



PLANNING COMMITTEE: 16th December 2014
DIRECTORATE: Regeneration, Enterprise and Planning
DIRECTOR: Steven Boyes

N/2014/1069: Construction of new 15,025m² industrial building and associated works at 35 Summerhouse Road

and

N/2014/1076: Demolition of warehouse and change of use of site to car park (including cycle storage facilities) to serve new manufacturing plant at 11 Pondwood Close

WARD: Parklands

APPLICANT: Greencore Group
AGENT: TSL Projects Ltd

REFERRED BY: Director of Regeneration, Enterprise and Planning

REASON: Major development requiring a legal agreement

DEPARTURE: No

APPLICATION FOR DETERMINATION:

1. RECOMMENDATION

1.1 APPROVAL IN PRINCIPLE OF PLANNING APPLICATION N/2014/1069 subject to conditions and for the following reason:

The proposed development would have a neutral impact upon the character and appearance of the locality in addition to supporting the continued economic development of the town. The highway impacts of the development can be successfully mitigated. The development is therefore in accordance with the requirements of the National Planning Policy Framework and Local Plan Policies B2, E19, E20 and E40.

- 1.2 The prior completion of a Section 106 Legal Agreement to secure:
- i) A payment towards the provision of sustainable transport measures within the Moulton Park industrial estate; and
 - ii) The Council's monitoring fee.

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

1.4 **APPROVAL IN PRINCIPLE OF PLANNING APPLICATION N/2014/1075** subject to conditions and for the following reason:

The development has a neutral impact on visual and neighbour amenity and highway safety. As the development supports the creation of significant employment opportunities the scheme is in conformity with the requirements of the National Planning Policy Framework and Local Plan Policies B2, E20 and E40.

1.5 It is requested that delegated authority be given to the Director of Regeneration, Enterprise and Planning to determine this planning application at the point that the Section 106 Agreement as set out in paragraph 1.2 has been completed. In the event that this legal agreement is not completed within the three month period specified above, it is requested that delegated authority be given to either refuse or finally dispose of the application (at his discretion) on the grounds that the proposal, as a standalone development, represents an unacceptable land use.

2. THE PROPOSAL

2.1 This report covers two planning applications for two separate sites; however, there are significant linkages between the proposals and therefore it is important to be considered simultaneously.

2.2 The first application (reference N/2014/1069) relates to land at 35 Summerhouse Road and seeks permission for the erection of an industrial building, which would operate as part of the adjoining industrial facility. The building would have a maximum height of 19m and would encompass three floors (including a mezzanine floor), which would have a total area of 15,025m². It is expected that should the development proceed, it would generate between 400 and 450 employment opportunities. The facility would operate for significant sections of the day, most likely between 12am and 6pm.

- 2.3 The building would predominantly be used for the manufacture of food products; however, there would also be areas for the receipt and dispatch of goods; ancillary plant and equipment; staff recreation facilities and office accommodation.
- 2.4 Lorries serving the development would access the site from Summerhouse Road via Red House Road and enter the site via the existing vehicular entrance. Vehicles would then service the proposed and existing facilities before exiting onto Deer Park Road.
- 2.5 The development does not include any car parking; however, a separate application is under consideration to provide alternative facilities. Parking for those with disabilities will be provided within the applicant's existing facility accessed from Deer Park Road.
- 2.6 The second planning application (reference N/2014/1076) seeks permission to construct a new car park, which would provide 202 car parking spaces, including three for use by people with disabilities and 18 motorcycle parking spaces. In order to facilitate this, the existing warehouse on the site will be demolished, although the office accommodation will be retained. The use of the site for car parking has already commenced.

3. SITE DESCRIPTION

- 3.1 The Summerhouse Road site is predominantly level; however, the site is slightly lower than the surrounding road network. There is also some mature landscaping adjacent to the northern and western boundaries of the site, although the bulk of this is outside of the control of the applicant. The surrounding land uses predominantly fall within Use Classes B1, B2 and B8 as expected within an allocated commercial area. There are a variety of building scales within the environs of the application site.
- 3.2 The northern boundary of the site is adjacent to Red House Road, which serves as one of the main routes through the Moulton Park commercial area. The application site was originally developed during the 1980s as part of the development of the wider area, prior to that the site had been used for agricultural purposes.
- 3.3 The Pondwood Close site is also situated within a commercial area, albeit with buildings of a smaller scale. The site is approximately 300m east of the Summerhouse Road site. The site is also predominantly level, with a significant grass verge adjacent to the eastern boundary.
- 3.4 The site currently features an office building; which would be retained and an attached warehouse (constructed from prefabricated materials) that would be demolished in order to increase car parking at the site. A pedestrian route exists from the rear of the site to Red House Road. At this point there is pedestrian crossing leading to Deer Park Road.

4. PLANNING HISTORY

4.1 History relevant to N/2014/1069:

07/0139/FULWNN – Demolition of existing warehouse and erection of five industrial/warehouse units with associated works – Approved.

N/2014/0916 – Application for Prior Notification of proposed demolition – Approved.

4.2 The 2007 planning permission for five new industrial units on this site was never implemented and has since expired. The 2014 prior notification application to demolish the building was approved and works have now commenced.

4.3 There is no planning history relevant to N/2014/1076.

5. PLANNING POLICY

Development Plan

5.1 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 the Northampton Central Area Action Plan. Whilst not yet adopted, weight can be attributed to the Submitted West Northamptonshire Joint Core Strategy (as subsequently modified).

National Planning Policy Framework (NPPF)

5.2 The NPPF requires that new developments are of a high quality design, which secures a good standard of amenity for all existing and future occupiers of land and buildings (paragraph 17). The same paragraph also requires the effective reuse of previously developed land and focuses significant developments on sites that are sustainable.

5.3 Paragraph 34 requires developments that are likely to generate a significant amount of movement be located in positions where the need for travel is minimised. This is expanded upon in paragraph 35, where the creation of safe and secure road layout are required which minimise conflicts between pedestrians, cyclists and traffic.

5.4 Paragraph 35 states that, where practicable, developments should be designed with a safe and secure layout that reduced the potential for conflicts between pedestrians and traffic. The NPPF also requires that new developments be of a good quality design (paragraph 56).

- 5.5 The NPPF also requires that the planning system strongly supports economic growth and the promotion of growth is a significant material consideration (paragraph 19). Applications for alternative uses of land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities (paragraph 22).

Northampton Local Plan

- 5.6 Policy B2 requires that the allocated business areas within the Borough are developed for uses falling within Classes B1, B2 and B8 and that uses falling outside of these classes should only be permitted in instances where significant employment opportunities and community benefits are generated (Policy B14).
- 5.7 Policy E19 requires that new developments offer sufficient mitigation against its impacts; Policy E20 states that new buildings should be of an appropriate design; Policy E40 requires that new developments pay sufficient regard to minimising crime and anti-social behaviour; and Policy T12 necessitates that new developments have sufficient manoeuvring space for commercial vehicles.

Other Material Considerations - Submitted West Northamptonshire Joint Core Strategy

- 5.8 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 as it has been prepared in full conformity with the NPPF.
- 5.9 The Inspector's report on the examination into the JCS was published on 7th October 2014. The Inspector concluded that the main modifications made to the report (which were subject to public consultation and submitted in January 2014) satisfy the requirements of Section 20(5) of the Planning and Compulsory Purchase Act 2004 and meet the criteria for soundness in the NPPF.
- 5.10 Of particular note is that Policy S7 requires there is a need to create an additional 28,500 new employment opportunities in West Northamptonshire between the period 2008 and 2029. In addition, Policy S8 identifies that the bulk of these will be concentrated within the existing urban area of Northampton and, in part, delivered through the renewal and regeneration of existing employment sites.

Supplementary Planning Guidance

- 5.11 Developer Contributions
 - Parking
 - Planning out Crime

6. CONSULTATIONS/ REPRESENTATIONS

Comments received are summarised as follows:

- 6.1 **Anglian Water** – Request conditions in respect of drainage in relation to planning application *N/2014/1069*. Observations are also made regarding the proximity of this site to a sewage pumping station.
- 6.2 **Environmental Health (NBC)** – In respect of *N/2014/1069*, it is requested that conditions are attached to any approval requiring the submission of a scheme in respect of odour control and to cover the eventuality of unsuspected contamination being discovered. There are no objections to *N/2014/1075*.
- 6.3 **Highways Agency** – No objections
- 6.4 **Highway Authority (NCC)** – There are no objections in principle to *N/2014/1069*; however, it is requested that Section 106 obligations are secured to fund improvements to sustainable transport provision and improvements to the Round Spinney roundabout. It is also requested that the traffic routing measures submitted as part of the application are secured and a travel plan is submitted. There are no objections to *N/2014/1075*; however, it should be noted that the multiple accesses from Pondwood Close would not be acceptable and gates should be set back from the highway by a distance of at least 5m. A travel plan should also be submitted.
- 6.5 **Northamptonshire Police Crime Prevention Design Advisor** – No objections to *N/2014/1069*; however, in respect of application *N/2014/1075* it is recommended that a condition covering details of entry systems to the car park as the gatehouse does not have a ready line of site of this point.
- 6.6 An objection has been received from the occupier of **4 Pondwood Close** to *N/2014/1075* as the site's appearance is unattractive; that the car park should be finished with tarmacadam; that the highway system would be unduly impacted and other proposals for non-business uses in the area have been refused planning permission due to the lack of employment opportunities. The site would generate more jobs if the previous use was retained.

7. APPRAISAL

Principle of the factory building

- 7.1 As discussed previously within paragraphs 3.1 the Summerhouse Road site is located within a site allocated by the Northampton Local Plan as being suitable for commercial purposes. As the proposed development would have a use that falls within Class B2 (General Industrial), it is considered that the proposed development is compatible with the objectives of the Local Plan in this regard. Furthermore, there is conformity between this policy and the aims and objective of the NPPF and the JCS.
- 7.2 In addition to the acceptable land use, the development would generate between 400 and 450 employment opportunities, which contributes to addressing the established need for jobs as discussed within the JCS. The development therefore assists in the development of the local economy, which is also supported through local and national planning policies.
- 7.3 The application site originally incorporated a factory; however, the use of this ceased in 2013 and demolition works have since commenced. As a consequence, the development appropriately assists in the reuse of previously developed land, which is in keeping with the aims and objectives of the NPPF in terms of promoting sustainable development.
- 7.4 Whilst it is accepted that the site was, up until the 1980s, an undeveloped site, there is the possibility of naturally occurring contamination or contamination arising from the previous industrial uses of the site. As a consequence, the applicant has undertaken an assessment of possible contamination, which has concluded that there is no reason why the development should not proceed on this basis. Nonetheless, it is considered necessary and reasonable to recommend a condition requiring the investigation and remediation of any unsuspected contamination that may be discovered during the development process.
- 7.5 In response to the consultation response from Anglian Water, a condition is recommended that would require the implementation of the submitted drainage strategy. Anglian Water have raised some concerns regarding the proximity of the site to a sewage pumping station as it is preferred that new developments do not prejudice the ongoing operation of this facility. In response, it is considered that the development is not of any unusual sensitivity given the presence of the applicant's existing facilities in very close proximity to the application site and the fact that the site has a history of being used for industrial purposes.

Design and appearance

- 7.6 It is accepted that the proposed factory building is of a large scale due to its maximum height of 19m (although significant sections of the building would have a maximum height of approximately 16m) and footprint of approximately 62m by 141m (at the building's largest point); however, the proposed building would be viewed against a backdrop of large scale buildings, which would prevent the building from forming an overly dominant or incongruous feature. Of additional note is that the application site is located on a lower level than the surrounding road network, which offers further mitigation.
- 7.7 The building features a variety of building heights, with the tallest element of the building being situated adjacent to the junction between Summerhouse Road and Red House Road. This ensures a more gentle progression between this proposal and the smaller buildings located to the east of the application site. Furthermore, the varied height of the building offers some mitigation as the massing of the building has been reduced.
- 7.8 Although of a functional design, the palette of proposed materials is considered acceptable. The reasoning for this is that the proposed variations in colour serve to break up the massing of the building, which ensures that there would be a neutral impact upon visual amenity. A condition is recommended that would enable the Local Planning Authority to approve the precise specification of the building's materials.
- 7.9 The site's surroundings (and specifically the areas to the north and west) already feature mature landscaping, which would not be adversely affected by the proposed development. This offers some screening at street level.
- 7.10 In addition, the building has been designed in accordance with the requirements of the Planning out Crime SPG and Local Plan Policy E40. As a consequence, the development is unlikely to result in an increase in crime and anti-social behaviour.

Impact on neighbours

- 7.11 The building has been designed and sited in such a way so as to minimise the impacts on the amenities of neighbouring properties in terms of considerations such as light, outlook and privacy. The proposed development is therefore in conformity with the requirements of the national and local planning policies within this regard.

- 7.12 Although the site is situated within an allocated commercial area where activities comparable to those carried out by the applicant are normally expected, it is recognised the cooking odours could potentially impact upon the amenities of the occupiers of neighbouring properties (such as the surrounding office buildings). As a result, and in line with the recommendations of the Council's Environmental Health section, a condition is recommended that would require the submission of strategy for addressing this matter and for this to be fully implemented prior to the first use of the factory building.
- 7.13 The applicant has carried out a survey into the likely levels of noise that would emanate from the development. This survey has concluded that the development would not cause any undue impact upon surrounding properties. This is of particular importance as the proposed factory will be operating for significant periods of time. As the site is situated within an allocated commercial area in which businesses are operational for substantial sections of the day, it would not be reasonable to restrict the hours in which this facility shall be operational.

Highway and traffic impacts

- 7.14 The layout of the proposed development enables a coherent plan to be formed for the movement of lorries across the site. It is proposed that all such vehicles (whether serving the existing or proposed facilities) would travel from Red House Road (to the north) to the site via the entrance on Summerhouse Road. Vehicles would then service one the buildings and then exit onto Deer Park Road via the applicant's existing site. This arrangement is beneficial as it improves highway safety by limiting the number of directions that commercial vehicles may travel in and ensures that lorries do not have to wait at junctions waiting for vehicles to enter/leave the site. As a consequence it is considered that the development would have a neutral impact upon highway safety, with a condition recommended in order to ensure the implementation of this strategy.
- 7.15 A suitable level of secure cycle storage has been provided within the existing facility in order to encourage more sustainable means of travel. Further encouragement towards sustainable means of travel will be secured by a condition requiring the submission of a travel plan.
- 7.16 As discussed previously no on site car parking has been provided as part of this specific proposal, which ordinarily would render the application unacceptable. Notwithstanding this assessment, the applicant has submitted a separate planning application (reference: N/2014/1076 – 11 Pondwood Close), which seeks permission for a new car parking. By reason of the inherent links between the two applications, they should be considered simultaneously.

Car parking

- 7.17 In addition to the Summerhouse Road site, the land at Pondwood Close is allocated for business purposes. An element of business accommodation would be retained on site (the existing offices), which means that the development is not strictly a departure from allocated policies; however, the level of car parking that would be provided on site is substantially in excess of the level normally required for a building of this scale and prevents the site from being used for productive purposes.
- 7.18 Irrespective of this, the proposed car parking is readily accessible from the Summerhouse Road as there is only a distance of approximately 300m (along a lit route) between the two sites and the proposed car parking is of a sufficient scale to readily meet the parking requirements of both sites. Furthermore, the substantial redevelopment of this site for a car park would facilitate the construction of the previously described factory, which would provide substantial employment opportunities significantly above the number that would be reasonably expected in the Pondwood Close site.
- 7.19 Therefore the situation exists where individually neither application is acceptable; however, if both developments were to proceed in unison, then any concerns would be overcome. In order to provide certainty over this point, the applicant has submitted a Unilateral Undertaking (which would be legally binding upon the existing and future landowners), which states that the factory building would only be occupied at the point when the proposed car parking has been provided in its entirety and that this situation would be maintained for the life of the development. As a consequence of this, it is considered that there is a suitable mechanism to secure suitable car parking to serve the factory building and for this to overcome any concerns regarding the scale of the proposed car park and resultant loss of a commercial building.
- 7.20 Separate to this assessment, it is considered that the car parking benefits from a reasonable level of natural surveillance, which is considered necessary to ensure a safe and secure development; however, it is recognised that site's gatehouse does not have a readily available line of site view over the pedestrian access from Red House Road. In order to mitigate this, a condition is recommended that would secure details of the future boundary treatments the site (which would include entrances) in order to prevent unauthorised access to the site, which may jeopardise the overall level of security at the site.
- 7.21 The use of the site for car parking would not cause any undue detrimental impact upon the occupiers of neighbouring properties. In addition as the associated factory would operate on a shift system, the overall impact upon the highway system is neutral.

7.22 It is noted that the Highway Authority have requested conditions relating to the preventing additional entrances being formed onto Pondwood Close and that vehicle gates should be set back at least 5m from the edge of the highway. In response, it should be noted that the additional entrances would likely require planning permission and the submitted plans demonstrate that the position of the access gate is acceptable.

Legal agreement

7.23 By reason of the scale and type of development, a Section 106 Legal Agreement is required. The Community Infrastructure Levy Regulations specify three key legal tests in ascertaining whether a particular obligation can be requested. These specify that obligations should be:

- i) Necessary to make the development acceptable in planning terms;
- ii) Directly related to the development; and
- iii) Fairly and reasonably related in scale and kind to the development.

7.24 The Highway Authority have requested a payment towards the funding of more sustainable means of travel within the vicinity of the application site (which could be used for items such as improvements to bus services or cycle way provision). This is considered to be necessary and reasonable as it would assist in creating a more sustainable form of development that is consistent with the aims and objectives of the NPPF and JCS. Furthermore, such measures could also reduce the number of car journeys, which would improve the flow of traffic in the area.

7.25 A further request has also been received for a financial contribution towards the recently commenced improvements to the Round Spinney roundabout. Whilst it is accepted that a number of vehicles serving the proposed factory development (particularly lorries) would use this roundabout, it is understood that the works will be carried out irrespective of whether this development proceeds. As a consequence, it does not comply with the requisite legal tests as described within paragraph 7.22 and therefore cannot be supported.

8 CONCLUSION

8.1 In conclusion, it is considered that a building of suitable design has been proposed, which would also have a neutral impact upon the area and support economic growth within Northampton. The highways impacts can be adequately mitigated through the securing of alternative car parking on an adjacent site and a further Legal Agreement securing improvement to more sustainable means of travel.

9 CONDITIONS

Conditions for N/2014/1069

(1) The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990.

(2) The development hereby permitted shall be carried out in accordance with the attached schedule of plans.

Reason: For the avoidance of doubt and to accord with the terms of the planning application.

(3) Details and/or samples of all proposed external facing materials shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: In the interests of visual amenity and to ensure that the development will harmonise with its surroundings in accordance with Policy E20 of the Northampton Local Plan.

(4) Prior to the commencement of construction works on site, details of the existing and proposed ground levels and finished floor levels of the development shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be implemented in accordance with the approved details.

Reason: In the interests of residential and visual amenity in accordance with Policy E20 of the Northampton Local Plan.

(5) Full details of the method of the treatment of the external boundaries of the site be submitted to and approved in writing by the Local Planning Authority, implemented prior to the occupation of the building hereby permitted and retained thereafter.

Reason: To ensure that the boundaries of the site are properly treated so as to secure a satisfactory standard of development in accordance with Policy E20 of the Northampton Local Plan.

(6) Notwithstanding the details submitted, a scheme shall be submitted and approved in writing by the Local Planning Authority, which specifies the provisions to be made for the collection, treatment and dispersal of cooking odours. Development shall be carried out in accordance with the approved details; shall be fully implemented prior to the first use of the building hereby permitted and retained thereafter.

Reasons: In the interests of the amenity of the surrounding locality and to secure a satisfactory standard of development in accordance with the advice contained in the National Planning Policy Framework.

(7) Prior to the first occupation of the premises hereby approved, a travel plan for employees shall be submitted to and approved in writing by the Local Planning Authority. The plan shall be implemented at all times that the development is occupied.

Reason: To reduce the reliance on the private car for journeys to work in accordance with the National Planning Policy Framework.

(8) Prior to the first occupation of the development hereby permitted a scheme for the implementation of an Employee Training Scheme for new workers shall be submitted to and approved in writing by the Local Planning Authority. Development shall be implemented in full accordance with the approved Scheme.

Reason: To ensure the scheme constitutes sustainable development and supports vibrant communities in accordance with the guidance contained within the National Planning Policy Framework

(9) No hard standing areas shall be constructed until the works specified on drawing TSL-191-A-LAY-960-002, Rev. P3 have been fully implemented. The works shall be retained thereafter.

Reason: To prevent environmental and amenity problems arising from flooding in accordance with the National Planning Policy Framework.

(10) The lighting details as shown on drawing TSL-181-E-LAY-900-002 Rev. P02 shall be fully implemented prior to first occupation of the building and retained thereafter.

Reason: In the interests of creating a safe and secure form of development in accordance with the requirements of Local Plan Policy E40.

(11) The development hereby permitted shall, at all times, operate in accordance with the HGV routes as shown on drawing TSL-181-A-LAY-910-007, Rev. P3.

Reason: In the interests of highway safety in accordance with the requirements of the National Planning Policy Framework.

(12) The development hereby permitted shall be carried out in accordance with the findings and recommendations of the submitted Phase I Desk Study and Phase II Exploratory Investigation as received by the Council on the 15th September 2014.

Reason: In the interests of ensuring the suitable remediation of contaminants in accordance with the requirements of the National Planning Policy Framework.

(13) In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken and where remediation is necessary a remediation scheme must be prepared which is subject to the approval in writing of the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning

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

Conditions for N/2014/1075

(1) The development hereby permitted shall be carried out in accordance with the attached schedule of plans.

Reason: For the avoidance of doubt and to accord with the terms of the planning application.

(2) Notwithstanding the details submitted, full details of the permanent surface treatment of the car park and a timetable for implementation shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details and retained thereafter.

Reason: In the interests of visual amenity in accordance with the requirements of the National Planning Policy Framework.

(3) A travel plan (including a timetable for implementation) for employees shall be submitted to and approved in writing by the Local Planning Authority. The plan shall be implemented at all times that the development is occupied.

Reason: To reduce the reliance on the private car for journeys to work in accordance with the National Planning Policy Framework.

(4) Within three months from the date of this decision, full details of proposed boundary treatments, including secure pedestrian entrance gates shall be submitted to and approved in writing by the Local Planning Authority. The details shall be fully implemented within five months from the date of this permission and retained thereafter.

Reason: In the interests of creating a secure and safe development in accordance with the requirements of the Policy E40 of the Northampton Local Plan.

(5) A timetable for the implementation of the external lighting scheme as shown in drawing TSL-181-E-LAY-900-001 Rev. P02 shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details and retained thereafter.

Reason: In the interests of creating a secure and safe development in accordance with the requirements of the Policy E40 of the Northampton Local Plan.

(6) The development hereby permitted shall include a minimum of 202 car parking spaces

Reason: In the interests of highway safety in accordance with the requirements of the National Planning Policy Framework.

10 BACKGROUND PAPERS

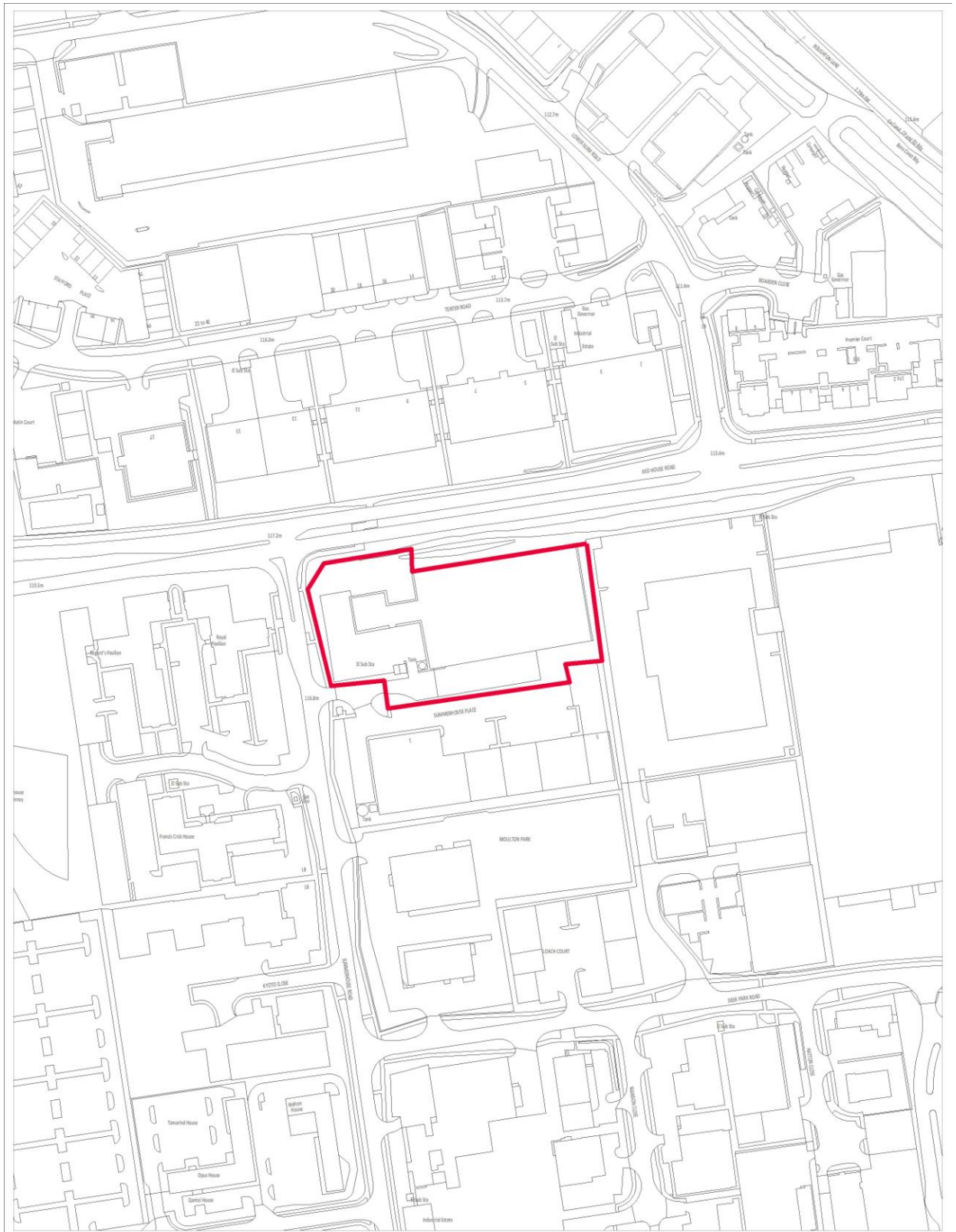
10.1 N/2014/1069 and N/2014/1076

11 LEGAL IMPLICATIONS

11.1 None

12. SUMMARY AND LINKS TO CORPORATE PLAN

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



Name: **Location Plan**
 Date: **3rd December 2014**
 Scale: **1:1250**
 Dept: **Planning**
 Project: **Planning Committee**

Title
Former N'pton Footwear Factory, Summerhouse Rd

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