



PLANNING COMMITTEE: 28th July 2015
DIRECTORATE: Regeneration, Enterprise and Planning
DIRECTOR: Steven Boyes

N/2015/0419: Demolition of Bective Works and Jebez House and erection of student accommodation comprising 293 study bedrooms and including retail unit accessed from Yelvertoft Road at Bective Works and Jebez House, Bective Road and Yelvertoft Road

WARD: St Davids

APPLICANT: Mr G. Cadman; Pelican Real Estate Ltd
AGENT: Mr N. Stafford; David Lock Associates

REFERRED BY: Director of Regeneration, Enterprise and Planning
REASON: Major development requiring a Section 106 Legal Agreement

DEPARTURE: No

APPLICATION FOR DETERMINATION:

1. RECOMMENDATION

1.1 **APPROVAL IN PRINCIPLE** subject to the conditions as set out below and for the following reason:

The proposed development would represent the acceptable reuse of this previously developed site and would have a neutral impact upon visual and neighbour amenity, highway safety and the character of the surrounding area. The development is therefore compliant with the requirements of the National Planning Policy Framework; Policies H1, S10 and INF1 of the West Northamptonshire Joint Core Strategy and Policy E20 of the Northampton Local Plan.

1.2 That delegated authority is given to the Director of Regeneration, Enterprise and Planning to negotiate and secure the necessary mitigation in the form of financial and non-financial planning obligations through the completion of a Section 106 Legal Agreement. The Legal Agreement will secure the following heads of terms:

- i) The implementation of a management plan to ensure the acceptable operation of the proposed development;
- ii) The funding of public transport improvements, including new bus shelters;

- iii) A financial payment to fund a Traffic Regulation Order to alter parking restrictions in Bective Road in order to facilitate the installation of the site's access;
 - iv) The operation of the development in accordance with the submitted Travel Plan;
 - v) A financial payment and a programme of works to enable the provision of construction worker training opportunities; and
 - vi) The Council's monitoring fee subject to the Director of Regeneration, Enterprise and Planning being satisfied the monitoring fee is necessary and of an appropriate scale.
- 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 Policies INF1 and INF2 of the West Northamptonshire Joint Core Strategy and the National Planning Policy Framework

2. THE PROPOSAL

- 2.1 The application proposes the erection of a building for use as student accommodation, comprises 293 bedrooms which would be occupied by a total of 331 students. The proposal includes the provision of 34 car parking spaces to be sited underneath the building. The building has a varied form and is up to four storeys in height (approximately 14m) at the highest point; however, the bulk of the building is three storeys (approximately 11m). The building includes pedestrian accesses from both Bective Road and Yelvertoft Road, with the sole point of vehicular access being sited in Bective Road.
- 2.2 The building includes a number of communal areas, which would also include outside areas sited within quadrangles surrounded by the proposed building. The ground floor would include a cafeteria for use by occupiers of the building and a small scale retail unit that would be accessed from Yelvertoft Road.

3. SITE DESCRIPTION

- 3.1 The application site is located within an area allocated within the Northampton Local Plan as being for residential purposes. The site is also adjacent to the Kingsthorpe Centre which includes a range of shops and services. Bective Road and Yelvertoft Road can be characterised as predominantly residential with a mix of commercial uses.
- 3.2 The application site measures 0.7ha in area and contains the building known as Bective Works. This is a predominantly brick-built, single storey building with frontages onto both Bective Road and Yelvertoft Road. Part of the site has previously been redeveloped many years ago to create the parade of commercial units that front onto Harborough Road. The site also contains Jebez House, which is a single storey, split-level brick building located to the south east of the Bective Works building. This fronts onto Yelvertoft Road. There is a small area of open space between this building and the residential dwellings in Yelvertoft Road.

- 3.3 To the rear of Jebez House and fronting onto Bective Road is Enterprise House, which is a Grade II Listed Building. This building was erected in 1902 and extended relatively soon afterwards. Listed Building consent was granted in 2012 to facilitate the change of use of the building to enable it to be utilised for student community purposes.

4. PLANNING HISTORY

- 4.1 WN/2006/0028 – Demolition of existing Bective Works and Jebez House and the erection of 155 residential units with associated landscaping and underground car parking – Approved.

N/2011/0300 - Demolition of existing Bective Works and Jebez House and the erection of 155 residential units with associated landscaping and underground car-park (application for new planning permission to replace existing planning permission ref: WN/2006/0028 dated 01/11/2006 in order to extend the time limit for implementation) – Undetermined, application originally submitted to WNDL.

11/0065/FULWNN – Demolition of existing Bective Works and Jebez House and the erection of 406 student accommodation building incorporating a 288sqm retail unit, 17 space lower ground floor car park and servicing space. New vehicular and pedestrian access and landscaping. Alteration, restoration and extension of Enterprise House for student community use – Refused.

N/2012/1092 – Application for Listed Building Consent for alteration and restoration of Enterprise House and its change of use to student community use – Approved.

N/2012/1093 – Demolition of Bective Works and Jebez House. Erection of new student accommodation building, incorporating a retail units and lower ground floor parking and service space, together with new vehicular access and pedestrian access and associated landscaping proposals, plus the alterations and restoration of Enterprise House and its change of use to student community use – Refused and dismissed at appeal.

- 4.2 The most recent planning application reference (N/2012/1093) was considered at appeal in 2014. Whilst the Inspector dismissed the appeal due to the adverse impact upon the character of the building caused by the scale of the building (the proposal had a height of approximately 17m at the highest point) and the general design, which the Inspector considered was unduly bulky that would have an overbearing impact upon the streetscene, which was exacerbated by the flat roofed design. Despite this conclusion, the Inspector concluded that the development of student accommodation on this site was acceptable in principle and that a suitable management regime could be secured and the highways impacts could be mitigated.

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 adopted West

Northamptonshire Joint Core Strategy (2014 and Northampton Local Plan (1997) saved policies.

National Policies

- 5.2 The National Planning Policy Framework (NPPF) sets out the current aims and objectives for the planning system and how these should be applied. In delivering sustainable development, decisions should have regard to the mutually dependent social, economic and environmental roles of the planning system. The NPPF should be read as one complete document. However, the following sections are of particular relevance to this application.
- 5.3 Paragraph 17 sets out a number of encompassing principles for the planning system and in particular, states that planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. This requirement is elaborated in Paragraph 56 which highlights the importance of design in ensuring a good quality built environment and delivering sustainable development Paragraph 64 states that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.
- 5.4 Paragraph 123 states that planning decisions should aim to avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development whilst paragraph 58 affirms that planning should create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion.
- 5.5 In addition to these matters, the NPPF (in paragraph 32) states that planning decisions should take into account the need to encourage sustainable transport modes and the need to ensure that safe and suitable access can be achieved for all people.

West Northamptonshire Joint Core Strategy (2014)

- 5.6 The West Northamptonshire Joint Core Strategy (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.
- 5.7 Policy S10 (Sustainable Development Principles) states that developments should be of a good standard of design that incorporates security and safety considerations and protect, conserve and enhance the built environment and heritage assets, including their setting. In addition, pollution from noise, air and water run off should be minimised.
- 5.8 In addition to this requirement, Policy H1 states that a range of housing types should be provided in order to meet the needs of various groups in society. In particular, housing developments should make the most efficient use of land having regard to the location of the site; the existing character; accessibility to services and facilities; proximity to transport routes; the living conditions for future residents; and the impact upon the amenities of occupiers of neighbouring properties.
- 5.9 Policy INF1 states that new development should be supported by, and provide good access to, appropriate infrastructure and that when development generates

such a need it should be demonstrated that adequate provision can be made to address these needs within a suitable timescale.

Northampton Local Plan 1997 (Saved Policies)

- 5.10 Due to the age of the plan, the amount of weight that can be attributed to the aims and objectives of this document are diminished, however, the following policies are material to this application.

E20 – New development

Supplementary Planning Documents

- 5.11 Planning Obligations
Parking
Planning Out Crime

6. CONSULTATIONS/ REPRESENTATIONS

Comments received are summarised as follows:

Anglian Water – Request a condition relating to the installation of the proposed drainage system.

Construction Futures – Request a financial contribution and training opportunities for construction worker trainees.

Environment Agency – No observations.

Environmental Health (NBC) – Concerns are raised regarding noise levels and air quality (officer's note: this is discussed within the appraisal). Conditions are recommended with regards to unsuspected contamination; operation times of the proposed retail unit; the operation of plant and equipment and a Construction Environment Management Plan.

Highway Authority (NCC) – No objections in principle, subject to conditions to conditions relating to the provision of access; a Construction Environment Management Plan; and the implementation of a travel Plan. A Section 106 Agreement should be entered into to secure the 'car free' status of the development in addition to payments to fund improvements to bus shelters and a Traffic Regulation Order within Bective Road.

Highways England – No objections.

Lead Local Flood Authority (NCC) – No objections subject to conditions being imposed relating to the design of the drainage system and details of ongoing maintenance being submitted and agreed.

Northamptonshire Police Crime Prevention Design Advisor – No objections as the Police have been involved in the development of this proposal and any concerns and comments have been addressed by the applicant.

Michael Ellis MP – Objects due to the potential lack of demand for the proposed facility, the potential impact upon privacy and the risk of anti-social behaviour being created.

28 letters of objection have been received. Comments can be summarised as:

- The development is inappropriate towards the character of the surrounding area and the design is not acceptable.
- The development does not contain sufficient car parking.
- Congestion in the area is common, which also adversely affects pedestrian safety.
- Other developments are proposed in the wider area, which would also increase road usage.
- Concerns are raised regarding the enforceability of the 'car free' status of the development and problems that would emanate when students are moving into and out of the development.
- The development would have an adverse impact upon privacy levels.
- Concerns are raised regarding noise and dust arising from the proposed demolition.
- Concerns are raised regarding the provision of adequate drainage and sewerage.
- There would be an increase in noise and littering.
- Alternative developments may be more appropriate and the University is relocating and the use of the proposed development may change.
- There have been changes to bus service provision in the area.

7. APPRAISAL

Principle of the development

- 7.1 By reason of the prevailing residential character of the surrounding area, it is considered that the principle of developing the site for residential type purposes is acceptable. The site is allocated for housing purposes within the Northampton Local Plan and although the proposal is not for the provision of a more conventional Class C3 residential accommodation (i.e. houses or flats occupied by single households), it is considered that the nature of the development is compatible with the surrounding land uses. The proposed development would also result in the satisfactory reuse of previously-developed land, which contains a number of unsightly commercial buildings.
- 7.2 The proposal would result in the loss of land that has been used for commercial purposes. The retention of this land for commercial uses is not a requirement of the Northampton Local Plan as the site is identified for housing use. As a consequence of this, the loss of the business units is a matter that can be given little weight. It is also acknowledged that there is a potential conflict between the existing lawful commercial use of the site and the surrounding residential units, which could give rise to a significant adverse impact upon neighbouring properties.
- 7.3 It is considered that the site is in a sustainable location given its proximity to the Kingsthorpe Centre, which contains a range of facilities including retail units. In addition, a number of bus routes operate from and through the centre and a large proportion of these links to the town centre. The site has a good level of linkages with other areas.
- 7.4 In addition to these factors, weight should also be given to the previous Appeal decision, where the Inspector concluded that:

'...I have not been provided with substantive evidence to demonstrate that the occupation of the building by students would be harmful to the character of the area. Indeed, I consider that the residents of the new building would support the shops and services in Kingsthorpe. In light of the above, I conclude that the intended use of the building would not be harmful to the character of the area.'

- 7.5 Following the preceding conclusions, it is considered that the proposed development is acceptable in principle.
- 7.6 Given the previous industrial uses of the site, the applicant has submitted a contamination assessment, which has been considered by the Council's Environmental Health Section and no objections have been raised in respect of the proposal. It is considered that the proposal is acceptable in this regard.
- 7.7 Comments have been received from the Council's Environmental Health Section regarding air quality in the vicinity and the potential impacts of the proposed development. Planning permission has previously been granted for residential type developments on this site and the proposal would have limited traffic attracted to it. It is also considered that the predominant character and use of the area has not materially changed since the most recent decisions on this site (the determination of the previous application for student accommodation and the resultant appeal). As a result of this, resisting the proposal on this ground would be unreasonable.

Design and appearance

- 7.8 The design of the building has been substantially revised from the most recent consideration in 2014. Of particular note is that the proposal has been reduced from 320 bedrooms to 293. This has resulted in a building of much reduced scale, which is predominantly three storeys in height. Of further note is that the third floor of the building would be incorporated within a mansard roof. This means that the overall height of the building would not be significantly greater than the prevailing vernacular and would ensure that the building would not appear incongruous within the streetscene.
- 7.9 It is accepted that the building features a taller element located adjacent to the north western corner of the site; however, the height of this element of the building is four storeys and therefore not overly disproportionate towards the surrounding buildings. Furthermore, this section is also located the greatest distance from the existing residential properties, thereby ensuring a neutral impact upon neighbour amenity.
- 7.10 The building maintains the linear form of buildings that is prevalent within Bective Road and Yelvertoft Road. This helps to maintain the character of the area. It is noted that one of the criticisms of the Inspector in respect of the previous scheme was that the building appeared to be overly bulky by reason of the elevation viewable from Harborough Road to the west. The applicant has responded to this in designing the current scheme as the height of the link section between the elements of the building that run parallel to Bective Road and Yelvertoft Road has been reduced substantially and would be predominantly screened by the existing parade of shops that is present in Harborough Road. This ensures that the building reflects the form of the surrounding area.
- 7.11 In addition to these measures, the proposed building has been designed to ensure that there are a number of variations within the main elevations. These

have included a variety of materials that would be selected from a traditional type of palate. There are some differences in building projection on the side elevations. This series of sets back creates a more interesting form building that maintains the area's visual amenity.

- 7.12 In addition to this design ethos, the applicant has incorporated a number of features that are reflective of those utilised in the surrounding area. Of particular note is that the window cills are of a comparable style to those prevalent in the nearby houses. The building features a number of narrow vertical columns that break up the massing of the side elevations which are reminiscent of traditional terraced houses. These design cues, although of a comparatively small scale, help to create a stronger relationship between the proposed and existing properties and would add interest to the façades.
- 7.13 The design of the development includes the provision of grilles on the sides of the building, which would allow for any parked vehicles to be within sight of passing pedestrians thereby creating natural surveillance in compliance with the Joint Core Strategy. This design approach has also been applied to the pedestrian and vehicular entrances, which also benefit from a good level of natural surveillance.
- 7.14 In terms of the impact upon neighbouring properties it is noted that the previous larger building was deemed to have a neutral impact upon the levels of light, outlook and privacy currently experienced by existing residents. Given that the relevant policies of the Local Plan remain in place and the requirements of the JCS are comparable it is considered that this view still holds. Furthermore, the impacts on neighbouring properties have been reduced by reason of the diminished height and massing of the proposal.
- 7.15 On account of the design of the proposed building, it is considered that the occupiers of each room would have a satisfactory level of light, outlook and privacy.

Site Management

- 7.16 The proposed development would be occupied by a single population group (i.e. students). A management plan has been submitted by the applicant specifies that the occupants of the developments would be drawn from a large student body comprising a combination of under-graduate, post-graduate and international students. Therefore, there is likely to be a reasonably significant range in terms of ages and experiences of the occupants of the proposed development. For these reasons, the proposed use would be similar in many regards to apartments, which is a form a development that has gained planning permission at the site in the past although never implemented.
- 7.17 A further element of the proposed Management Plan is that there would be the provision of wardens throughout the day and night that would provide support and guidance in addition to dealing with behaviour/disciplinary matters. These would be supplemented by assistant wardens comprising students providing peer support. The Management Plan would ensure that the dedicated staff are provided to liaise with the existing community and address any matters that arise from the operation of the development. It is recommended that in the event that the application is approved, the on-going implementation of this management plan is secured via a Section 106 Agreement.

- 7.18 In order to manage noise and potential anti-social behaviour that could result from the proposed use, it is recommended that a condition to be imposed requiring the submission of a Residents Management Plan detailing how these matters would be addressed. This would ensure that the proposed development is compliant with the National Planning Policy Framework. This approach is also consistent with the approach taken in respect of previously approved and now operational student accommodation on the former St Johns surface level car park (reference N/2012/0067).
- 7.19 Observations have been submitted regarding the potential detrimental impact of residents of the proposed development creating noise and disturbance within the wider area. Whilst this point is noted, it should be recognised that such occurrences could emanate from any development on this site, such as flats or houses; however, the Management Plan would provide a high level of certainty over any noise levels arising within the development, which ensures a satisfactory level of amenity. Further certainty can be gained through the imposition of a condition that would limit the number of residents that could occupy the development at any one time. This figure would be 331, which is consistent with the details contained within the planning application.
- 7.20 The means of pedestrian access to the development would be from Bective Road and an atrium has been provided, which should alleviate the need for residents to congregate in the street. Access to the building would be controlled through swipe-cards and internal CCTV would be installed at all entrances, communal areas, parking areas, cycle storage and atriums and details of this would be secured by a condition to any planning permission. The Management Plan has been considered by Northamptonshire Police's Crime Prevention Design Advisor, who has raised no objections.
- 7.21 The development has been designed to include a number of areas where residents could potentially congregate. These include internal kitchen/dining areas that would each serve a small number of study bedrooms. Additional congregation space includes the ground floor café and the courtyards that would be sited towards the centre of the site and surrounded by building works. For these reasons, it is considered that the scheme has been designed in such a way so as to alleviate any risks of excessive noise causing undue detrimental harm to surrounding residents.
- 7.22 For the foregoing reasons, it is therefore considered that the operation of the proposed development would not cause any undue detrimental impact upon the occupiers of neighbouring properties and would be in accordance with the requirements of the Joint Core Strategy.

Highway Impacts

- 7.23 It is noted that the development contains only 34 car parking spaces, which is a figure substantially lower than the 331 students that would be resident within the proposed building; however, the submitted management plan details that residents of the building would not be permitted to occupy the property and have access to a car, which would be enshrined within the submitted Management Plan. This therefore means that existing car parking provision in the area would be unaffected by the proposed development. As a consequence of this, the case can be made that the development is acceptable due to the submission of an acceptable plan, which reinforces the need for this to be operational at all times, which can be secured through the legal agreement.

- 7.24 The proposal contains a significant amount of cycle storage, which would be of a secure nature. Conditions are recommended that would require the installation of this facility prior to the first use of the building and for this to be retained throughout the life of the development. Furthermore, the development is in close proximity to Harborough Road, which features a number of bus routes. Additional bus stops are also available in Cranford Road, Boughton Green Road and Welford Road. All of these are within 420m walk from the application site.
- 7.25 Although students would be free to attend any academic institution, it is likely that a large number would be attendees of the University of Northampton. As a result of the ease of access to the town centre, combined with the variety of services and facilities that are available locally is considered that residents would have a good level of access to more sustainable means of transport, which offsets the need to have a private car.
- 7.26 In order to further encourage bus usage, the applicant will enter into a legal agreement to provide additional bus shelters within the vicinity of the site.
- 7.27 Separate to these matters and to facilitate a good standard of development, it is considered necessary for an obligation to be included in the Section 106 Agreement to ensure that the required works within the highway (e.g. removal of double yellow lines to facilitate the installation of the vehicle access) are carried out.

Drainage

- 7.28 Whilst it is accepted that the site is currently developed, the proposed building would be of a larger scale than the existing structures. Notwithstanding, this it is noted that the site is not within an area with a high risk of flooding. In addition, Anglian Water has confirmed that there is sufficient capacity within the existing sewerage system to receive foul and storm drainage arising from the development. Given that the development would see the implementation of a new surface water management strategy, the level of water discharge would be controlled and enhanced beyond the existing systems that would further reduce the risk of flooding on the application sites and the wider area.

Retail Unit and Café

- 7.29 As discussed previously, the proposal includes the provision of small retail unit. Whilst the application site is not within an allocated centre, it is directly adjacent to the Kingsthorpe Centre. The relatively small scale of the retail unit means that the proposed unit would operate as an ancillary facility to the development and as such would not be out of keeping with the scale and function of the vicinity. Furthermore, the level of vacant units in the Kingsthorpe Centre is comparatively low and the proposed retail unit would not detract trade or activity away from the Centre. It should also be recognised that the scale of the retail unit (which would be secured by condition in the event that the application is approved) is such that an impact or sequential assessments as required by national or local planning policy documents are not required.
- 7.30 Nonetheless, it is considered that the provision of a retail unit could cause disruption to the occupiers of the surrounding residential area and the development itself. As a result of this conditions relating to the opening hours of the proposed retail unit and the times in which deliveries can be made are

considered necessary and reasonable and would be in line with the requirements of the National Planning Policy Framework.

- 7.31 The proposed café facility would not have a frontage onto either Bective Road or Yelvertoft Road and would be accessed from within the development only and used by residents. As a result of this, it is considered that the proposal would not have a detrimental impact upon the viability and vitality of the Kingsthorpe Centre on account of the ancillary nature of this function. A condition is proposed that would require the submission of a scheme relating to the control and remediation of noise arising from plant and equipment associated with these uses.

Impact upon adjacent Listed Building

- 7.32 As discussed previously, the site is adjacent to the Grade II Listed Enterprise House, which is a notable as it represents an early example of a single storey shoe factory. This application does not seek to make any alterations to this building and the proposed student accommodation is set back from the site's boundaries. Furthermore, adjacent to the boundaries of the Enterprise House site would feature new hard surfacing. These arrangements are sufficient to ensure that there would be a visual break between the application site and the Listed Building which would enable the proposal to have a neutral impact upon the character and appearance of this heritage asset.

Other Considerations

- 7.33 By reason of the scale of the proposed development and in accordance with the requirements of the Council's Developer Contributions Supplementary Planning Document, it is considered necessary to secure, via a legal agreement, an obligation to provide training opportunities and funding to administer this for construction workers.
- 7.34 It is recognised that the construction of a development of this scale could cause some undue detrimental impacts upon the occupiers of neighbouring properties, particularly as some demolition and site clearance is involved. In order to mitigate this impact, a condition is recommended that would require the submission of a Construction Environment Management Plan (CEMP). This would cover, although not be limited to, the times in which construction work could take place; the routing of construction traffic; and strategies for the suppression of construction noise and dust.

8. CONCLUSION

- 8.1 It is considered that the principle of the proposed development is acceptable for this location and would not be detrimental to neighbour amenity. The proposed development would have a neutral impact upon visual amenity and the adjoining Grade II listed building. Subject to the securing of the Management Plan and additional mitigation through a Section 106 Agreement, it is considered that the proposal would have a neutral impact upon the highways system. For these reasons, the revised scheme has overcome the previously identified issues as established at appeal and represents the appropriate reuse of this prominent site that is in significant need of renewal.

9. CONDITIONS

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

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

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

Reason: For the avoidance of doubt and to ensure consistency with the Planning Application.

3. Notwithstanding the provisions of The Town and Country Planning (Use Classes) Order 1987 (as amended) (or any order revoking or re-enacting that Order with or without modification), the development hereby permitted shall be used only as student accommodation with associated café and retail unit (sui generis use) and for no other purpose.

Reason: For the avoidance of doubt and to ensure a satisfactory impact upon the amenities of neighbouring properties in accordance with the requirements of the National Planning Policy Framework

4. The development hereby permitted shall be occupied by a maximum of 331 students.

Reason: For the avoidance of doubt and to ensure a satisfactory impact upon residential amenity in accordance with the requirements of the National Planning Policy Framework.

5. 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.

6. Full details of the proposed entrance shutter to the car park shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details, fully implemented prior to the first occupation of the development hereby permitted and retained / maintained thereafter.

Reason: In the interests of visual amenity in accordance with the requirements of Policy S10 of the West Northamptonshire Joint Core Strategy.

7. 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 landscaping for the site. Development shall be carried out in accordance with the approved details.

Reason: In the interests of amenity and to secure a satisfactory standard of development in accordance with Policy E20 of the Northampton Local Plan. This condition is required due to the need to secure a neutral impact upon visual amenity and no details have been included within the application.

8. 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. This condition is a necessity in order to ensure that there is a neutral impact upon the amenities of surrounding properties.

9. Notwithstanding the details submitted, full details of the reinstatement of vehicular crossovers to pavements shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details prior to the first occupation of the development provided and retained thereafter.

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

10. Notwithstanding the details submitted, full details of the proposed vehicular access from Bective Road including details of any alterations to on street parking controls shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of construction works. Development shall be carried out in accordance with the approved details, be fully implemented prior to the first occupation of the development and retained thereafter.

Reason: In the interests of ensuring a neutral impact upon highway safety in accordance with the requirements of the National Planning Policy Framework.

11. The car parking as shown on drawing 50 Rev. A shall be fully implemented prior to the first occupation of the development hereby permitted and retained thereafter.

Reason: In the interests of ensuring a neutral impact upon highway safety in accordance with the requirements of the National Planning Policy Framework.

12. Within three months from the first occupation of the development hereby permitted, a Travel Plan Survey detailing progress in the implementation of the submitted Travel Plan (reference: Version 5, dated July 2015) shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of ensuring a neutral impact upon the highway network and promoting sustainable forms of travel in accordance with the requirements of the National Planning Policy Framework.

13. Within six months from the first occupation of the development, a revised Travel Plan that takes into account the finding of the Travel Plan Survey shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, Travel Plan monitoring reports shall be submitted to and approved in writing by the Local Planning Authority on an annual basis for a period of five years from the first occupation of the development.

Reason: In the interests of ensuring a neutral impact upon the highway network and promoting sustainable forms of travel in accordance with the requirements of the National Planning Policy Framework.

14. Prior to the occupation of the development hereby approved, a Residents Management Plan shall be submitted to and approved in writing by the Local Planning Authority, which includes measures to reduce noise and general

disturbance. The Management Plan shall be implemented in accordance with the approved details retained at all times.

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

15. No hard standing areas shall be constructed until the works specified within the submitted Surface Water Management Strategy have been carried out in full.

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

16. No development shall take place until a detailed design of 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 should be submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be fully implemented in accordance with the approved details prior to the first occupation of the development hereby permitted and retained thereafter

Reason: To prevent flooding, pollution and detriment to public amenity through provision of suitable water infrastructure in accordance with the National Planning Policy Framework. This condition is required in order to ensure that any flood risk is satisfactorily mitigated in a timely manner.

17. No development shall take place until a detailed scheme for the ownership and maintenance for every element of the surface water drainage system proposed on the site has been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the agreed maintenance plan and retained thereafter.

Reason: To ensure the future maintenance of drainage systems associated with the development. This condition is required in order to ensure that any flood risk is satisfactorily mitigated in a timely manner.

18. Notwithstanding the details provided, full details of any external lighting 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 securing a satisfactory standard of development in terms of residential amenity in accordance with the requirements of the National Planning Policy Framework.

19. A scheme shall be submitted to and approved in writing by the Local Planning Authority which specifies the sources of noise on the site whether from fixed plant or equipment or noise generated within the building and the provisions to be made for its control and the approved scheme shall be implemented prior to the commencement of the use hereby permitted and retained thereafter.

Reason: To protect the amenities of nearby occupants from noise and vibration amenity in accordance with the advice contained in the National Planning Policy Framework.

20. Details of the provision for the storage of refuse and materials for recycling shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development, implemented prior to the occupation or bringing into use of the building and thereafter retained.

Reason: In the interests of amenity and to secure a satisfactory standard of development in accordance with Policy S10 of the West Northamptonshire Joint Core Strategy.

21. Full details of facilities for the secure parking of bicycles shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development hereby permitted, provided prior to the development being first brought into use and retained thereafter.

Reason: To ensure the provision of adequate facilities in accordance with Policy S10 of the West Northamptonshire Joint Core Strategy.

22. The retail unit hereby permitted shall only be open to customers between the hours of 7.30am and 10pm.

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

23. Deliveries to the retail unit shall only be made during the hours of 7.30am and 8pm.

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

24. The floorspace of the retail unit used for the display and sale of products shall not exceed 221 square metres.

Reason: In the interests of maintaining the viability and vitality of the Kingsthorpe Centre in accordance with the requirements of the National Planning Policy Framework.

25. 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 in a, which is subject to the approval in writing of the Local Planning Authority.

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

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 Policy BN9 of the West Northamptonshire Joint Core Strategy.

26. Prior to the commencement of the development hereby permitted, a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority. Development shall then be carried out in

accordance with the approved CEMP. The CEMP shall include, though not necessarily be restricted to the following details:

- i) A Traffic Management Plan incorporating the routing of construction traffic and details of heavy vehicle movement patterns.
- ii) Measures to minimise and control noise, vibration, dust and fumes during site preparation works and construction, including vehicle reversing alarms.
- iii) Details of the siting of all vehicles of site operatives and visitors.
- iv) The unloading and loading arrangements for heavy plant and machinery.
- v) The location, extent and duration of any temporary stockpiling areas.
- vi) Measures to prevent mud being deposited on the surrounding highway.
- vii) Hours in which development will take place.

Reason: To minimise the impact of the development during the construction phase in accordance with the National Planning Policy Framework. This condition is necessary to ensure that adequate provisions are in place prior to the commencement of any development.

10. BACKGROUND PAPERS

10.1 N/2012/1092 and N/2012/1093

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: Site Location Plan
 Date: 13th July 2015
 Scale: 1:1250
 Dept: Planning
 Project: Planning Committee

Title
Bective Works/Jabez House, Bective Rd/Yelvertoft Rd

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