. Most notably perhaps an extent of high level brickwork would be replaced by additional aluminium-framed curtain walling at the northern Greyfriars end of the site. This would not have a material effect upon the external appearance given the continuation of curtain walling (already approved at ground level).
- 7.3 The removal of the defined diagonal pedestrian crossing is in compliance with Local Highway Authority standards and requirements. This is a non-material alteration given that the surface would continue to form part of a raised table to be used by pedestrians for crossing the junction in conjunction with signalised control. 2no. formal defined

crossing points would remain on Sheep Street and Bradshaw Street respectively.

- 7.4 It should be noted that the full palette of external-facing and surfacing materials is to be agreed through the discharge of the relevant planning conditions.

## **8. CONCLUSION**

- 8.1 The proposed amendments are considered to be non-material in the context of the overall originally approved scheme and would not have any undue impact on visual amenity and highway safety.

## **9. BACKGROUND PAPERS**

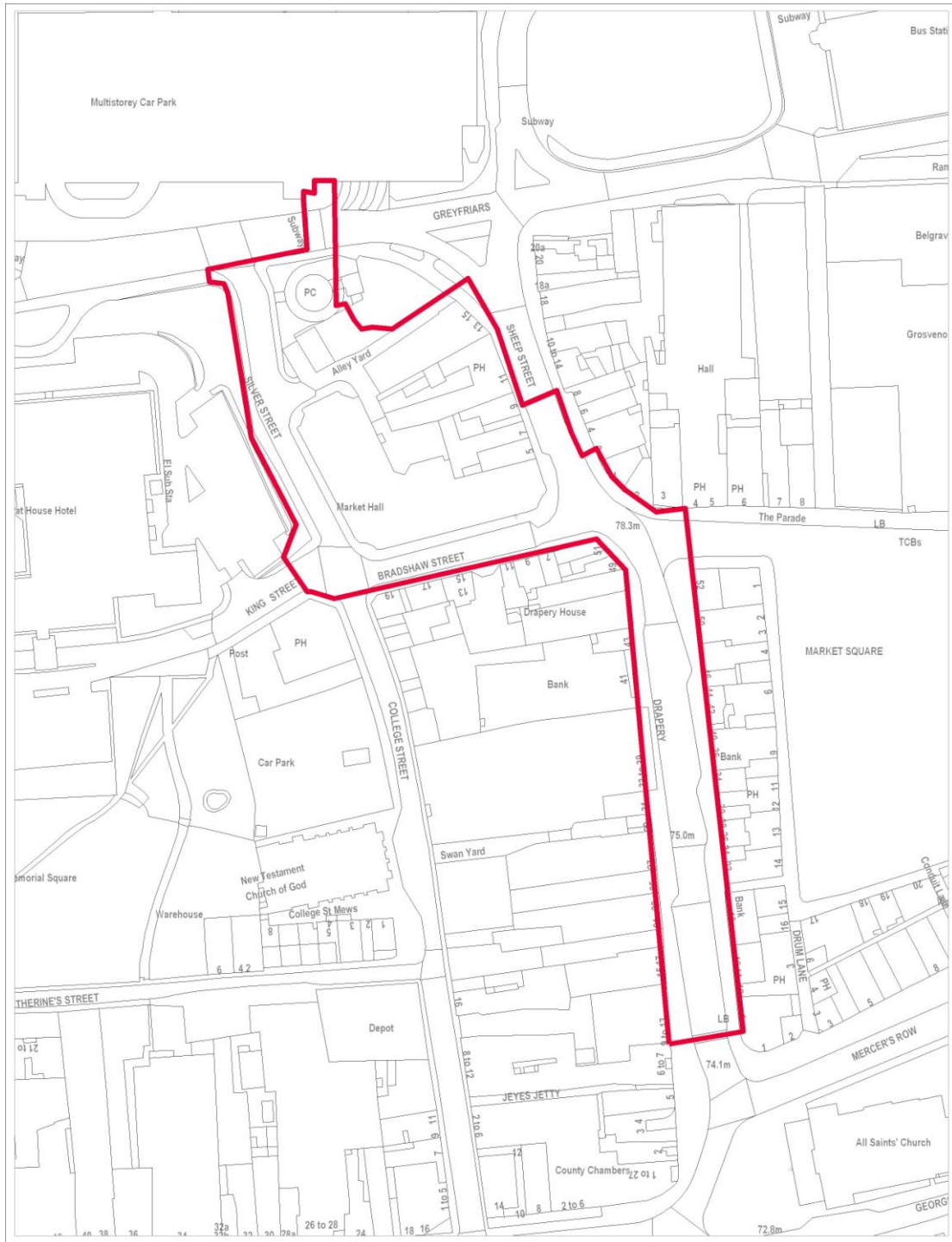
- 9.1 N/2012/0314, N/2012/0315 and N/2013/0109.

## **10. LEGAL IMPLICATIONS**

- 10.1 None for the Council as Local Planning Authority.

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

- 11.1 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: **Planning**  
 Date: **20th February 2013**  
 Scale: **1:1250**  
 Dept: **Planning**  
 Project: **Committee**

**Title**  
**Bradshaw Street**

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