

PLANNING COMMITTEE: 6th May 2014
DIRECTORATE: Regeneration, Enterprise and Planning
HEAD OF PLANNING: Susan Bridge

N/2013/0338: Outline application for the development of a Sustainable Urban Extension to include up to 1,000 dwellings (Class C3); Local Centre up to 1,320 sqm net floor space of retail, professional and financial services, restaurants/cafes (Classes A1, A2 and A3); up to 375 sqm net public house (Class A4); 2.09ha of land for a two-form entry primary school (Class D1); up to 750 sqm of community uses to include medical centre, pharmacy and community centre (Class D1). Infrastructure improvements including a pumping station, green infrastructure and highway access from Landimore Road and Newport Pagnell Road.
On land to the east of Hardingstone, north of Newport Pagnell Road, Northampton

WARD: Nene Valley

APPLICANT: Homes and Communities Agency
AGENT: LDA Design

REFERRED BY: Head of Planning
REASON: The application is a major application for a Sustainable Urban Extension requiring a Section 106 Agreement.

DEPARTURE: YES

APPLICATION FOR DETERMINATION BY:

1. RECOMMENDATION

1.1 APPROVAL IN PRINCIPLE subject to the following:

a) The prior finalisation of a S106 agreement to secure planning obligations as set out in the heads of terms as listed in paragraph 7.88 of this report;

b) The planning conditions set out in paragraph 9 of this report and for the following reason:

The National Planning Policy Framework supports sustainable housing development and economic growth. The development of the site for up to 1,000 dwellings forms a significant and vital component of the Borough Council's 5 year housing land requirement and would contribute towards the Government's aims of improving economic development and the creation of employment and training opportunities. The site is located in a sustainable location on the edge of Northampton, which will be adequately served by the necessary infrastructure and it is considered that the environmental and highway impacts can be adequately mitigated or reduced to an acceptable degree. The proposal supports the sustainable growth of Northampton in accordance with the National Planning Policy Framework and the submitted West Northamptonshire Joint Core Strategy (as subsequently modified) and subject to the recommended conditions and planning obligations contained within the associated S106 agreement development of the site as proposed is considered acceptable.

1.2 It is also recommended that in the event that the S106 legal agreement is not secured within six calendar months of the date of this Committee meeting, delegated authority be given to the Head of Planning to refuse or finally dispose of the application on account of the necessary mitigation measures not being secured in order to make the proposed development acceptable.

1.3 Furthermore, due to the nature and complexity of planning conditions, it is recommended that delegated authority be given to the Head of Planning to amend conditions as appropriate.

2. THE PROPOSAL

2.1 The proposal is an outline application for a Sustainable Urban Extension on land to the east of Hardingstone for up to 1,000 dwellings, a local centre up to 1,320 sq m consisting of A1 (shops), A2 (financial and professional services) and A3 (restaurants & cafes) uses, community facilities up to 750 sq m to include a medical centre, pharmacy and community centre, a 2-form entry primary school on 2.09 ha of land, a public house up to 375 sq m and associated infrastructure to include a pumping station and green infrastructure.

2.2 All matters are reserved except for means of access proposed primarily from Landimore Road with three junctions providing access into the development to the west and east and a further primary junction providing access to the eastern section from Newport Pagnell Road. A

secondary vehicular access is proposed from Newport Pagnell Road adjacent to the proposed local centre.

Submitted West Northamptonshire Joint Core Strategy (as subsequently modified)

- 2.3 The application site forms part of a site allocated as the Land South of Brackmills Sustainable Urban Extension (SUE) under Policy N6 of the submitted West Northamptonshire Joint Core Strategy (JCS). The policy as submitted for examination has been modified to increase the number of dwellings by 300 to 1300 incorporating land to the east and southeast within the South Northamptonshire District.
- 2.4 A further four sustainable urban extensions are proposed under the submitted JCS within the Northampton Borough boundary - Northampton South SUE at Collingtree (application in for 1,000 dwellings), Upton Park SUE (approved in principle for 1,000 dwellings, March 2014), Upton Lodge SUE (proposed for 3,500 dwellings), and Kings Heath SUE (proposed for 3,000 dwellings). The remainder of the Sustainable Urban Extensions which form part of the Northampton Related Development Area lie outside of the borough boundary.
- 2.5 The JCS Examination Hearings have concluded and the Inspector's draft report is expected in July 2014. Further reference is made to the site's allocation under the JCS in Section 7 of this report.

The Land South of Brackmills SUE (Hardingstone) Proposals

- 2.6 The application is submitted in outline and is accompanied by an Environmental Impact Assessment, an illustrative Masterplan, seven Framework (parameter) Plans and a Design and Access Statement which set the overall scope of the development.

A masterplan has been submitted, which provides a purely illustrative detail and example of how the site could be developed. Should the development be approved the Framework plans would form the approved plans and inform subsequent reserved matters applications. These framework plans comprise of:

Proposed Layout Framework – Sets out the broad character areas for the development consisting of a permeable leafy edge along the northern boundaries of the site towards Brackmills Wood and predominantly in the eastern section of the site, a permeable grid in the western section, a village core within the centre of the eastern section, a primary school and a mixed use local centre to the west of Landimore Road.

Green Infrastructure Framework – Sets out the broad location of existing green space surrounding the site, proposed green links, corridors and green streets, amenity green spaces and green space as part of a primary school incorporating a multi-use games area and formal sports pitch. Allotments are proposed to the rear of properties

on The Warren and adjacent to the northern boundary of the site in the eastern section of the development.

Land Use Framework – Sets out the broad locations of residential use, land for a 2-form entry primary school and areas for mixed use, a local centre and public house.

Access and Movement Framework – Sets out the broad location of primary and secondary vehicular and occasional controlled access points and routes, key connections, footpaths, shared footway/cycleway access and proposed bus routes. Three primary vehicular access points are proposed from Landimore Road, two extending west into the development and one extending eastwards. A further primary access is proposed from Newport Pagnell Road into the east of the site. A secondary vehicular access is proposed from Newport Pagnell Road into the western section adjacent to the local centre. An occasional controlled access for service and emergency vehicles is proposed to the western section from The Warren. The existing public footpath which links to Hardingstone village and extends eastwards across the site from The Green dropping south to come out onto Newport Pagnell Road adjacent to Pagnell Court will be retained and incorporated into a strategic green link across the site. Footpaths are proposed throughout the site with additional links into Brackmills Wood which lies to the north of the site. A bus route is proposed from Newport Pagnell Road extending up Landimore Road to Brackmills Industrial Estate with two bus stops on Newport Pagnell Road and a further two on Landimore Road.

Blue Infrastructure Framework – Sets out broad parameters for drainage across the site including the provision of swale ditches, infiltration basins, attenuation basins located within open space areas, planted filter drains and areas of permeable paving within the local centre and school sites.

Scale Framework – Sets out the broad parameters for building heights throughout the site with predominantly two-storey residential proposed on the perimeter blocks with the exception of an area of 2-3 storey proposed adjacent to the proposed allotment site to the rear of properties on The Warren. 2-3 storey residential is proposed in both the west and eastern sections within the central areas of the site.

Urban Structure and Legibility Framework – Sets out key urban design features such as prominent 'green streets', active frontages, positive green edges where plot frontages overlook green corridors, key points where routes and linkages come together and identifying a particularly sensitive edge adjacent to an existing residential property and a 'private green edge' to the rear of properties along Newport Pagnell Road.

- 2.7 It is these parameters that are tested within the Environmental Impact Assessment (EIA) to determine the impacts of the scheme. Should the application be approved (as is recommended) a condition is

recommended to ensure that the eventual development stays within these parameters. In effect, the parameters set out the maximum limit of development to ensure that the EIA has tested the worst case scenario. For example, whilst the description of development is for up to 1000 dwellings, the eventual number may be less depending on the density and design of the scheme. The Design and Access Statement submitted with the application examines three scenarios based on upper, medium and lower density layouts. If the eventual layout leans towards medium or lower density the overall number of dwellings on site will not reach the maximum limit of 1000. The eventual number will be determined at the reserved matters stage but the condition will ensure that the number is no greater than that tested within the EIA.

- 2.8 Similarly, the maximum building heights provide a maximum of two or three storeys depending on the location within the development. It is not expected that every dwelling would reach those maximum parameters as a range of building heights will be needed to ensure variation and interest in the street scene. However, the landscape and visual impact assessment undertaken within the EIA has examined the worst case scenario based on maximum parameters.
- 2.9 The EIA appendices include a Flood Risk Assessment, Phase 1 Habitat Assessment and more detailed protected species assessments, Landscape and Visual Impact Assessment and assessments on archaeology, air quality, noise and geology/contamination. In addition a Transport Assessment, Statement of Community Involvement, Sustainability Strategy and Arboricultural Impact Assessment have been submitted with the application.
- 2.10 Public re-consultation was carried out in April 2014 on an amended Traffic Assessment received in December 2013 and amended parameters plans with minor alterations to 'green infrastructure' layouts and an additional 'Urban Structure and Legibility Framework' plan received in March 2014.

3. SITE DESCRIPTION

- 3.1 The application site is situated approximately 3.7km to the southeast of Northampton town centre and comprises an area of some 45.07 hectares of arable agricultural land on the southeastern edge of Hardingstone. The site is bisected into two parcels by Landimore Road, the parcel to the left being 20.51 hectares and the eastern section 24.56 hectares.
- 3.2 The site is bound by the existing residential areas of Hardingstone along The Warren and Newport Pagnell Road to the west and southwest and the existing suburban residential areas of Wootton to the southwest and south beyond Newport Pagnell Road. Hardingstone Conservation Area is situated to the northwest of the application site.

The north of the site is bound by 28 hectares of mixed deciduous and evergreen plantation woodland with areas of grassland and scrub known as Brackmills Wood beyond which Brackmills Industrial Estate extends northwards to the Nene Valley. The site wraps around Pagnell Court, a small group of dwellings surrounded by TPO trees situated in the eastern part of the site accessed from Newport Pagnell Road. The east of the site is bound by a single track road to Great Houghton which defines the district boundary with South Northamptonshire beyond which is open countryside.

- 3.3 Public Footpath KN6 extends from the northwest in Hardingstone across the site southeastwards towards Pagnell Court and onto Newport Pagnell Road.
- 3.4 The site is enclosed by a mixture of rear boundary fences and occasional trees and scrub which run along the back of properties fronting The Warren and the western end of Newport Pagnell Road which back onto the site. The eastern boundary comprises of native hedge and small shrubby trees with further native hedge extending along the southern boundary of the site with Newport Pagnell Road. Two continuous lengths of hedgerow run along either side of Landimore Road which rises up to an embankment either side of the road along its northern section. The boundary to the north links to footpaths into Brackmills Wood parts of which are fenced off from the site.
- 3.5 The site is located on a ridge where the land rises up from the Nene Valley and Brackmills Industrial Estate towards Brackmills Wood and then undulates throughout the site dropping away to Newport Pagnell Road, the lowest point being at the junction of Newport Pagnell Road and The Green in the southeastern corner. The western section of the site is relatively flat.

4. PLANNING HISTORY

- 4.1 The site was formerly promoted by the HCA as part of the larger Wootton Strategic Development Area which consulted upon by the West Northamptonshire Joint Planning Unit as a strategic site allocation in the Emergent Joint Core Strategy in 2009. The revocation of the Regional Spatial Strategy and the consequent reduction in overall housing growth targets within the JCS led to the size of the Wootton SDA being reduced. The application site as proposed forms a much smaller part of the northern section of this site.

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 Development Plan for the purposes of this application

comprises the Northampton Local Plan 1997 saved policies and, whilst not yet adopted, weight can be attributed to the Submitted West Northamptonshire Joint Core Strategy (as subsequently modified).

5.2 **National Policies**

National Planning Policy Framework

This is a material consideration in the determination of planning applications.

5.3 **Northampton Local Plan**

H1 – Major New Residential Development
H4 – Sites for Major New Residential Development
L26 – Leisure Proposals
T4 – Main Distributor and Primary Roads
L4 – New Local Recreation Land
R11 – Shopping Facilities in Major Residential Development
E1 – Landscape and Open Space
E6 – Greenspace
E11 and E12 – Hedgerows Trees and Woodland
E18 – Sites of Acknowledged Nature Conservation Value
E19 – Implementing New Development
E20 – New Development (design)
E29 – Crime and Vandalism
H32 – Affordable Housing
T12 – Development requiring servicing

5.4 **Supplementary Planning Guidance**

Northamptonshire County Parking Standards SPG 2003

Planning out Crime in Northamptonshire SPG 2004

5.5 **Submitted West Northamptonshire Joint Core Strategy (as subsequently modified)**

Weight can be given to the West Northamptonshire Joint Core Strategy (JCS), this would be significant where a policy has received few representations and unresolved objections are not considered likely to have a significant bearing on the strategy of the Plan. The JCS provides an up to date evidence base and considers the current Government requirements for plan making, being prepared in full conformity with the NPPF. The plan has been the subject of examination in public and the findings of the Inspector are awaited.

Policy N6 allocates the site for the development of up to 1,000 dwellings; a primary school; a local centre to include local retail facilities, health care, service and community facilities; an integrated

sustainable transport network to include varying modes of transport and links to the surrounding area, town centre and employment areas; structural greenspace and wildlife corridors; a landscape buffer to the south west; open space and leisure provision; surface water management and flood attenuation/mitigation; and necessary infrastructure.

POLICY S1 - The Distribution of Development
POLICY S3 - Scale and Distribution Of Housing Development
POLICY S4 - Northampton Related Development Area
POLICY S5 - Sustainable Urban Extensions
POLICY S9 - Distribution of Retail Development
POLICY S10 - Sustainable Development Principles
POLICY C1 - Changing Behaviour and Achieving Modal Shift
POLICY C2 - New Developments
POLICY RC2 - Community Needs
POLICY E6 - Education, Skills and Training
POLICY H1 - Housing Density and Mix and Type of Dwellings
POLICY H2 - Affordable Housing
POLICY H5 - Sustainable Housing
POLICY BN1 - Green Infrastructure Connections
POLICY BN2 - Biodiversity
POLICY BN3 - Woodland Enhancement And Creation
POLICY BN5 - The Historic Environment
POLICY BN7a - Water Supply, Quality and Wastewater Infrastructure
POLICY BN7 - Flood Risk
POLICY BN8 - The River Nene Strategic River Corridor
POLICY BN9 - Planning for Pollution Control
POLICY INF1 - Approach to Infrastructure Delivery
POLICY INF2 - Contributions to Infrastructure Requirements

6. CONSULTATIONS/ REPRESENTATIONS

Representations are summarised as follows:

6.1 NCC Highways

The Local Highway Authority (LHA) has no objection to the development subject to the comments and conditions below. The LHA has been in discussions with the Applicant's transport consultant which has resulted in the submission of a revised Transport Assessment (revision A) dated December 2013, which is considered by the LHA to be robust and 'fit for purpose'. The mitigation measures contained within the revised Transport Assessment are agreed in principle subject to detailed design and technical approval. The five points of access to the site from Landimore Road and Newport Pagnell Road access junctions are acceptable in principle subject to implementation prior to commencement of the remainder of the development and the approval of detailed design and engineering details.

Conditions or S106 obligations are required in relation to a reduction in the speed limit on Landimore Road from 40mph to 30mph and the securing of the associated financial contribution; provision of walking and cycling improvements including the provision of pedestrian and toucan crossings on Newport Pagnell Road and Landimore Road and a cycleway along Landimore Road; public transport improvements; junction improvements in the local highway network; and the provision of a Travel Plan and Construction Management Plan.

6.2 Highways Agency

No objection subject to a financial contribution of £1,233,471 towards the Northampton Growth Management Strategy for improvements to the A45.

6.3 Environment Agency

No objection subject to a condition requiring the submission and approval of a Surface Water Drainage Strategy based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development.

6.4 Anglian Water

No objection advising that Great Billing Sewage Treatment Plant has available capacity for wastewater treatment. Mitigation is required to avoid unacceptable risk of flooding of the foul sewerage network downstream in the form of online reinforcements to the foul sewage network and a foul water strategy is required to this effect. An application should be made to discharge trade effluent from the commercial uses proposed.

6.5 Natural England

No objection advising that the proposal is not likely to have a significant impact on the Upper Nene Valley Gravel Pits Special Protection Area (SSSI) and RAMSAR. With regard to European Protected Species, the proposal is likely to affect dormice through disturbance, damage or destruction of a breeding site or resting place, however, the mitigation measures proposed will maintain the population identified in the submitted report and a detailed mitigation strategy should be submitted. Natural England are generally supportive of the green infrastructure approach and recommend that a detailed Green Infrastructure Strategy be conditioned which includes an assessment of the contribution that Brackmills Wood can make to the Green Infrastructure of the site.

6.6 NBC Arboricultural Officer

No objection and recommends that a single mature oak (T46) and a row of four mature oaks (T47-50) are incorporated into the overall development and a Tree Protection Plan provided.

6.7 **NBC Environmental Health**

Note the potential noise problems associated with this type of development arising from plant and equipment and deliveries associated with commercial uses, noise from roads and other non-specific local noise sources and from Hardingstone Garage located to the south of the site on Newport Pagnell Road. Conditions are therefore recommended for further assessment of sources of noise and mitigation measures as appropriate.

In addition conditions are recommended regarding air quality mitigation measures, contamination and refuse storage.

6.8 **NBC Conservation**

Advise that the 'Hardingstone Conservation Area Appraisal' refers to the importance of the area immediately to the east as making a significant contribution to the conservation area setting and not the wider area to the south, which forms the development site. The natural lie of the land and the location of Brackmills Wood provide a natural buffer zone between the development site and the conservation area and as such there are no significant negative impacts on the setting of Hardingstone Conservation Area or the setting of any listed buildings within the locality.

6.9 **NCC Archaeology**

No objection and notes that the Environmental Statement (ES) identifies that a number of intrusive and non-intrusive studies have been undertaken which provide sufficient information to assess the archaeological potential of the development area. However, the ES suggests that the evaluation has negated the need for any further mitigation which is incorrect as areas have been identified which will require mitigation in advance of construction. Ploughing may have reduced the survival of the Bronze Age funerary complex but there is still potential for some survival. Baseline studies also indicate that the development area may have potential for early medieval activity. Evidence of Saxon activity can be illusive and may only be identified during open area excavation. Groundworks, construction and other ancillary works will also require appropriate archaeological investigation. The above does not however present an overriding constraint to development subject to securing adequate provision for the investigation and recording of any remains that are affected by condition.

6.10 **NCC Planning**

Request financial contributions towards education, libraries and fire services. With regard to education, NCC advise the development is expected to generate approximately 1.5 forms of entry worth of Primary Schools equating to a financial contribution of £5.175 million. The

2.09ha site area proposed for the delivery of a Primary School is acceptable. With regard to Secondary School provision, the County is very aware of the pressure imminently arising to accommodate the unprecedented numbers. The County has identified the need for at least one new town centre Secondary School, although the likelihood is that two will be required. The first new Secondary School to come forward would directly serve the SUE South of Brackmills. NCC therefore request a financial contribution towards this project based on their adopted cost multipliers, the precise level of contribution to be established at Reserved Matters on the basis of £559 per 2-bed, £2,820 per 3-bed, £5,110 per 4-bed and £10,024 per 5+ bed.

6.11 South Northamptonshire District Council

No objections but express concern regarding the implications of the design of the development upon possible future developments within their District and request involvement in the formulation of a Design Code to ensure the development sets a positive precedent for residential development within South Northants. It is also queried as to whether the most efficient use of the land is being achieved by the development and recommends a potential increase in the numbers of dwellings on site.

6.12 Construction Futures

Request a financial contribution of £106,445 and the provision of 1679 employment/training weeks.

6.13 Northamptonshire Police

Request a financial contribution of £201,782 to fund two Police Community Support Officers for three years.

6.14 The Crime Prevention Design Officer

Recommends that Secured by Design standards are achieved for the development. In particular, the link to The Warren will need to be well lit and restrictions will need to be in place to discourage motorised use. Consideration will need to be given to surveillance of this access.

6.15 NBC Housing Strategy and Performance

Request 35% affordable housing with a tenure split of 70% affordable rent and 30% shared ownership in clusters of 8-15. 10% must be to NBC mobility standards & 1% must meet full wheelchair standard.

6.16 NHS England

Advise that the development will result in approximately 2,400 registrations which is equivalent to a requirement for 1.2 full-time GPs. The majority of practices that cover this area are already operating at capacity and their ability to accept new patients is very limited.

Therefore, a financial contribution is requested towards the development of healthcare facilities in the area on the basis of £621 per dwelling.

6.17 Northamptonshire Campaign to Protect Rural England

Object as follows:

- No presumption should be made in favour of development as part of the WNJCS proposals which have not been formerly adopted.
- The siting would be detrimental to the character of the landscape with all arable and grassland disappearing from the landscape when viewed from the north contrary to Policy E1 of the Local Plan.
- The development would fill the skyline contrary to Policy E7.
- Policy E9 refers to the importance of development upon local landscapes referring to Brackmills specifically.
- Contrary to Policy H7 in regard to scale and density and loss of recreational facilities for which there is a need.
- A large increase on traffic flow within the surrounding area would be hazardous.
- The site is the only safe access to the countryside for Hardingstone and Wootton residents without using vehicles.
- The development would double the size of the village and the village identity it has retained would be lost.

6.18 Hardingstone Parish Council

Object to the proposal as follows:

- The development would more than double the size of Hardingstone village and lead to adverse effects on residential amenity by unacceptably high density, overdevelopment, noise, overlooking and loss of privacy.
- It breaches Policy E7 – special importance will be attached to the effect of development on the skyline;
- Policy E9 – special importance will be attached to the effect of development on the character of the landscape;
- Policy E20 – relating to design of new buildings and impact on amenity;
- Policy H7 – development outside of primarily residential areas will only be granted if a satisfactory residential environment can be achieved and the development would not be at a scale and density detrimental to the surrounding area of result in overdevelopment.

- Education – there is no proposal to meet secondary education needs.
- Traffic & Highways – The traffic assessment should be revised to take account of the cumulative impact of recent developments at Scholars Place & Waitrose. Traffic counts for Landimore Rd/Gowerton Rd & The Warren/Newport Pagnell Rd are incorrect as neither shows any figures for cars.
- There is no evidence to suggest there is a need for development of this scale to meet the needs of the local community in the parish or village.
- The application is premature and should not be determined favourably until appropriate and necessary consultation and independent examination has taken place in order to determine the need for this development.

In a further letter dated 16 October 2013 the Parish comments as follows:

- Hardingstone should be awarded 'village status' within the submitted West Northamptonshire Joint Core Strategy.
- An extension of Brackmills Wood and Hardingstone Pocket Park should have been included in plans for this area which would have allowed the village to be protected by open green space.
- An excessive amount of development has already taken place in the area surrounding Hardingstone resulting in inadequate infrastructure, significant traffic congestion and insufficient capacity at schools and doctors' surgeries. Further development of the area is unsustainable.
- The site has been turned down for development within the last 20 years as being unsuitable due to ground conditions.
- The land is identified as 'green space' & highlighted as an 'important skyline feature' within the Northampton Local Plan. Policies E1, E6 & E7 are relevant and have protected it from development.
- If this village boundary is breached there will be nothing to protect the open countryside between the Borough, Great Houghton and Hackleton resulting in urban sprawl.
- Greater consideration should be given to designating brownfield sites such as the town centre.
- For any strategic application of this size there should be a requirement for a 'community plan' detailing how the new community will integrate with the surrounding community, amenities and facilities and build a really vibrant, robust community.

The examination of the submitted West Northamptonshire Joint Core Strategy required further investigation as to the required housing need in the West Northamptonshire area. It would not be appropriate to approve the application when the housing need figures are under scrutiny.

A further assessment of the application on behalf of the Parish Council was carried out by Abington Consulting Engineers resulting in a further objection received on 17 April 2014 which is summarised as follows:

- At present the site could not be considered sustainable because there is no public transport provision and walking distances to the nearest bus stops exceed the maximum desirable limits.
- There appears to have been no attempt by the Applicant to secure a bus service through the site. Diverting existing bus services would remove access to public transport for a significant number of people who live along the existing route.
- Whilst provision of a bus service may be secured through a Section 106 Agreement, when the contributions run out there is no guarantee that the service will remain.
- NPPF at paragraph 32 advises “development should only be prevented or refused on transport grounds where the residual cumulative impacts of the development are severe”. It is well known that the A45 corridor and junctions serving it are afflicted by congestion which can only be described as ‘severe’.
- The selective approach of assessing the link flow capacity of a select number of streets, not including The Green, High Street, Hardington Lane or the A45 clearly demonstrates a flawed link capacity assessment and ignores the centre of Hardington which is difficult to negotiate and is regularly congested due to excessive on street parking.
- The NGMS does not deal with the fundamental congestion issues along the A45 which is inadequate link capacity. Adding MOVA signals and ramp metering will not increase link capacity. Therefore, it cannot be claimed that development will not have an impact on the A45 congestion and any additional traffic will only add to the severity of congestion contrary to NPPF paragraph 32.
- The Highways Agency do not have a programme to deliver the NGMS and will not be constructing the NGMS until they have collected sufficient funds from developers. This will lead to a stagger between increased traffic on the highway network and measures designed to mitigate the impact of traffic which will result in greater congestion on an already severely congested area. A similar situation will occur with the developer’s own mitigation measures where the works will come towards the end of the development when sufficient funds are acquired.
- The TA shows that based on 2001 Census ‘Journey to Work’ data a high proportion of people live and work in the ward which includes Brackmills Industrial Estate. It is therefore likely that a large proportion of those working in Brackmills and living in Wootton Field would travel to work along Landimore Road. The TA assumes a similar demographic will occur with the new development which is flawed as it is unlikely that Brackmills will be able to offer similar levels of

employment without significant expansion. It is more realistic to assume a greater proportion of commuters will travel to the M1 or A45. As a result traffic would travel either through Wootton Fields towards the Wootton Interchange or to the Queen Eleanor Interchange along Newport Pagnell Road or through Hardingstone village.

- The Queen Eleanor Interchange is a very complex junction to model and there are irregularities in the TA on the LINSING modelling of this junction which demonstrates the model is unstable and the results cannot be relied upon.
- By utilising highway land for mitigation the development will deprive the Highway Authority of the opportunity of reducing congestion on the Queen Eleanor Interchange in future.

6.19 **Representations:**

6.20 **1503 letters of objection** have been received which are summarised as follows:

- Impact on already congested roads - Newport Pagnell Road, The Warren, High Street and the network of small minor roads and the Queen Eleanor roundabout and A45 will be brought to a standstill.
- Impact on infrastructure – inadequate provision for schools, healthcare, sports facilities, emergency services.
- Impact on landscape setting and open sky-line.
- The landscape is enjoyed by many local residents who use the public footpath through the middle of the site to enjoy the open surroundings, wildlife and exercise.
- The loss of two fields will destroy Hardingstone's village character.
- It will ruin natural habitat and wildlife habitats will be lost. The site hosts endangered and protected species, including badgers, dormice, skylarks, fieldfares and house sparrows.
- Overdevelopment – it will double the size of Hardingstone.
- The Environmental Statement over-simplifies the issues associated with this development and should be disregarded.
- The application does not take into account new development at Scholars Place and Waitrose.

- A considerable level of private motor traffic will cut through Brackmills Industrial Estate which may prove dangerous mixing with commercial traffic.
- The Travel Plan sets laudably ambitious targets for reducing single-passenger car journeys but provides no evidence this can be achieved.
- Substantial investment will be required to existing cycle-ways to encourage more cyclists.
- The planned bus route will further exacerbate traffic.
- The development will remove a number of well-used public footpaths.
- Parking problems associated with the school.
- Impact of 15 years of construction traffic, noise, dirt and air pollution.
- Existing sewage works and foul sewers are already at capacity.
- Increased flooding. The fields have natural springs and already flood in wet weather.
- Existing flooding during periods of heavy rain to rear of properties along The Warren, behind Pagnell Court, adjacent to The Green and part of Brackmills Industrial Estate.
- The site has been identified as a potential area of regionally rare acid grassland habitat and to have medium cultural heritage sensitivity with significant constraints to development in the 'Northampton Landscape Sensitivity & Green Infrastructure Study'.
- The site is close to the Upper Nene Gravel Pits Special Protection Area and the Barnes Meadow nature reserve.
- The fields are an important part of the visual and historical setting of Hardingstone Conservation Area.
- Research has identified Bronze Age & Iron Age material at the site, and possible Roman & Saxon activity which needs further investigation and protection.
- The public footpath crossing the site is a medieval roadway to London. Tarmacing over it as a housing estate road would obliterate its historical value.

- This modern high density housing development will have a serious detrimental impact on the village and its status as a conservation area.
- The village has already suffered more than its fair share of the expansion of Northampton over the last 40 years with encroachments of development on all but this one remaining side.
- There is no public open space proposed between the development & Hardingstone meaning it loses its village identity.
- The crime rate in the village is quite low although a recent crime in Wootton Fields gives an indication of what we may expect should another 1,000 houses be inflicted on our side of Newport Pagnell Road.
- Whilst good developments on a smaller scale, using traditional local materials reflecting Hardingstone's agricultural setting may be acceptable, this proposal is completely inappropriate in character & size, and would damage the character of the village for ever.
- The application does not provide the infrastructure promised by the JCS policies S10 & C2 for sustainable developments. The location means that the site cannot be upgraded to provide sufficient infrastructure for sustainable development so should be refused.
- An important development of this size should not be considered in isolation from the planning strategy for the wider area, in this case the Joint Core Strategy which has not been finalised.
- Due to the significance of the current, application, it should be deferred until the JCS has been finalised and formally approved.
- The site is used to gain access to the countryside. Although the footpath will be kept it will be through a modern housing estate rather than countryside.
- The site is currently a contrast to Brackmill's Wood, which is very obviously managed parkland which offers no compensation for the loss of the application site.
- The green buffer area shown on the plans at community consultation which would have shielded us from the new build has been removed from the rear of Newport Pagnell Road & shows back to back gardens with the proposed new development although a green corridor and allotment buffer has been provided to The Warren.

- 2-3 storey buildings are not in keeping with existing.
- Object on the grounds of UK 'right to light' law. Buildings of the size proposed are likely to block the light received by buildings on The Warren & Newport Pagnell Road.
- Residents on Newport Pagnell Road and The Warren can legally keep livestock, e.g. pigs, chickens. This 100ft green distance would be needed to keep new properties at a legal distance from livestock.
- The hedgerows which surround the site and separate the housing from the existing fields should be retained. These maintain a link to the strong established agricultural heritage and from a well-established and rich wildlife habitat.
- Birds other than the skylark include Yellowhammers, Linnets, Green Woodpeckers and Barn Owls and whilst not on the 'Red' list of the Habitats & Species of Principal Importance in England – Sect 41 of the NERC Act 2006, still deserve consideration. Bee Orchids are also growing here. Do not believe a rigorous enough survey has been completed with regard to this area.

6.21 **A petition** has been received containing 222 signatures objecting as follows:

- Inadequate infrastructure – hospitals, police, fire and ambulance services.
- Inadequate provision for primary school.
- No provision for secondary school.
- No plans for road improvements and no capacity to do so.
- The plan will have hugely damaging effects on our village. There are many brownfield sites – use them.

6.22 Two letters have been received from **Hardingstone Action Group** objecting as follows:

- Hardingstone asserts and claims its village status and it unequivocally functions in accordance with this identity with its village associations.
- The fields provide a vital green-space resource for the well-being of the village community providing space for exercise and recreation.

- Much of the village and ancient Portway that comes to it is a conservation area.
- The whole area to the south of Northampton has already undergone vast amounts of development.
- Infrastructure is already over-stretched.
- The road system is incapable of coping with the traffic increase such a massive housing estate would generate.
- The particular geology of sand and heavy clay makes it unsuitable for building on with many springs combining to this unsuitability.
- The proposal is premature and pre-emptive whilst the WNJCS is still under examination.
- There is an inconsistency between projected population figures mooted by the developers and a study of actual census data.
- The traffic counts in the Transport Assessment (TA) show worrying inconsistencies.
- Traffic flows from new development at Scholars Place and Waitrose have not been included in the TA.
- The TA demonstrates that the development would have a severe impact on the surrounding road network, overloading the Newport Pagnell Road.

6.23 A representation has been received on behalf of **Waitrose Limited** objecting to the application in respect of the retail element and proposals for a local centre. There is no objection to the residential element or the principle of local shopping facilities of an appropriate scale. The objection is summarised as follows:

- Substantive objections have been made to retail policies of the JCS including Policy N6 and therefore no significant weight can be attached to these policies.
- The application details provide no justification of the scale of the local centre and retail floorspace proposed. Moreover, the scale of retail development cannot be justified on a qualitative and quantitative basis.
- There is no consideration of policy testing arising from the Framework, in particular the sequential assessment and impact considerations. The proposed retail element exceeds the threshold of Policy S9 of the JCS above which an impact assessment is required.

- There is ambiguity in the application regarding the scale and character of the retail component.
- Waitrose have made representations to the WNJCS concerned with the soundness of policies and proposals for retail development in the Northampton Borough and specifically with policies for convenience shopping: Policy S2 – Hierarchy of Centres, Policy S9 – Distribution of Retail Development, Policy S10 – Shopping Needs Outside of Northampton Town Centre and Policy N2 – Northampton Central Area.
- The proposals should demonstrate that there are no sequentially preferable sites or premises to meet the requirement the development is intended to serve and that it is unlikely to have significant adverse impacts on existing centres.
- There is no justification or evidence base for the approach of policies within the JCS to retail development within SUEs. In particular there is no justification, evidence or analysis to support the identification of retail development within SUEs as local centres.
- The form in which the retail component is expressed in the application would allow significant scope for development to depart from the concept within the Design and Access Statement as there would be no basis to resist a detailed scheme for a single large foodstore with a 1,320 sq m net floorspace.

6.24 A letter of objection has been received on behalf of **Brackmills Industrial Estate Ltd** which is summarised as follows:

- It is imperative that there should be 'nil' detriment to the estate and its business community should the development be approved and that all mitigation measures identified in the Northampton Growth Management Strategy and Environment Agency reports are fully implemented.
- In November 2013, a survey of the 135 businesses on the Brackmills Industrial Estate reported that congestion at peak times is a key issue and represents a current challenge for the operation of their business. Smooth access and egress for the estate is a crucial factor and delays in getting off the estate directly impact on a business' ability to attract key staff and ensuring that deliveries are met.
- The expected year on year business growth of the estate of between 10% to 40% will have a knock-on effect with additional personal and commercial fleet vehicles using the estate required to support this growth.

- Pockets of the south west of the estate around Gowerton Road are already flooded on a regular basis following heavy rainfall.
- There is clear evidence of a high water table and poor drainage in parts of the estate which increase the likelihood of localised flooding and increase the risk of supply contamination through the mix of industrial processes performed on the estate. It is important to ensure that risks are mitigated through ensuring that the current countryside is able to absorb water during periods of peak rainfall or additional mitigation measures are put in place by developers.

All the letters of objection are available to view in the Member's Library.

7. APPRAISAL

7.1 The principle issues for consideration in relation to this scheme are:

- The principle of development;
- Design and layout as indicated in the proposed parameter plans and Design and Access Statement;
- Landscape & Visual Impact;
- Proposed access and wider highway issues;
- Flood risk and drainage issues;
- Ecology impacts;
- Air Quality, Noise & Contamination;
- Impact on Heritage Assets;
- Local Centre, Retail & Community Infrastructure provision;
- Planning Obligations.

Principle of Development

7.2 The National Planning Policy Framework (NPPF) advises that applications must be determined in accordance with the development plan unless material considerations indicate otherwise. The Framework places considerable importance on the need to have an up-to-date development plan and that where the development plan is out of date Local Planning Authorities are advised to grant planning permission unless any adverse impacts of doing so would demonstrably outweigh the benefits, when assessed against the policies of the Framework as a whole.

- 7.3 Paragraphs 49 & 50 of the NPPF advise that housing applications should be considered in the context of a presumption in favour of sustainable development and encourage the delivery of a wide choice of high quality homes and the need to widen opportunities for home ownership.
- 7.4 The Northampton Local Plan was adopted in June 1997. Whilst the application site is allocated as 'greenspace' under Policy E6 of the Local Plan, more recent policy changes such as the NPPF and the allocation of the site under the submitted JCS (as subsequently modified) are a relevant and material consideration. Paragraph 49 of the NPPF advises that relevant policies for housing should not be considered up-to-date if the local planning authority cannot demonstrate a 5 year housing land supply.
- 7.5 Without an up to date development plan in place, it is considered that for the purposes of determining planning applications, the 5 year housing land supply should be the latest target supplied to the JCS Examination Hearings and the modified submitted Plan as the basis for the calculation. This figure agreed by Northampton Borough, Daventry District and South Northamptonshire Council is based on the most up to date objectively assessed housing needs. Whilst subject to much debate at the Hearings, officers consider it highly unlikely that the Inspector will recommend a lower target. Therefore in the context of 'positive planning', this figure should very much be seen as a minimum.
- 7.6 The application site is allocated under Policy N6 of the submitted JCS for the development of up to 1,000 dwellings; a primary school; a local centre to include local retail facilities, healthcare, service and community facilities and associated infrastructure and structural green space and links to the surrounding area.
- 7.7 It is considered that the site's identification as a SUE in the submitted JCS should be given significant weight. Northampton Borough Council in its representations to the Pre-Submission JCS on policy N6 supported the proposed allocation. The Council did not support the expansion of the SUE by an additional 300 in the proposed modifications and the plan considered by the Inspector in the re-convened examination in March. Notwithstanding that the JCS has not been adopted, in the context of the Examination hearings in April/May 2013 and March 2014 which addressed housing numbers, proposed allocations and Policy N6 Northampton Land South of Brackmills SUE, no materially significant issues were identified by the Inspector at the examination hearings sessions into this proposed allocation that would appear to call into doubt the principle of the site's acceptability as an allocation.
- 7.8 Indeed consistent with the NPPF and in particular paragraph 47, one of the Inspector's main emphases at the Examination Hearings was on testing the potential to ensure that sufficient housing to meet identified objectively assessed needs was identified in the JCS for the periods

beyond that for which the Plan was originally submitted. In the material submitted in support of the JCS, the site is shown to be delivering homes in the earlier parts of the Plan period.

- 7.9 In accordance with paragraph 49 of the NPPF, the Council can show that it has sufficient sites available to meet the 5 year housing land supply if the allocation of the Land South of Brackmills SUE is included. Nevertheless, it does not have the 5% 'buffer' also stipulated by the NPPF. In compiling the figures that identify the supply, it is assumed that this site starts delivering housing in 2016/17 and supplies 250 dwellings within the 5 years. Clearly, given the current position on 5 year housing land supply and the site's identification as providing significant numbers towards achieving the target, Committee needs to be mindful of the potential wider ramifications if a decision is taken which impacts negatively on development proceeding on site in a timely manner.
- 7.10 Incremental development of smaller brownfield sites within or on the edge of Northampton sufficient to achieve the required 5 year land supply are more difficult to serve with the range of community facilities and infrastructure needed to support the increase in population. Consequently, spatial strategy such as the Core Strategy aims to concentrate additional development that cannot be allocated within the town centre in a small number of Sustainable Urban Extensions that can provide the necessary infrastructure to support the growth.
- 7.11 In this context, it is considered that the residential development of the site would make a significant contribution towards the Council's housing requirements and that the proposal accords in principle with the overriding aims of the NPPF for the provision of housing and the Council's obligations to ensure a 5 year housing land supply as required by the Government.

Other Material Considerations

- 7.12 NPPF Annex 1 paragraph 216 states that decision-takers may give weight to relevant policies in emerging plans according to:
- the stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given);
 - the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
 - the degree of consistency of the relevant policies in the emerging plan to the policies in this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).
- 7.13 It is recognised that there are outstanding objections to Policy N6 and the allocation of the South of Brackmills SUE under the submitted JCS in relation to overall justification for the site allocation, transport,

heritage, ecology and flood risk issues. However, it is also important for members to consider that the submitted JCS is in an advanced stage of preparation and that officers consider that Policy N6 is consistent with the policies of the NPPF.

Government Policy

- 7.14 The Government's 'Plan for Growth' published alongside the Budget in 2011, set out the Government's objective to achieve strong, sustainable and balanced economic growth and contained a commitment to '*accelerate the release of public sector land to encourage new homes and jobs.*' The Government set out plans to accelerate the release of public land capable of delivering up to 100,000 new homes over the Spending Review period.
- 7.15 The Department for Communities and Local Government (DCLG) commissioned the Homes and Communities Agency (HCA) to produce a strategy for land disposal, the HCA's "Land and Development Disposal Plan" and made available funding to support the additional or accelerated cost of bringing sites to the market under the 'Accelerated Land Disposal' (ALD) programme. Funding under this programme was made available up to 31st March 2013 and was provided in order to achieve housing starts on site by 31st March 2015.
- 7.16 In June 2011, funds were allocated under the ALD programme for the delivery of the Hardington site which had already been identified within the submitted JCS. In accordance with the ALD objective of achieving housing starts on site by March 2015 the ALD funding was specifically allocated to secure outline planning permission for the Hardington site and procure a development partner to take forward delivery of the development. In order to achieve these aims the HCA submitted an outline application to NBC in March 2013.
- 7.17 Section 70(2) of the Town and Country Planning Act 1990 (as amended) provides that a local planning authority must have regard to a local finance consideration as far as it is material. The ALD funding associated with this development proposal provides the necessary funding assistance to the HCA to bring the site forward for housing development in accordance with the Government's aims for housing delivery and is therefore considered a material consideration in the determination of this planning application.

Design and Layout

- 7.18 The NPPF advises that good design is a key aspect of sustainable development and should contribute positively to making places better for people creating safe and secure layouts which minimise conflicts between traffic, cyclists and pedestrians. Policy S10 of the submitted Core Strategy seeks to achieve high standards of design and promotes the use of sustainable development principles in relation to access to facilities, alternative transport methods, waste generation and building methods.

- 7.19 The application is submitted in outline and therefore the detailed design of the proposal in terms of layout, appearance, scale and landscaping would be a matter for consideration at reserved matters stage.
- 7.20 The proposal is accompanied by a series of Framework (parameter) plans as outlined in Section 2 of this report and a Design and Access Statement which set out the broad parameters for development going forward and Members need to consider whether these development parameters form an appropriate framework for the future development of the site. A detailed Design Code and Masterplan covering the whole site would be required by condition based on these submitted details prior to the submission of any reserved matters application and also responding to the recommendations in Building for Life 12. A condition would also require that 'Secure by Design' standards are achieved throughout the site. The approved Design Code would seek to ensure a consistent approach throughout the development to design, layout and use of materials and identify key areas for design consideration within the site such as the local centre, the main 'green link' across the site and Landimore Road. In order to ensure that high quality design is achievable, design costs have formed part of the overall viability assessment for the site and will be defined in the S106 agreement.
- 7.21 The parameter plans outline a broad framework of land uses identifying the key character areas for residential development including an indication of maximum building heights, the provision of a primary school, local centre, public house and interlinking green infrastructure and drainage. Building heights for residential are proposed at 2-storey or 2-3 storey and the local centre at a maximum of 3-storeys. These indicated heights are a maximum and a full assessment of the acceptability of any proposed building heights would be carried out at reserved matters stage in relation to impacts on the character of the surrounding area and impact on neighbouring amenity.
- 7.22 In terms of land use the majority of the site is proposed for residential use interspersed with green infrastructure and larger areas of green space. A 2.09ha area is allocated for the provision of a primary school and would incorporate a multi-use games area and formal sports pitch provision for the development. The intention would be for developers to explore dual use of the school premises to provide changing facilities for the sports pitch and, where possible community facilities, however if administrative or other issues occur that would prevent this the S106 would be worded accordingly to ensure provision is made elsewhere on site whilst remaining within the parameters assessed by the EIA. The local centre makes provision for small scale retail uses, financial and professional services and restaurants/cafes and community use to include medical and community centre provision. Consultation with NHS England has advised that the development would generate a requirement for 1.2 full time GPs and therefore a financial contribution towards the provision of a larger medical centre within the area rather than on-site is requested. The permitted D1 (non-residential institution)

use within the local centre would still allow for the provision of healthcare facilities such as a dentist on site should the need arise.

- 7.23 The 'Access and Movement Framework' plan indicates a general street alignment from east to west across the site although detailed road layouts would form part of the reserved matters submission. The Framework indicates a permeable layout with connections to Hardingstone village, The Warren and informal tracks into Brackmills Wood. The existing public footpath which runs southeastwards across the site would be retained on its existing alignment and form a key 'green link' across the site. Provision has been made for potential links to future development sites as proposed by the submitted Core Strategy on land to the southeast of the site. The detailed design of linkages would be considered at reserved matters stage.
- 7.24 Provision has been made throughout the site for areas of open space and green infrastructure including allotments and officers are satisfied that the location and quantum of open space is adequate to provide a range of both formal and informal open space to serve the recreational and amenity needs of the development and provide sufficient green infrastructure to mitigate ecological impacts. The provision of appropriately designed SUDs throughout the development would further enhance these areas of green infrastructure. It is important to note however that the quantum of open space falls short of the local standard as defined in the Parks and Open Space Strategy for Northampton (November 2009). The requirement to provide adequate open space within new development arising from this local needs study is embodied in Policy RC2 of the submitted Joint Core Strategy. The local standard is broken down into various types of open space, such as amenity green space, play provision, sports facilities etc. For a development of this size, a total quantum of space equating to 14.64 ha would be required. The level proposed is 9.98 ha. It is considered that the proximity of Brackmills Wood to the development could mitigate this reduced level providing an existing area of informal open space the management of which could be further enhanced to serve the proposed development and surrounding area. The majority of the wood is owned by the applicant with a smaller section to the east owned by the Borough Council. The submission of a Management Strategy for Brackmills Wood is therefore proposed as a S106 requirement.
- 7.25 The plan accompanying Policy N6 of the submitted Joint Core Strategy refers to a green buffer between proposed development and existing properties along Newport Pagnell Road. Local concern has been expressed regarding the loss of this buffer from the proposed plans. Pre-application discussions concluded that the 'green buffer' could potentially create a functionless green area at the rear of existing properties with maintenance and security issues. It was considered that there was a rationale for providing a positive green interface within private ownership which would provide a strongly defined and secure boundary for both existing and proposed occupiers. Properties along

Newport Pagnell Road consist of both single and two-storey dwellings with a commercial garage in between. The majority of gardens to the rear of these properties are in excess of 30m long with the exception of No. 63 Newport Pagnell Road located at the end of this ribbon development the side boundary of which is diagonal to the application site resulting in a significantly smaller rear garden. The 'Urban Structure and Legibility Framework' plan identifies this neighbouring boundary as a 'sensitive edge' with development in this location to be managed and designed in a sensitive way to respond to the adjacent property. The Framework plan also identifies the boundary to the rear of properties on Newport Pagnell Road as a 'private green edge' with the relationship between new and existing development to be managed through the design of rear gardens. Both issues would be considered with particular regard to residential amenity and consulted on in detail at reserved matters stage.

- 7.26 Landimore Road is a key design constraint, being a heavily engineered route that cuts through the site, creating a significant barrier to movement across the site and undermining the ability to create a cohesive development. The reduction in speed limit of this road from 40mph to 30mph and the provision of toucan crossings as required by the Highway Authority will assist in improving movement across the site. The Design Code would require specific consideration to the design of the development along Landimore Road, particularly along the southern section, in order to ensure a more cohesive development results.

Landscape & Visual Impact

- 7.27 The NPPF seeks to ensure that planning protects and enhances our natural, built and historic environment contributing to conserving and enhancing the natural environment. These aims are reflected in Policy E1 of the Local Plan which seeks to protect the character and structure of the landscape from adverse visual impacts. Policy E7 places importance on considering the impact of development on the skyline, particularly between Great Houghton and Hardingstone as seen from the Nene Valley to the north. Policy BN8 of the submitted JCS seeks to protect and enhance the Nene Corridor. The Northampton Landscape Sensitivity and Green Infrastructure Study indicates that the majority of the site is of high landscape and visual sensitivity.
- 7.28 The site comprises of an area of arable land which slopes gently from north to south and occupies part of a limestone ridge. The land slopes down to the north to Brackmills Industrial Estate and the Nene Valley before the land rises again to the north where the site is visible on the skyline. Brackmills Wood would act as a visual buffer to development obscuring immediate views to the north. To the west and south development would be viewed within the context of existing development situated along the west and southern boundaries of the site. The development would be more prominently visible from the east

and south-eastern boundaries which adjoin open countryside and are more exposed to the surrounding area.

- 7.29 The site would be visually prominent along undeveloped sections of Newport Pagnell Road and along Landimore Road and would significantly alter views along the public footpath which crosses diagonally through the site.
- 7.30 The EIA acknowledges that the site existing skyline is visible from a number of locations. The design seeks to integrate development into the wider landscape with the Masterplan structured around swathes of open space and a green infrastructure spine which runs along the existing public footpath from north-west to south-east along the ridgeline. This green spine is intended to be a wide open green space which will have an informal and formal treed character, with trees having the potential to soften views of adjacent buildings, giving a green layered appearance when viewed from the surrounding countryside, thus softening the development and helping to integrate it into the surrounding countryside. The northern boundary of the site abutting Brackmills Wood would be further enhanced with additional tree and hedgerow planting.
- 7.31 The submitted Landscape and Visual Impact Assessment identifies the effects of the development during construction and upon completion as being of 'High' magnitude decreasing rapidly with distance from the site boundary and where intervening development, vegetation and landform provide screening. The effects 15 years from completion would have reduced as the tree planting within the site and particularly along the eastern and south-eastern boundaries will have matured
- 7.32 It is inevitable that the landscape character would change significantly with the development of the site and it is recognised in the allocation of the site as a SUE in the submitted JCS that the landscape is of high-medium landscape sensitivity. However, these impacts need to be weighed against the requirement for growth. The provision of sufficient and appropriate green infrastructure throughout the site and sensitive design of layout and building heights at reserved matters stage would assist in mitigating some of the impact on the existing landscape. The land has no nationally or locally important designation and officer opinion is that sufficient mitigation measures are proposed when balanced against the overriding requirements for housing provision.

Access and Wider Highway Issues

- 7.33 The application is submitted in outline with access for consideration. The main access points to the site would be via three main junctions to Landimore Road, two to the west and one to the east, and two priority junctions onto Newport Pagnell Road, the access proposed adjacent to the local centre being a 'left in –left out' junction only. Whilst the 'Access & Movement Framework' parameter plan provides an indication of vehicle movement throughout the site the detailed configuration of roads from the main points of access proposed would

be a matter for further consideration and determination at reserved matters stage.

- 7.34 Consultation on the application has raised considerable local concern regarding the impacts of the proposed development on an already congested road network, particularly along Newport Pagnell Road and the impacts on the surrounding road network and the A45 junctions.
- 7.35 The potential highway impacts of the application site and all the preferred option sites allocated under the submitted Joint Core Strategy were assessed under the Northampton Multi-Modal Study (revised 2004) using the transport model developed by Arup on behalf of NCC Highways. The distribution of site allocations was found to be acceptable from a highways perspective. The submitted Joint Core Strategy includes a number of proposals to mitigate the impact of traffic associated with the development of the allocated SUEs, including the measures for the A45 corridor set out in the Northampton Growth Management Scheme.
- 7.36 The application is accompanied by a Transport Assessment (TA) in accordance with the requirements of NPPF. The submitted TA and subsequent revisions received in December 2013 has assessed the impact of the proposed development on the existing local highway network and includes an assessment of seven existing junctions during the weekday AM peak hour of 08:00 to 09:00 and weekday PM peak hour of 17:00 to 18:00 at the following junctions:
- Landimore Road/Newport Pagnell Road roundabout;
 - Landimore Road/Gowerton Road roundabout;
 - Newport Pagnell Road/The Warren roundabout;
 - Queen Eleanor Interchange (A45);
 - Caswell Road/Gowerton Road roundabout;
 - Caswell Road/Rhosili Road roundabout; and
 - Brackmills Interchange (A45).
- 7.37 The assessment shows that the junctions immediately surrounding the vicinity of the site would be operating within capacity with the inclusion of the proposed development traffic with only limited mitigation required at the Landimore Road/Gowerton Road roundabout to accommodate the additional traffic generated by the development. However, the junctions in the wider area, in particular the two A45 interchanges are operating at or above capacity under current conditions, with future projections showing the junctions operating well above capacity.
- 7.38 In line with the Government's Transport Assessment Guidance the TA has sought to identify mitigation measures for each of the junctions operating over capacity in order to achieve at least a 'nil' detriment caused by the proposed development traffic compared with future baseline conditions to 2026. Plans have been submitted showing proposed junction improvements to the following junctions:

- Landimore Road/Gowerton Road
- Caswell Road/Rhoslii Road
- Queen Eleanor Interchange
- Brackmills Interchange

7.39 The Highway Authority is satisfied that the proposed junction improvements would be sufficient to mitigate the impacts of the proposed development such that a 'nil detriment' could be achieved. The mitigation measures proposed would be required by condition for the submission and agreement, prior to 1st occupation of any dwelling, of engineering and technical details and a programme for implementation in accordance with the requirements of Local Plan policy T4 which seeks to ensure that major developments which require major improvements to existing or proposed roads outside of the site are able to demonstrate that the necessary works will be implemented by developers or other means.

7.40 The TA has also assessed the impacts of the proposed new junctions to serve the development and shown that all junctions operate within acceptable limits during peak periods in the future scenarios with the development in place. The Highway Authority require that as Landimore Road will be passing through a residential development a reduction in the speed limit from 40mph to 30mph is required and a financial contribution of £2,750 is therefore required to secure the change to the Traffic Regulation Order to allow this to take place which will be required as a S106 obligation.

7.41 In relation to the strategic road network, the Highways Agency (HA) has no objection to the development proposed subject to a financial contribution towards improvements on the A45 as part of the Northampton Growth Strategy. In order to facilitate proportionate mitigation from each large scale development in Northampton, the HA, in partnership with NCC Highways Authority and local planning authorities in West Northamptonshire, have developed the A45/M1 Northampton Growth Management Scheme (NGMS). This identifies a series of improvements to junctions along the A45 and also its intersection with the M1 at Junction 15. These improvements are necessary to mitigate the impact on planned growth in and around Northampton and large scale developments, such as proposed in the South of Brackmills SUE, are expected to contribute on a proportionate basis. An appropriate contribution to the scheme has been agreed with the HA and will be secured via the S106 agreement.

7.42 NPPF encourages the use of sustainable transport methods and seeks to focus significant development in locations which are or can be made sustainable. Policy C1 of the Core Strategy as submitted for examination refers to the aims of implementing a change in travel behaviour and achieving a modal shift to encourage greater use of alternative transport modes such as walking, cycling and use of public transport. Policy C2 seeks to ensure that the SUEs provide such

sustainable transport to provide access to a mix of uses and ensure that such facilities are secured on first occupation.

- 7.43 The proposals outlined in the submitted 'Access and Movement Framework' provide good connections to both existing and proposed pedestrian and cycle links within and surrounding the site. The existing public footpath that runs diagonally across the site from the north-west from Hardingstone village to the south-east onto Newport Pagnell Road would be retained along its existing alignment as part of a 'green spine' that runs through the site incorporating a shared footway/cycleway, the details of which would form part of a Design Code to be agreed for the site. A further link to the village would be via a controlled access from The Warren, primarily intended for pedestrian and cycle use with bollarded controlled access for emergency vehicles. Further pedestrian links are proposed providing green links into the recreational area of Brackmills Wood to the north of the site.
- 7.44 The main infrastructure routes of the development would be designed to accommodate cyclists through a combination of on-street or shared footway/cycleways connecting the development and proposed facilities to the wider area linking up with the existing cycleway along Landimore Road and Wooldale Road. A condition would require that a 3m shared pedestrian cycletrack be provided along the entire western side of Landimore Road. The application also proposes cycle improvements along Newport Pagnell Road the details of which along with the other pedestrian and cycle links proposed would be agreed as part of any reserved matters application. Pedestrian crossing facilities are to be provided within the site along Landimore Road linking together the east and west sides of the site with two toucan crossings. Two controlled pedestrian crossings would be located along Newport Pagnell Road to provide access to the bus stops and residential areas. Details of the design and location of the crossings would be required by condition.
- 7.45 Measures are proposed for improvements to the existing public transport network which currently runs primarily along The Warren and Newport Pagnell Road providing access to the town centre. Following consultation with the Highway Authority it is considered that public transport improvements will be required by way of a 'Public Transport Service Level Agreement' secured by a S106 obligation to include the following measures:
- By 1st occupation, creation of an all-weather pedestrian link to The Warren
 - 50th occupation upgrade of existing Stagecoach Service 15 at The Warren or its effective successor/equivalent to the premium service specification.
 - By 200th occupation, increase of service frequency to every 20 minutes either via The Warren or Landimore Road unless a 30 minute frequency service has already been provided via

Landimore Road and a 30 minute service remains on The Warren.

- The 30 minute service shall remain on The Warren for the duration of the development build plus one year, to Northampton Town Centre via current service route 15.
- By 1st occupation, increase of service frequency as stops provided at eastern end of Lady Hollows Drive to every 30 minutes Monday-Saturday daytime;
- By 350th occupation, increase service frequency on Landimore Road to every 20 minutes 0700h-1900h Monday-Saturday.
- By 400th occupation provision of a 20 minute service Monday-Saturday 0700h-1900h serving both bus stops on Landimore Road, serving the town centre via Brackmills Bus Station Pavillion Drive, Northampton General Hospital and Grange Park.

Additional bus stops including shelters along Landimore Road and Newport Pagnell Road and improvements to existing bus stops would be required by condition along with a financial contribution towards maintenance to be secured by a S106 agreement.

- 7.46 A Construction Management Plan would be required by condition providing details of the management of site construction traffic including vehicle routes, operational hours of construction, wheel washing facilities and parking provision
- 7.47 The TA incorporates a 'Frameworks Travel Plan' which identifies a number of initiatives to encourage walking, cycling and public transport. A full Residential Travel Plan based on this submitted Framework will be required by condition prior to 1st occupation of the development to ensure sustainable transport methods are promoted as part of the development.
- 7.48 Officers consider that the submitted TA is 'fit for purpose' and subject to the mitigation measures proposed to be secured by condition or S106 obligations the development would have a 'nil' detriment to existing highway conditions. Members are advised that the NPPF is quite clear with regard to consideration of highway impacts advising that development should only be prevented on transport grounds where the residual impacts of development are severe.

Flood and Drainage Issues

- 7.49 NPPF seeks to ensure that in determining development proposals flood risk is not increased elsewhere and that development does not contribute to or is put at risk from unacceptable levels of water pollution. Policy BN7 of the submitted Joint Core Strategy states that all new development should demonstrate that there is no increased risk of flooding to existing properties and should seek to improve existing

flood risk management. Surface water management incorporating sustainable drainage techniques should be accompanied by a long-term management plan and protect and enhance water quality.

- 7.50 The application site lies within Floodzone 1. The submitted Flood Risk Assessment indicates that the proposed development will introduce around 20ha of impermeable area increasing the amount of surface water generated from the site. The area around the junction of Newport Pagnell Road and The Green is identified as a 'critical drainage' area. Comments from locals have also identified additional areas of flooding during heavy rainfall around Heritage Farm Close, Pagnell Court and the rear gardens of The Warren. Whilst no development is proposed within the immediate vicinity of these parts of the site the detailed surface water drainage strategy to be required by condition will be required to address these additional areas of concern.
- 7.51 The scheme proposes the use of Sustainable Urban Drainage Systems (SUDS). Initial assessments indicate infiltration is more feasible on the western part of the site and therefore this area would be drained by infiltration systems such as swale ditches, permeable pavements and infiltration ponds. A below ground attenuation facility may be required in the location of the school and local centre. Infiltration on the eastern part of the site is more variable and where it is not feasible surface water drainage would be controlled by carrier drains and storage ponds with flow control devices, the largest attenuation pond being located at the junction of Newport Pagnell Road and The Green. Potential contamination of surface water runoff would be mitigated by trapped gullies, vegetative treatment or pollution control mechanisms as appropriate. The 'Blue Infrastructure Framework' plan details how these measures are likely to be incorporated into the overall design of the development.
- 7.52 Foul sewage would be discharged to the public sewer. Anglian Water (AW) has indicated that there is existing capacity at Great Billing Sewage Treatment Plant to accommodate the proposed development. Improvements would be required to the existing foul sewage network to mitigate impacts and it is proposed that an existing 975mm sewer is replaced with a 2.5m diameter sewer over a length of 115m in the vicinity of Bedford Road to the north of the site to provide additional storage capacity. A pumping station is proposed in the south east corner of the site adjacent to the attenuation ponds to pump foul water from the south up to the northern ridge of the site before discharging by gravity to a connection point in Gowerton Road to be approved by AW.
- 7.53 Subject to conditions requiring the submission and agreement of detailed surface and foul water drainage strategies and contamination and pollution control the Environment Agency and Anglian Water have no objection to the proposed development. Subject to conditions as recommended, officers are satisfied that the impact on flood risk and drainage is acceptable.

Ecology

- 7.54 The NPPF at paragraph 118 advises that Local Planning Authorities should aim to conserve and enhance biodiversity and where development cannot be avoided it should be adequately mitigated. Policy BN2 of the submitted Joint Core Strategy seeks to ensure that development with the potential to harm sites of ecological importance demonstrate methods to conserve biodiversity through design and implementation, linking habitats to achieve conservation and safeguarding protected species and priority habitats and ensuring appropriate mitigation measures where there is no reasonable alternative to development.
- 7.55 The EIA includes a Phase 1 Habitat Report dated February 2012. A desk top study and a site survey were completed to confirm the presence of any designated sites and potential presence of any notable or protected species and habitats within or around the site. The search area included a radius of up to 2 km from the centre of the proposed site for all protected and notable species and designated sites. An Extended Phase 1 Habitat field survey was also undertaken in December 2012 to assess the ecological value of the survey area and record any protected habitats, or evidence/potential of any notable or protected species on site or within the relevant surrounding area.
- 7.56 There are two statutory designated sites within the 2 km search area. The closest is Barnes Meadow Local Nature Reserve (LNR) located approximately 1.9 km north of the site. The Upper Nene Valley Gravel Pits, a designated Special Protection Area, Ramsar site and Site of Special Scientific Interest located approximately 2 km to the north-east of the site. Two non-statutory Local Wildlife Sites, Delapre Lake and Collingtree Golf Course are located approximately 2 km to the north and west, respectively. Finally, thirteen Potential Wildlife Sites have also been identified within the 2 km search area.
- 7.57 Specialised surveys have been carried out for badgers, dormice, bats (both activity and tree surveys), great crested newts and reptiles and a hedgerow assessment was undertaken for all hedgerows recorded within or bordering the arable fields. Hedgerow removal would be kept to a minimum and the four mature oaks on site would be incorporated into the overall development of site with measures for their protection during development required by condition.
- 7.58 The surveys indicate no badger setts are present within the site but a main sett was recorded 50m north of the site with indications that badgers access and forage within the eastern most field more frequently than the west and access the woodland and grassland north of the site. The report recommends a 30m buffer established along the northern boundary of the site.
- 7.59 A single dormouse nest was found along the south-eastern boundary of the site. Mitigation is proposed through the creation of habitat corridors, 'gapping up' of defunct hedgerows, planting new hedgerows

and by providing buffer zones to existing habitats. Dormice are a European Protected Species and a licence is required in order to carry out any works that involve certain activities affecting dormice. In accordance with the requirements of Article 12(1) of the Habitats Directive, the Local Planning Authority has assessed the development proposal against the 'three tests' (development is of overriding public interest, there are no alternative solutions and maintenance of favourable conservation status) and is satisfied that the criteria have been met.

- 7.60 The Bat Survey indicated that it is unlikely that the site is currently used by roosting bats however precautionary measures are recommended for any tree removal. Arable land is of low value for foraging and commuting bats however bat activity could be maintained and enhanced through the provision of green infrastructure and the provision of bat roosting features in buildings as appropriate and throughout the green infrastructure. A condition is recommended to this effect.
- 7.61 No Great Crested Newts were recorded and surveys suggest it would be unlikely for a Great Crested Newt population to be present in the proposed development area and the surrounding 250m buffer zone.
- 7.62 Although surveys found no evidence of reptiles it is acknowledged that it is possible for reptiles to be present on site and a 'Precautionary Method of Work' be produced for site in respect of common reptile species to ensure that best practice methods are employed.
- 7.63 The EIA advises that the arable land offers little or no opportunities for nesting birds however boundary hedgerows, mature trees and scattered scrub provide suitable habitat. Breeding bird surveys carried out in 2008 to inform the wider SDA project indicated a number of bird species some of which were of conservation importance within 1km of the site however no birds listed on Schedule 1 or Annex 1 of the EU Birds Directive were recorded on site during the surveys. The majority of the records were restricted to the site's boundary vegetation with only common species recorded within the site. The Wildlife and Countryside Act 1981 (as amended) makes it an offence to intentionally kill, injure, or take any wild bird or damage or destroy their eggs or nests and would afford protection to such species during construction.
- 7.64 Measures to mitigate impacts on ecology are outlined within the EIA which include the provision of 9.23 ha of green infrastructure providing buffer sensitive habitats and encompassing corridors of semi natural habitat across the site and the use of water bodies in the form of sustainable drainage systems. Objections have been received relating to the site's identification in the 'Northampton Landscape Sensitivity and Green Infrastructure Study 2009 as 'priority area for additional acid habitat survey' considered of medium sensitivity, due to the relatively rare nature of this habitat. The site has been cultivated for arable use

and therefore the presence of this habitat has already been subject to adverse impacts. A 'Green Infrastructure Strategy' will be required by condition and notwithstanding measures already outlined in the EIA will be required to investigate potential to incorporate areas of acid grassland as part of the mitigation measures proposed. The submission of a Construction Environmental Management Plan would illustrate how impacts on ecology during construction will be managed. As development would occur over a number of years further updated survey work would be required by condition as part of any reserved matters submission to ensure an up-to-date assessment of the impacts of development of the site and appropriate mitigation measures are in place.

- 7.65 Natural England is satisfied that the development, if undertaken in accordance with the submitted details, is not likely to have any significant adverse effect on the Upper Nene Valley Gravel Pits SSSI and RAMSAR site and the site's nature conservation objectives, in accordance with the requirements of Policy BN4 of the Core Strategy.
- 7.66 The development of the site will have inevitable ecological impacts, however, the site is not a designated Wildlife Site nor does it have any nationally important landscape designation. Subject to the conditions proposed relating to mitigation and a requirement for further updated survey work as part of reserved matters submissions officers are satisfied that impacts on ecology can be sufficiently managed and mitigated with the potential to provide enhancements through the green infrastructure provision throughout the site.

Air Quality, Noise & Contamination

- 7.67 The NPPF seeks to ensure that development is appropriate for its location in respect of pollution and contamination and impacts of noise arising from development are minimised.
- 7.68 Impacts on existing air quality are likely to arise from the proposed development as a result of traffic and dust during the construction phase and traffic during the operational phase. Conditions requiring the submission and approval of a Construction Environmental Management Plan (CEMP) and a Travel Plan promoting sustainable transport methods are proposed to assist in mitigating potential impacts.
- 7.69 Noise sources from the proposed development are likely to include construction noise, noise from plant and machinery and deliveries associated with commercial uses, noise from Hardingstone Garage and from roads and other non-specific noise sources. The CEMP will be required to address noise issues during construction. Proposed commercial uses within the local centre will be assessed as part of a reserved matters submission when layout details are known and proximity to residential properties can be fully assessed. Conditions requiring delivery details and details of plant and machinery will be required for commercial premises. Prior to development a condition

requiring an assessment of the noise exposure category of residential premises will be required in relation to transportation noise taking into account the likely growth over the next 15 years.

- 7.70 The site is located in an area where the underlying geology is associated with elevated levels of naturally occurring arsenic. In addition, there may have been historical uses on the land that may have caused contamination. Conditions are therefore recommended for the appropriate investigation, assessment and monitoring for contamination.

Impact on Heritage Assets

- 7.71 The NPPF seeks to protect and enhance the significance of heritage assets with new development making a positive contribution to local character and distinctiveness. Where development leads to less than substantial harm to the heritage asset this should be weighed against the public benefits of the proposal. Policy E26 of the Local Plan and BN5 of the submitted JCS reflect these aims of conserving and enhancing heritage assets.
- 7.72 The application site is situated to the south-east of Hardingstone Conservation Area, the nearest point being located at the start of the public footpath that enters the site from the north-eastern corner near Heritage Farm Close. The nearest listed buildings are located along The Green, again to the northeast.
- 7.73 Objections have been received in relation to impacts on the Conservation Area with particular regard to the Hardingstone Conservation Area Appraisal and Management Plan 2009 which refers to the important green setting of the conservation area and in particular views of Pittams Farmhouse where the land falls to the south east “giving good views of the farm complex and the wider agricultural context within which Hardingstone has become established”. Appendix 2 of the appraisal shows this important view located to an area north of the application site and not the wider area to the south, which forms the development site. As such the development is not considered to affect this important setting.
- 7.74 The ‘Green Infrastructure Framework’ plan indicates an area of amenity greenspace at the nearest point of the application site to the conservation area. Views of the site from the conservation area would be minimal and the natural lie of the land and the location of Brackmills Wood provide a natural buffer zone between the development site and the conservation area. As such it is not considered that the development would lead to any significant negative impacts on the setting of Hardingstone Conservation Area and no significant impact on the settings of listed buildings.
- 7.75 Archaeological surveys undertaken and comments from the County Archaeologist reveal that there are potential areas of interest within the boundaries of the site however these are not considered of such

importance to preclude development of the site. A condition is recommended to secure adequate provision for further site investigation and recording of any remains.

Local Centre, Retail & Community Infrastructure Provision

- 7.76 NPPF states that particularly for large scale developments, key facilities such as primary schools and local shops should be located with walking distance of most properties. Sustainable development includes the need to provide accessible local services that reflect the community's needs and support its health, social and cultural well-being. Policy N6 of the submitted JCS requires the provision of a primary school, a local centre to include local retail facilities of an appropriate scale (including a small convenience store), health care, services and community facilities.
- 7.77 The application includes the provision on site of 2.09ha of land for the provision of a primary school. Secondary education provision would be off-site with the development required to make a proportionate financial contribution towards a Secondary education provision.
- 7.78 Whilst Policy N6 of the submitted JCS requires the provision of healthcare on-site NHS England has advised that the development would only generate a requirement for 1.2 full time equivalent GPs and as such provision on site of a facility of this scale is not considered appropriate. A proportionate financial contribution is therefore requested towards the provision of a larger healthcare facility within the vicinity of the site the details and location of which is yet to be determined by the NHS.
- 7.79 Details of the local centre and community facility would be dealt with as part of any reserved matters approval, the community facility in particular in liaison with the Parish Council who has expressed an interest in such a facility.
- 7.80 An objection has been received on behalf of Waitrose Ltd as detailed in Section 6.23 of this report objecting to the retail policies of the submitted JCS, to insufficient justification for the size of local centre and retail provision proposed and that no sequential or impact assessment has been carried out.
- 7.81 Policy N10 of the submitted JCS allows for provision of local convenience shopping of an appropriate scale at new local centres within the SUEs having regard to the existing network of provision in the surrounding area and the impact on centres within the hierarchy as identified in Policy S2 of the submitted JCS, the town centre being as the top of this hierarchy.
- 7.82 NPPF paragraph 26 requires an impact assessment in regard to applications for retail, leisure and office development outside of town centres if the development is over a proportionate, locally set floorspace threshold or a default threshold of 2,500 sq m.

- 7.83 The Inspector at examination did not indicate that the submitted Joint Core Strategy was deficient in relation to the local centre status given to the retail and ancillary components of the SUEs, nor did he raise any concerns about the flexible approach to the size of retail provision within these local centres reflecting local circumstances. A minor amendment to the definition of local centre within the glossary of terms was agreed at the examination in April/May 2013 reinforcing the convenience element of the retail provision in local centres.
- 7.84 The submitted JCS allows the flexibility for the retailing element to be as large as can be justified based on qualitative and quantitative needs related to acceptable retail impact. Policy S9 of the submitted JCS seeks an impact assessment in association with developments over 1,000 sq m retailing on identified centres.
- 7.85 In response, the applicants have advised that the provision of the local centre was supported during public consultation for the development. The local centre is designed to meet the needs of the new residents of the development and is not considered to be in competition with Wootton Fields Local Centre, which serves an existing population and catchment. It is contended that a formal assessment in relation to sequential testing and retail impact assessment would be inappropriate in this case. Notwithstanding the above, the applicant is amenable to the Local Planning Authority controlling the upper limit for individual retail units as part of any reserved matters.
- 7.86 Should members be minded to approve the scheme, officers recommend that conditions are attached to limit the size of any retail unit to no more than 500m² (gross floorspace) to ensure that they are of a scale to meet local provision without affecting the balance in the provision of local facilities elsewhere within the area and within the town centre.

Planning Obligations

- 7.87 Paragraph 203 of the NPPF states; “Local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition.” The heads of terms as listed below forms the basis for formulation of planning obligations in order to mitigate the unacceptable impact of the development. It is considered that the impact of the development in terms of affordable housing, educational requirements, highway improvements, public transport provision and healthcare are all capable of being sufficiently mitigated.
- 7.88 However, following extensive viability work between the applicant and the Local Planning Authority it has been demonstrated that a scheme which fully complies with all policy requirements would be unviable. Paragraph 205 of the NPPF requires Local Planning Authorities to, “take into consideration local market conditions over time and,

wherever appropriate, be sufficiently flexible to prevent planned development being stalled.” Therefore, in corporation with the applicant, various levels of affordable housing and financial contributions have been tested in order to establish a viable base level scenario (as detailed below), whilst providing a competitive return for the land owner. At this level the development will be able to emerge whilst providing an acceptable level of infrastructure and mitigation to serve the development.

- 24% affordable housing 70/30 split between affordable rent/shared ownership;
- Contribution to Northampton Growth Management Strategy (NGMS) (M1/A45 junction improvements);
- Funding of Traffic Regulation Order Landimore Road – altered speed limit;
- Pedestrian Crossings – Newport Pagnell Road;
- Provision of public transport service and infrastructure;
- Travel Plan;
- Primary School provision;
- Secondary Education provision;
- Healthcare provision;
- Provision of local centre and community facility;
- Contribution towards social facilities;
- Open space provision including provision of LEAP, formal sports pitch provision and associated changing facilities and future maintenance arrangements of open space including maintenance of SUDS;
- Contribution towards formal indoor sports provision;
- Brackmills Wood – provision of future management strategy;
- Design contribution;
- Construction Training;
- Council’s Monitoring Fee.

7.89 It is disappointing to both officers and the applicant that the site is only able to achieve this reduced level of affordable housing provision. The S106 agreement will make provision for the scheme to be re-valued at

each phase of the development during the construction phase. Should this re-valuation demonstrate that the viability of the site has improved, the amount of affordable housing will be increased in line with that improvement. For certainty, the base level will remain as a minimum for the whole scheme so that planning obligations once revisited will not fall below this agreed baseline.

8. CONCLUSION

- 8.1 The Government set out clear objectives for sustainable, long-term economic growth in 'The Plan for Growth' 2011 seeking to encourage investment and business growth in the UK and create a more educated, flexible workforce. The objectives included a radical reform to the planning system by introducing a powerful new presumption in favour of sustainable development and a plan to accelerate the release of public land and delivery of new homes.

These 'pro-growth' aims have been subsequently reflected in the National Planning Policy Framework, a material consideration in the determination of planning applications, which advocates and supports sustainable development and growth with a presumption in favour of sustainable development to encourage the delivery of homes and widen home ownership opportunities.

Notwithstanding that the Joint Core Strategy has not been adopted, it is considered that the site's allocation under Policy N6 of the submitted Core Strategy is a material consideration that should carry significant weight in the consideration of this application. It is recognised that there are outstanding objections, however the submitted Core Strategy is in an advanced stage of preparation, and no materially different issues were identified by the Inspector at the examination hearings sessions into the proposed allocation that would appear to call into doubt the principle of the site's acceptability as an allocation. Officer opinion is that the policy and development of the site as proposed is consistent with the requirements of NPPF.

Members are reminded that the Council has a requirement under paragraph 47 of the NPPF to demonstrate a 5 year housing supply. The development of the site for up to 1,000 dwellings forms a critical and key component of this provision which is estimated would be capable of starting to deliver housing early in the plan period. Paragraph 49 of the NPPF is clear that if the Council are unable to demonstrate a 5 year supply of deliverable housing sites then the relevant policies for the supply of housing should not be considered up-to-date. This could leave the Council open to speculative developments and potentially planning by appeal.

In considering the development proposal it is important whilst acknowledging the inevitable impacts of a development of this scale as outlined in this report these are balanced against the Government's policies as outlined above. The visual and environmental

characteristics of the site will change significantly with development, however it is considered that the proposed green infrastructure would assist in reducing the visual impacts and assist in mitigating the ecological impacts to an acceptable degree. Detailed consideration at reserved matters would seek to ensure the sensitive integration of the development within this green infrastructure and into the surrounding area.

The impact of the development on the existing highway network is an area of significant local concern, however both the Highway Authority and the Highways Agency are satisfied that the Transport Assessment and proposed mitigation measures sufficiently address highway issues such that the proposal would lead to a subsequent 'nil detriment' on existing highway conditions. Whilst the development may lead to initial impacts on existing highway conditions, officer opinion is that the impacts would not be of such severity that development should be prevented and as such the proposal is considered in accordance with the requirements of the NPPF.

On balance, it is considered that the associated highway, environmental and flood impacts and infrastructure requirements can be suitably mitigated through the imposition of the conditions proposed and through the obligations of the S106 and as such should not in themselves represent a constraint to development.

The proposal supports the sustainable growth of Northampton and would make a significant and vital contribution towards the Council's housing requirements and contribute towards the Government's aims of improving economic development and the creation of employment and training opportunities in accordance with the National Planning Policy Framework, the Northampton Local Plan and the submitted Joint Core Strategy and subject to the conditions below and planning obligations contained within the associated S106 agreement, the proposed development is considered acceptable and is therefore recommended for approval.

9. CONDITIONS

- 1) Approval of the details of the appearance, layout and scale of the building(s), the means of access other than that approved and the landscaping of the site (hereinafter called „the reserved matters“) shall be submitted to and approved in writing by the Local Planning Authority before any development in that phase is commenced.

Reason: This permission is in outline only granted under Article 4(1) of the Town and Country Planning (Development Management Procedure) Order 2010.

- 2) Application for approval of the first reserved matter must be made to the Local Planning Authority not later than the expiration of three years beginning with the date of the grant of outline planning permission and

all remaining reserved matters applications for this development shall be made within ten years from the date of this permission.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990.

- 3) The development to which the permission relates must be begun not later than the expiration of two years from the approval of the first reserved matters and development shall commence under any subsequent reserved matters approval within two years from the date of the approval of the relevant reserved matters.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990.

- 4) The number of residential units to be constructed on the site shall not exceed 1,000 units.

Reason: To ensure the provision of a mixed use development and to enable the Local Planning Authority to assess the environmental implications of additional residential development in accordance with the aims of the NPPF.

- 5) The development and all reserved matters applications submitted pursuant to this permission shall not materially depart from the following plans and parameters:

- Application Boundary Plan, drawing no. 3238/100.
- Access and Movement Framework, drawing no. 3238_201 Rev A, received 14 March 2014.
- Land Use Framework, drawing no. 3238_202 Rev A, received 14 March 2014.
- Proposed Layout Framework, drawing no. 3238_203 Rev A, received 14 March 2014.
- Scale Framework, drawing no. 3238_204 Rev A, received 14 March 2014.
- Green Infrastructure Framework, drawing no. 3238_205 Rev A, received 14 March 2014.
- Blue Infrastructure Framework, drawing no. 3238_206 Rev A, received 14 March 2014.
- Urban Structure and Legibility Framework, drawing no. 3238_207, received 14 March 2014.

- Highways plans – SK01, SK02, SK04, SK05, SK09, SK10 & SK11.
- Up to 2.09 hectares for the provision of a primary school.
- A minimum of 9.98 hectares of public open space, including playing pitches, informal and informal play areas, parkland, allotments and public footpaths/cycleways.
- A local centre of up to 1,320 sq m net floorspace comprising of uses within use Classes A1(shops), A2 (financial & professional services) and A3 (restaurants/cafes), up to 375 sq m net public house (Class A4) and up to 750 sq m of non-residential uses (Class D1).

Reason: To ensure that the development complies with the principles set out within the Design and Access Statement and to ensure that the Environmental Impacts are within the scope of development as assessed by the Environmental Impact Assessment.

- 6) Prior to the submission of any reserved matters application, a Masterplan and Design Code covering the whole of the site shall be submitted to and approved in writing by the Local Planning Authority. The Design Code shall be formulated having regard to the approved Design and Access Statement, Parameters Plans and respond to the recommendation of Building for Life 12 and shall include the following details:
- A phasing plan for the development, including an affordable housing phasing plan.
 - The proposed movement network delineating the primary, secondary and tertiary streets and pedestrian and cycleway connections, setting out the approach to estate design, treatment of non-vehicular routes and car and cycle parking. The proposed layout, use and function of all open space within the development.
 - The approach to and design principles applied to car parking (on street and off-street).
 - Phased layout principles to include urban structure, form and layout of the built environment, building heights, densities, legibility, means of enclosure, key gateways, landmark buildings and key groups.
 - The design approach for areas within the public realm including landscaping and hard surface treatments, lighting, street trees, boundary treatments, street furniture and play equipment.
 - Servicing, including utilities, design for the storage and collection of waste and recyclable materials.

- External materials, to include a palette of wall and roof finishes, windows, doors, porches, heads, cills, chimneys, eaves and verges and rainwater goods.
- The design principles that will be applied to the development to encourage security and community safety.
- The specific design principles that will be applied to the Local Centre.
- The specific design principles that will be applied to the 'green link' that runs from the northwest to the southeast of the site along the existing public footpath.
- The design principles for development and green infrastructure along Landimore Road particularly to the south of the public footpath that crosses the road.
- The design principles for the incorporation of SUDS throughout the development.

Thereafter, any reserved matters application for any phase of development shall comply with the principles established within the approved Design Code.

Reason: To provide a site layout in general conformity with the Masterplan and Design Code that demonstrates quality in form and design, maximises public amenity, reduces the potential for crime and anti-social behaviour, and deals with ongoing maintenance in accordance with the aims of NPPF.

- 7) Prior to the submission of any reserved matters application, a detailed phasing plan for the development that identifies stages at which each element of the proposed development (including the local centre, open space, play equipment, primary school, public house, allotments and housing, highway infrastructure and SUDs) shall be commenced, completed and made available for occupation, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in full accordance with the approved details.

Reason: For the avoidance of doubt and to ensure that appropriate infrastructure, mitigation and facilities are in place in a timely manner to support the proposed residential community.

- 8) Contemporaneously with the submission of reserved matters applications for each phase of development, a Sustainability Strategy including pre-assessment checklist detailing a method of achievement of a minimum of Code of Sustainable Homes Level 3 (or equivalent) for any residential development and BREEAM "very good" (or equivalent) for any non-residential development shall be submitted to and

approved in writing by the Local Planning Authority. The development shall be carried out in full accordance with the approved Sustainability Strategy.

Reason: To ensure the delivery of a sustainable development in accordance with the NPPF.

- 9) No development shall take place in each phase of development until details of the materials to be used in the construction of the external surfaces of the buildings to be constructed within that phase have been 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 the visual amenity of the area in accordance with Policy E20 of the Northampton Local Plan.

- 10) Concurrently with the submission of reserved matters applications for each phase of development, full details of the proposed surface treatment of all roads, access and parking areas, footpaths, cycleways and private drives including their gradients within that phase shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development hereby permitted and thereafter provided in full prior to the development being first brought into use.

Reason: To ensure the development is served by a satisfactory highways and parking network in accordance with the NPPF.

- 11) Development shall not commence on any phase of development until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority relating to that phase. The CEMP shall include the following:-

- a) the management of traffic and routing during construction: to address site access, routes within site kept free from obstruction, wheel washing, travel plan for construction workers, loading and unloading, vehicle parking and turning areas, a scheme for prevention of surface water discharges onto the highway;
- b) location of access points for site traffic for that phase of development
- c) detailed measures for the control of dust during the construction phase of development
- d) the location and size of compounds;
- e) the location and form of temporary buildings, adverts and hoardings;
- f) details for the safe storage of any fuels, oils and lubricants;
- g) construction of exclusion zones to prevent soil compaction for large scale planting areas, public and school playing fields, and remediation of any soil compaction;
- h) a scheme for the handling and storage of topsoil;
- i) details of the methods of protection of trees, hedgerows and water features in accordance with Condition 28;

- j) a scheme for the protection of areas of ecological interest and for the mitigation of any possible harm to such areas
- k) details of any temporary lighting
- l) Procedures for maintaining good public relations including complaint management, public consultation and liaison;
- m) Measures for the control of noise emanating from the site during the construction period;
- n) Construction Plant Directional signage (on and off site);
- o) Provision for all site operatives, visitors and construction vehicles, loading and unloading of plant and materials;
- p) Waste audit and scheme for waste minimisation and recycling/disposing of waste resulting from construction works including confirmation of any material exports, routing and deposition sites.

The approved CEMP and measures contained therein shall be adhered to throughout the construction period.

Reason: To ensure that appropriate consideration is given to environmental assets and safeguard the amenities of the locality in accordance with the NPPF.

- 12) No construction work (including use of machinery and/or plant maintenance) shall be carried out on the site outside the hours of 0800 to 1800 Mondays to Fridays and 0800 to 1300 on Saturdays or at any time on Sundays, Bank Holidays or other statutory holidays. No construction traffic shall enter or leave the site before 0700 Mondays to Saturday or at any time on Sundays, Bank Holidays or other statutory holidays.

Reason: In the interests of the amenity of adjacent properties in accordance with the NPPF.

- 13) Prior to commencement of development engineering and construction details of the five access junctions to the site as shown on the Parsons Brinkerhoff drawings SK01, SK02 and SK05 shall be submitted for approval in writing by the Local Planning Authority. The junctions shall be provided prior to commencement of any other works on site in accordance with the approved details.

Reason: To ensure adequate access to the site and in the interests of highway safety and the free flow of traffic in accordance with the requirements of NPPF.

- 14) Prior to commencement of development details of the precise location and engineering and construction details of the following walking and cycling measures shall be submitted to the Local Planning Authority for approval in writing:

- A new pedestrian link to The Warren as indicated on the 'Access & Movement Framework' plan, drawing no. 3238_201 Rev A (with measures to prevent vehicular access);

- 2 x toucan crossings on Landimore Road;
- Provision of a shared pedestrian cycle track (3m wide) along the entire western side of Landimore Road.

The works shall be carried out in accordance with the approved details prior to the first occupation of any part of the development hereby permitted.

Reason: To ensure the provision of appropriate walking and cycling measures throughout the development and in the interests of highway safety in accordance with NPPF.

15) Prior to commencement on site engineering and construction details of the following highway improvements (as shown on Parsons Brinkerhoff drawings of the revised TA, December 2013) together with a programme for implementation in accordance with the approved phasing plan as approved by Condition 7 shall be submitted for approval in writing to the Local Planning Authority.

- Improvement to Landimore Road/Gowerton Road roundabout (drawing SK10, Appendix 10);
- Improvement to Caswell Road/Rhosili Road junction (drawing SK09, Appendix 11);
- Improvement to the Queen Eleanor Interchange (drawing SK11, Appendix 12);
- Improvement to the Brackmills Interchange (drawing SK10, Appendix 13).

The junction improvements shall be carried out in accordance with the approved details.

Reason: In the interests of highway safety in accordance with the requirements of NPPF.

16) Prior to the first occupation of any dwelling a full Residential Travel Plan based on the submitted Draft Residential Framework Travel Plan (contained at Appendix 3 of the revised Transport Assessment, December 2013) shall be submitted for approval in writing by the Local Planning Authority. The measures contained in the agreed Residential Travel Plan shall be carried out in accordance with the approved details.

Reason: In the interests of sustainable development in accordance with the requirements of NPPF.

17) Prior to the commencement of any works affecting any existing public right of way, full details of any enhancement, improvement, diversion or closure shall be submitted for approval in writing by the Local Planning Authority. The works shall be carried out in accordance with the

approved details and in accordance with a timetable to be agreed in writing with the Local Planning Authority.

Reason: To ensure the impacts on the public right of way are acceptable in the interests of public amenity in accordance with NPPF.

- 18) No development shall commence until a Foul Water Strategy including phasing for the provision of mains foul sewage infrastructure on and off site and details of the procurement of works has been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out in accordance with the approved details prior to occupation of any building.

Reason: To prevent environmental and amenity problems arising from flooding in accordance with the requirements of NPPF.

- 19) Prior to the submission of any reserved matters application a Surface Water Drainage Scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details in accordance with the approved phasing details as required by Condition 7 and before the development is completed.

The scheme also shall include:

- Percolation tests to be undertaken in accordance with BRE-Digest 365 or Ciria 156.
- Full detailed surface water calculations to ensure adequate surface water drainage facilities on site all for all events up to and including 0.5% (1 in 200) plus climate change.
- Sustainable Drainage Systems (SuDS) features on site to be in accordance with Table 12.1 of the Northampton Level 2 Strategic Flood Risk Assessment.
- An assessment of surface water pump failure (if applicable).
- An assessment of overland flood flows.
- Details of how the scheme shall be maintained and managed after completion for the lifetime of the development.

Reason: To prevent the increased risk of flooding, both on and off site in accordance with NPPF.

- 20) No development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), shall take place until a scheme that includes the following components to deal with the risks associated with contamination of the site has been submitted to and approved in writing, by the Local Planning Authority:

- 1) A preliminary risk assessment which has identified:

- all previous uses
- potential contaminants associated with those uses
- a conceptual model of the site indicating sources, pathways and receptors
- potentially unacceptable risks arising from contamination at the site.

2) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

3) The results of the site investigation and detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

Reason: To ensure that the potential risk posed to controlled waters is appropriately assessed and mitigated if necessary.

21) If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted to and had approved in writing by the Local Planning Authority a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved.

Reason: To ensure that any unforeseen contamination encountered during development is dealt with in an appropriate manner.

22) No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works as set out in the approved remediation strategy and the effectiveness of the remediation has been submitted to and approved, in writing, by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

Reason: To ensure that if any remedial works are required at the site, that they are completed as per an agreed method statement and a Verification Report is produced.

- 23) No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

Reason: To ensure that any type of infiltration drainage is not located in contaminated ground which could pose additional risk to groundwater by potentially mobilising contaminants.

- 24) No development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority. Prior notice shall be given to the Local Planning Authority's nominated archaeologists of the exact date on which it is proposed that construction of the development hereby permitted is to begin. During the construction period representatives of the Local Planning Authority's nominated archaeologists, shall be allowed access to the site in order to observe and inspect all excavation works and record all findings of archaeological interest. If required they shall be allowed to excavate such remains, provided that this shall not interfere unreasonably with the progress of the development.

Reason: In the interests of safeguarding relevant archaeological material that may be present in accordance with the NPPF.

- 25) No development shall commence until a detailed Green Infrastructure Strategy (in accordance with the mitigation requirements outlined in Sections 7.6 and 8.4.2 of the Environmental Statement dated January 2013) has been submitted to and approved in writing by the Local Planning Authority. The submission shall include the following:

- Details of any existing habitats to be retained and managed, including existing trees, hedgerows, grassland or other habitats, including the enhancement of existing hedgerows.
- Strategy for the creation of new habitats, including where appropriate Acid Grassland, and their on-going maintenance (being those habitats/mitigation requirements referred to in Section 7.6 of the Environmental Statement dated January 2013).
- Details for the provision of new amenity areas, including the allotments, public open space, play areas, and multi-use games area.

- Details of how the site will link to Brackmills Wood, including the points of access, treatment of any new footpath/ cycleways, and the approach to landscaping within the residential areas adjacent to the existing woodland.
- Details of an assessment of the contribution of Brackmills Wood to the green infrastructure and opportunities to increase its value to both residents and wildlife detailed in a Future Management Strategy.
- Detailed proposals for the design and layout of the green streets, highlighting the use of street trees and SUDS infrastructure.
- Details of a scheme of management (including who is responsible) for all areas of green infrastructure, for a period of 15 years from the point of occupation of each phase of development.

Thereafter, the development shall be carried out in accordance with the details so agreed.

Reason: To ensure that the development provides a satisfactory level of green infrastructure, in the interests of amenity of existing and proposed residents, to protect and enhance wildlife habitats and to ensure that the site integrates with the surrounding area in accordance with the NPPF.

- 26) Prior to commencement of development a detailed mitigation strategy in accordance with the mitigation measures proposed in the submitted 'Dormouse Survey Report' dated December 2012 in Appendix E1 of the Environmental Impact Assessment dated January 2013 shall be submitted for approval in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: In the interests of the preservation and protection of the species in accordance with the requirements of NPPF.

- 27) No development shall take place until an Arboricultural method statement, in accordance with BS 5837:2012 "Trees in Relation to Design, Demolition and Construction – Recommendations", including details and proposed timing of all proposed tree works to any tree or hedge on, or, if consent obtained, adjacent to, the site and replacement tree planting, have been submitted to, and approved in writing by, the Local Planning Authority. Thereafter, the development shall be carried out in accordance with the details so agreed.

Reason: In order that trees, hedges and wildlife are protected through the development in accordance with the NPPF.

- 28) No equipment, machinery or materials shall be brought onto the site for the purposes of the development until an details of the proposed type, and a plan of the proposed position of, measures for the protection of trees and hedges that are to be retained on the site, in

accordance with BS 5837:2012 „Trees in Relation to Design, Demolition and Construction – Recommendations“, have been submitted to, and approved in writing by, the Local Planning Authority. The measures identified, including tree protection barriers, shall be implemented in accordance with these details and shall remain in place until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored, disposed of, or placed, nor fires lit, in any area fenced in accordance with this condition and the ground levels within these areas shall not be driven across by vehicles, altered, nor any excavation made (including addition/removal of topsoil/subsoil) without prior written consent of the Local Planning Authority.

Reason: In order that trees, hedges and wildlife are protected through the development in accordance with the NPPF.

- 29) Prior to the submission of each reserved matters application, details of the need and scope for updating any protected species surveys shall be agreed in writing with the Local Planning Authority. Where required updated surveys shall be submitted as part of the reserved matters application. The works will be carried out in accordance with the agreed scope and any approved mitigation measures contained therein.

Reason: To ensure the ongoing protection and enhancement of protected species in accordance with the NPPF.

- 30) Bat and bird boxes shall be provided as an integral part of the development in accordance with the submitted Ecological Impact Assessment, full details of which shall be submitted to and approved by the Local Planning Authority as part of each reserved matters application. The details shall be implemented concurrently with the development and thereafter retained and maintained.

Reason: To ensure the ongoing protection and enhancement of protected species in accordance with the NPPF.

- 31) As part of each reserved matters application, a scheme shall be submitted to and approved in writing by the Local Planning Authority that demonstrates how the objectives of Secured by Design have been addressed in the development as identified in the submitted Design and Access Statement. The approved details shall be implemented concurrently with the reserved matters development as approved.

Reason: In the interests of security and amenity in accordance with Policy E40 of the Northampton Local Plan and the NPPF.

- 32) Concurrently with the Reserved Matters submission for each phase, a Low Emissions Strategy, for that phase, shall be submitted in writing to the Local Planning Authority. The strategy should include:

- Assessment of low emission vehicle technology and infrastructure (including electronic charging points for vehicles, travel plans, bike schemes, low emission bus services and car clubs) and the integration of this technology into the development.
- Assessment of fleet emission specification. This should include all vehicles forming part of the operation of and accessing the site.
- Assessment of procurement policy, including planned vehicle replacement and suppliers of other goods and services.
- Measures such as eco driving and policies such as vehicle idling.

The Low Emissions strategy shall contain targets for emission reduction and timescales, with pollution savings quantified. The strategy shall be implemented in accordance with the strategy as approved.

Reason: In the interests of improving air quality and reducing greenhouse gasses in accordance with the NPPF.

- 33) A minimum of 10% of the residential units on any phase shall be available for occupation by persons with disabilities and constructed to a mobility housing standard which shall include 1% of the total number of residential units constructed to full wheelchair standard, the detailed layout of which shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of construction of any residential unit on that phase.

Reason: To ensure adequate provision is made for people with disabilities in accordance with Policy H17 of the Northampton Local Plan.

- 34) Notwithstanding the provisions of Article 3(1) of the Town and Country Planning (Use Classes) Order 1987 (as amended) (or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification), no premises shall be used for the purposes of a house of multiple occupation.

Reason: To enable the Local Planning Authority to assess the implications of a house of multiple occupation in this location in accordance with Policy E20 of the Northampton Local Plan.

- 35) Notwithstanding the provisions of Article 3(1) of the Town and Country Planning (Use Classes) Order 1987 (as amended) (or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification), the commercial premises hereby approved shall not be used for any purposes other than those in use classes A1, A2 and A3 of the aforementioned order.

Reason: To enable the Local Planning Authority to assess the implications of alternative uses in this location in accordance with Policy E20 of the Northampton Local Plan.

- 36) Notwithstanding the provisions of Article 3(1) of the Town and Country Planning (Use Classes) Order 1987 (as amended) (or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification), at no time shall the total gross retail floor area of the development hereby approved exceed 1,320 square metres, any individual unit exceed 500 square metres gross floor area, any individual office unit exceed 250 square metres gross floor area and any comparison goods retailing exceed a total of 300 square metres gross floor area.

Reason: To ensure that they are of a scale to meet local provision, without affecting the balance in the provision of local facilities elsewhere within the south-west district or town centre in accordance with the NPPF.

- 37) Before any non-residential development commences as part of the overall development a Noise Assessment shall be submitted for approval in writing to the Local Planning Authority specifying the sources of internal and external noise and the provisions to be made for its control. The approved scheme shall be implemented prior to the occupation of the non-residential unit in accordance with the approved details and retained thereafter.

Reason: In the interests of residential amenity in accordance with the requirements of NPPF.

- 38) Before any non-residential development commences as part of the overall development a scheme shall be submitted for approval in writing by the Local Planning Authority which specifies the arrangements to be made for deliveries to commercial premises. The scheme shall be carried out in accordance with the approved details.

Reason: In the interests of residential amenity in accordance with the requirements of NPPF.

- 39) Concurrently with the Reserved Matters submission for each phase, a Noise Assessment of the exposure of proposed residential premises, with particular reference to bedrooms, based on the final building and estate layout, due to transportation noise shall be submitted for approval in writing to the Local Planning Authority. The assessment shall take into account the likely growth of traffic over the next 15 years. Where any habitable room or outdoor amenity space cannot achieve the noise levels recommended by the World Health Organisation (WHO), a scheme to protect outdoor amenity space and any affected habitable rooms shall be submitted to the Local Planning Authority for written approval. The development shall be carried out in accordance with the approved details.

Reason: In the interests of residential amenity in accordance with the requirements of NPPF.

- 40) Prior to the commencement of each phase, details of the provision for the storage and collection of refuse and materials for recycling shall be submitted for approval in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and retained thereafter.

Reason: In the interests of residential amenity in accordance with the requirements of NPPF.

- 41) 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.

- 42) 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.

10. BACKGROUND PAPERS

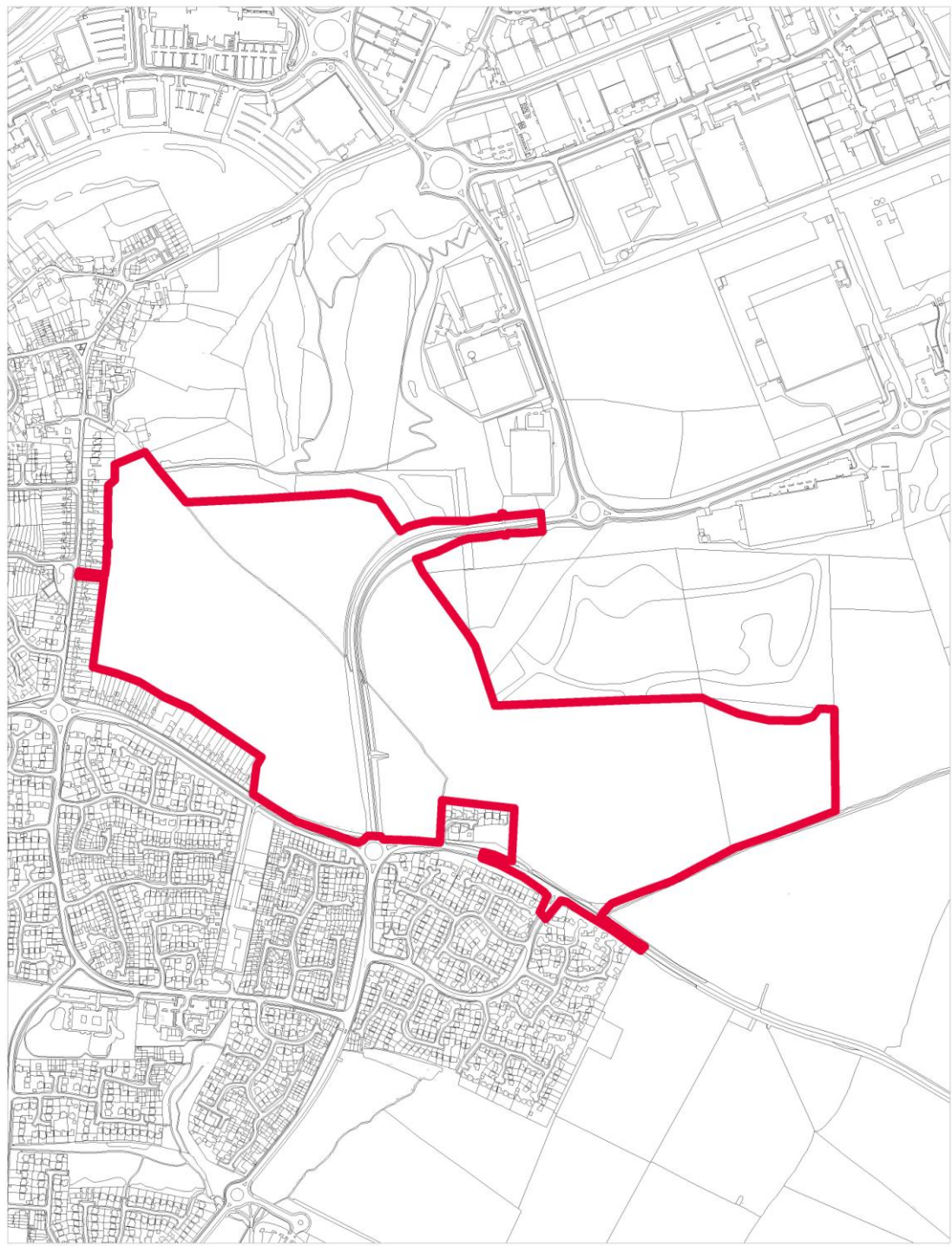
- 10.1 N/2013/0338.

11. LEGAL IMPLICATIONS

- 11.1 As set out in the report.

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: Planning
Date: 22nd April 2014
Scale: 1:8000
Dept: Planning
Project: Committee

Title
Land to the East of Hardingstone

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