

# Public Document Pack




**Meeting:** North Northamptonshire Strategic Planning Committee  
**Date:** Monday 22<sup>nd</sup> August 2022  
**Time:** 7:00 pm  
**Venue:** Council Chamber, Council Offices, Swanspool House, Doddington Road, Wellingborough, Northants, NN8 1BP

To members of the North Northamptonshire Strategic Planning Committee

Councillors North (Chair), Bell (Vice Chair), Allebone, Armour, Best, Dalziel, Dearing, Marks, Powell, Rielly, Smyth, Tebbutt, Waters

Substitute Members: Councillors, Jackson, Carter, O'Hara, Prentice, Thurland Keane, Fedorowycz, Lyn Buckingham and Anslow

<b>Agenda</b>			
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	<p><b>i) NK/2021/0356</b> Approval of Reserved Matters: All details in respect of KET/2017/0169 for residential development of 700 dwellings</p>	Development Services	47 - 74
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Items to note			
06	<u>Delegated Officers Report</u>		
	None		
Exempt Items			
07	None Notified		
08	Close of Meeting		
	<p>Adele Wylie, Monitoring Officer North Northamptonshire Council</p>  <p><b>Proper Officer</b> <b>12<sup>th</sup> August 2022</b></p>		

\*The reports on this agenda include summaries of representations that have been received in response to consultation under the Planning Acts and in accordance with the provisions in the Town and Country Planning (Development Management Procedure) Order 2015.

This agenda has been published by Democratic Services.  
Committee Administrator: Callum Galluzzo (Democratic Services)  
☎01536 534268  
✉callum.galluzzo@northnorthants.gov.uk

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ITEM	NARRATIVE	DEADLINE
Members of the Public Agenda Statements	Requests to address the committee must be received by 12 Noon on the day before the meeting. Speakers will be limited to speak for 3 minutes.	12 Noon Friday 19 <sup>th</sup> August 2022
Member Agenda Statements	A request from a Ward Councillor must be received by 12 Noon on the day before the meeting. The Member will be limited to speak for 5 minutes.	12 Noon Friday 19 <sup>th</sup> August 2022

Please see the [procedures for speaking at the Planning Committee](#) before registering to speak.

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Members are reminded of their duty to ensure they abide by the approved Member Code of Conduct whilst undertaking their role as a Councillor. Where a matter arises at a meeting which **relates to** a Disclosable Pecuniary Interest, you must declare the interest, not participate in any discussion or vote on the matter and must not remain in the room unless granted a dispensation.

Where a matter arises at a meeting which **relates to** other Registerable Interests, you must declare the interest. You may speak on the matter only if members of the public are also allowed to speak at the meeting but must not take part in any vote on the matter unless you have been granted a dispensation.

Where a matter arises at a meeting which **relates to** your own financial interest (and is not a Disclosable Pecuniary Interest) or **relates to** a financial interest of a relative, friend or close associate, you must disclose the interest and not vote on the matter unless granted a dispensation. You may speak on the matter only if members of the public are also allowed to speak at the meeting.

Members are reminded that they should continue to adhere to the Council's approved rules and protocols during the conduct of meetings. These are contained in the Council's approved Constitution.

If Members have any queries as to whether a Declaration of Interest should be made please contact the Monitoring Officer at – [monitoringofficer@northnorthants.gov.uk](mailto:monitoringofficer@northnorthants.gov.uk)

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## **Minutes of a meeting of the Strategic Planning Committee**

At 7.00 pm on Monday 23rd May, 2022 in the  
Council Chamber, Council Offices, Swanspool House, Doddington Road,  
Wellingborough, Northants, NN8 1BP

### **Present:-**

#### Members

Councillor Steven North (Chair)  
Councillor Tim Allebone  
Councillor Ross Armour  
Councillor Alison Dalziel  
Councillor Paul Marks

Councillor Paul Bell  
Councillor Roger Powell  
Councillor Simon Rielly  
Councillor Mike Tebbutt  
Councillor Malcolm Waters

#### Officers

Jasbir Sandhu	Development Services
Edward Oteng	Development Services
Babatunde Aregbesola	Development Services
Emma Granger	Senior Planning Lawyer
Callum Galluzzo	Democratic Services

### **53 Apologies for absence**

Apologies for absence were received from Councillors Dearing, Smyth and Thurland.

### **54 Members Declaration of Interests**

None

### **55 Minutes of the Meeting Held On 11th April 2022**

RESOLVED that the minutes of the meeting of the Planning Committee held on 11<sup>th</sup> April 2022 be approved as a correct record.

### **56 Applications for Planning Permission, listed building consent and appeal information**

The Committee considered the following applications for planning permission, which were set out in the Development Control's Reports and supplemented verbally at the meeting. One speaker attended the meeting and spoke on applications in accordance with the Right to Speak Policy.

The reports included details of applications and, where applicable, results of statutory consultations and representations which had been received from interested bodies and individuals, and the Committee reached the following decisions:-

<u>Proposed Development</u>	<u>Decision</u>
<p>*4.1 Erection of a B8 warehousing/logistics premises up to 275,000 square feet with ancillary office accommodation, following the demolition of the existing buildings (outline application, all matters reserved except for means of access) at Gate 1 Corus Tubes Weldon Road Corby Northamptonshire for Barmach Ltd.</p> <p>Application No:NC/21/00139/OUT</p> <p><u>Speaker:</u></p> <p>Councillor Nichol attended the meeting and addressed the committee as a ward councillor for the proposed development. Cllr Nichol stated that the application site represented a place of historic importance for the town and should be used as a location to encourage local growth. It was also stated that there was no objections submitted by the local parish council.</p>	<p>Members received a report about a proposal for which outline planning permission for the development of land for employment use for up to 275,000 square feet of B8 warehousing/ logistics premises with ancillary office accommodation, together with the demolition of the existing building, ancillary parking, highway infrastructure, engineering works, landscaping and ancillary work, with all matters of detail, except access, reserved for subsequent determination.</p> <p>Members drew comparison to local sites and stated that there was evidence of employee shortages but welcomed additional jobs for local residents. Members also raised questions regarding additional landscaping including tree planting as part of the application in order to minimise visual impact.</p> <p>Questions were also raised by members in relation to ground contamination concerns, it was confirmed to members that a remediation scheme to bring the site to an acceptable standard was included within the scheme for intended use.</p> <p>Members agreed that the application was satisfactory and raised no objection in contrary to the officers recommendation to approve the application with additional conditions in relation to visual landscaping and maintenance of mature landscaping.</p> <p>Following debate it was proposed by Councillor Bell and seconded by Councillor Marks that the application be approved in line with the officer’s recommendation.</p> <p>It was agreed that the application be <b>APPROVED</b> subject to the following conditions:</p>

## 1. RESERVED MATTERS TO BE SUBMITTED PRIOR TO DEVELOPMENT

Approval of the details of:

- a. Scale
- b. Access
- c. Appearance
- d. Landscaping, and
- e. Layout

(hereinafter called “the reserved matters”) shall be obtained from the Local Planning Authority in writing before any development is commenced.

## 2. TIME LIMIT FOR SUBMITTING RESERVED MATTERS

Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.

## 3. TIME LIMIT FOR BEGINNING THE DEVELOPMENT

The development hereby permitted shall be begun either before the expiration of three years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

## 4. APPROVED PLANS

The development hereby permitted shall be carried out in accordance with the following approved plans and documents:

Site Location Plan

Flood Risk and Drainage Assessment ref 784-B024896 (3<sup>rd</sup> issue) dated 12 May 2021 by Tetra Tech

Applications for approval of reserved matters shall adhere to the parameters established in the following approved drawing: ‘Outline Site Feasibility – Option E’ no. 200574 -WCA - A1 - ZZ - DR - A - SK110, in particular: land uses, minimum unit number, maximum total floorspace and maximum height parameters.

Informative: the applicant is strongly advised to engage with the Council’s pre-application and Design Review Panel process prior to submission of reserved matters applications pursuant to this permission.

## **REVISED TECHNICAL ASSESSMENTS TO BE SUBMITTED WITH RESERVED MATTERS APPLICATIONS**

## 5. LANDSCAPE AND VISUAL IMPACT ASSESSMENT

Applications for approval of reserved matters shall be accompanied by a landscape and visual impact assessment and sitewide landscape strategy for the development as a whole, for the Local Planning authority's prior written approval.

The development shall be carried out in accordance with the approved assessment and strategy. In the event the development is implemented in phases the sitewide landscaping strategy shall reflect the latest approved Phasing Plan and explain how it is capable of implementation in phases and how the landowner/developer shall secure any sitewide mitigation measures.

Informative: The applicant is encouraged to engage with the Council's Pre-Application and Design Review Process before submitting an application for approval of reserved matters.

## 6. AIR QUALITY

Applications for approval of reserved matters shall be accompanied by a revised air quality assessment that identifies the likely construction and operational stage impacts for the development (or the relevant phase of the development, as applicable) and the embodied and additional mitigation measures required to mitigate such impacts, for the Local Planning authority's prior written approval.

The development (or the relevant phase of the development, as applicable) shall be carried out in accordance with the approved details and the mitigation measures for the operational stage for the development shall be retained as approved.

Informative: The applicant's attention is drawn to the East Midlands Air Quality Network guidance documents

## 7. NOISE

Applications for approval of reserved matters shall be accompanied by a revised noise assessment that outlines the likely construction and operational stage impacts on any noise sensitive property and the measures necessary to ensure that noise does not affect the amenity of local residents, for the Local Planning authority's prior written approval. The assessment shall be determined by measurement or prediction in accordance with the guidance and methodology set out in BS 4142:2014+A1:2019 (or any guidance amending or revoking and replacing this guidance with or without modification).

The development (or the relevant phase of the development, as applicable) shall be carried out in accordance with the approved noise assessment and any noise mitigation measures recommended in this assessment shall be implemented as approved and any ongoing mitigation measures shall thereafter maintained in their approved state.

Informative: The Local Planning Authority requires the noise from any external plant in a noise sensitive location to be a minimum of 5dB(A) below the existing background level of noise, with no significant tonal characteristics. This is to ensure that there is no impact on residential amenity and reduces the likelihood



of a cumulative increase in background noise from all developments in the area.

#### 8. ODOUR

Applications for approval of reserved matters shall be accompanied by a revised odour assessment that assesses the odour impacts of the nearby sewage treatment on the proposed end-user(s) and the measures required to mitigate such impacts once the development is operational.

The recommendations in the approved assessment shall then be implemented as approved.

#### 9. LIGHTING FOR COMPLETED DEVELOPMENT

Each application for reserved matters which includes lighting shall be accompanied by a lighting strategy (including full specification) for the development or relevant phase, as applicable, for the Local Planning authority's prior written approval. The lighting strategy shall then be implemented as approved.

#### 10. SUSTAINABILITY AND ENERGY

Each application for reserved matters which includes within it built development, shall be accompanied by a Sustainability and Energy Statement, for the Local Planning Authority's prior written approval.

The Sustainability and Energy Statement shall be accompanied by a 'BREEAM' low and zero carbon assessment to recommend the most appropriate renewable energy technologies to be implemented within the building(s).

The details approved under this condition shall then be implemented in accordance with the approved Sustainability and Energy Statement and 'BREEAM' low and zero carbon assessment and any ongoing mitigation measures shall be retained as operational thereafter, unless otherwise agreed in writing by the Local Planning Authority.

#### 11. ECOLOGY

Each application for reserved matters shall be accompanied by an updated Ecological Appraisal, for the Local Planning Authority's prior written approval. This Ecological Appraisal shall confirm which further habitat/protected species surveys are required before commencement of the development pursuant to those reserved matters. The Appraisal shall include but not be limited to consideration of likely construction and operational stage impacts on Great Crested Newts (GCN), roosting bats, reptiles, badgers, and breeding birds.

The recommendations of the approved Ecological Appraisal shall then be implemented as approved.

#### **PRE-COMMENCEMENT CONDITIONS**

#### 12. PHASING

Prior to the commencement of development, a Phasing Plan for the development as a whole shall be submitted to and approved in writing by the Local Planning Authority. Site remediation works and associated earthworks shall form the first phase, with all other works falling within subsequent phases. Any subsequent amendments to the approved Phasing Plan must be submitted to and approved in writing by the Local Planning Authority before any such amendments are permitted to be implemented. The development shall be carried out strictly in accordance with the latest approved Phasing Plan.

Informative: reference to phases in this planning permission shall be construed by reference to the latest Phasing Plan approved under this condition and shall include sub-phases unless the Phasing Plan provides otherwise.

### 13. LAND CONTAMINATION, REMEDIATION AND VERIFICATION

Unless otherwise agreed by the Local Planning Authority in writing, development other than that required to be carried out as part of an approved scheme of remediation must not commence until parts B to C have been complied with.

#### B. Submission of Remediation Scheme

A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

#### C. Implementation of Approved Remediation Scheme

The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

#### D. Verification Report

Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced and is subject to the approval in writing of the Local Planning Authority. Unless otherwise agreed by the Local Planning Authority in writing, the development shall not be occupied or put to use until this Part D has been complied with.

Informative: This must be conducted in accordance with DEFRA and the Environment Agency's 'Land Contamination: Risk Management' (or any guidance revoking and replacing this guidance with or without modification)'.

#### 14. UNEXPECTED CONTAMINATION

In the event that unexpected contamination is found at any time when carrying out the development hereby approved, it must be reported immediately to the Local Planning Authority. Development works at the site shall cease and an investigation and risk assessment undertaken to assess the nature and extent of the unexpected contamination. A written report of the findings shall be submitted to and approved by the Local Planning Authority, together with a scheme to remediate, if required, prior to further development on site taking place. Only once written approval from the Local Planning Authority has been given shall development works recommence.

Informative: This must be conducted in accordance with DEFRA and the Environment Agency's 'Land Contamination: Risk Management' (or any guidance revoking and replacing this guidance with or without modification)'.

#### 15. CONSTRUCTION TRAFFIC MANAGEMENT PLAN

Prior to the commencement of any development (or phase, as applicable) a Construction Traffic Management Plan (CTMP) shall be submitted to and approved in writing by the Local Planning Authority. The CTMP shall provide for:

- a. Detailed work programme/timetable (by reference to the latest approved Phasing Plan);
- b. HGV delivery hours;
- c. Detailed routing for demolition, excavation, construction and abnormal loads;
- d. Supply of pre-journey information on routing and site restrictions to contractors, deliveries and visitors;
- e. Detailed plan showing the location of on-site stores and facilities including the site compound, contractor and visitor parking and turning as well as un/loading point, turning and queuing for HGVs;
- f. Breakdown of number, type, size and weight of vehicles over demolition & construction period;
- g. Details of debris management including location of wheel wash, programme to control debris spill/tracking onto the highway to also include sheeting/sealing of vehicles and dust management;
- h. Details of public impact and protection to include road, footway, cycleway and PRow;
- i. Details of any TROs and road/footway/cycleway/PRow closures and re-routing as well as signage and barriers;
- j. Public liaison position, name, contact details and details of public consultation/liaison;
- k. Route details, as required, covering culverts, waterways, passing places, tracking of bends/junctions and visibility splays;
- l. Programme for pre- and post- works inspection of the highway to identify remediation works to be carried out by the developer (including removal of TROs, temporary signage, barriers and diversions, as applicable);
- m. Details of temporary construction accesses and their remediation post project;
- n. Provision for emergency vehicles.

The approved CTMP shall be adhered to throughout the construction period of development (or the phase to which it relates, as applicable) and the

approved measures shall be retained for the duration of that construction period.

#### 16. CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

Prior to the commencement of any development (or phase, as applicable), a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority. The CEMP shall provide for:

- a. Procedures for maintaining good public relations including complaint management, public consultation and liaison;
- b. Arrangements for liaison with the Council's Pollution Control Team;
- c. All works and ancillary operations which are audible at the site boundary, or at such other place as may be agreed by the Local Planning Authority, shall be carried out only between the following hours: 08 00 Hours and 18 00 Hours on Mondays to Fridays and 08 00 and 13 00 Hours on Saturdays and; at no time on Sundays and Bank Holidays;
- d. Deliveries to and removal of plant, equipment, machinery and waste from the site must only take place within the permitted hours detailed above;
- e. Mitigation measures as defined in BS 5528: Parts 1 and 2 : 2009 Noise and Vibration Control on Construction and Open Sites shall be used to minimise noise disturbance from construction works;
- f. Procedures for emergency deviation of the agreed working hours;
- g. Control measures for dust and other air-borne pollutants;
- h. Measures for controlling the use of site lighting whether required for safe working or for security purposes.

The CEMP shall be implemented as approved and adhered to throughout the construction period.

#### 17. CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN (BIODIVERSITY)

Prior to the commencement of any development (or phase, as applicable) (including for the avoidance of doubt, demolition, groundworks and vegetation clearance), a Construction Environmental Management Plan (CEMP: Biodiversity) shall be submitted to and approved in writing by the Local Planning Authority. The CEMP: Biodiversity shall provide for:

Risk assessment of potentially damaging construction activities;

Identification of 'biodiversity protection zones';

Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements);

The location and timing of sensitive works to avoid harm to biodiversity features;

The times during construction when specialist ecologists need to be present on site to oversee works;

Responsible persons and lines of communication;

The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person; and

Use of protective fences, exclusion barriers and warning signs

The CEMP: Biodiversity shall be implemented as approved and adhered to throughout the construction period.

## 18. BIODIVERSITY MONITORING

Prior to the commencement of any development (or phase, as applicable) (including for the avoidance of doubt, demolition, groundworks and vegetation clearance), a Biodiversity Monitoring Strategy (BMS) shall be submitted to and approved in writing by the Local Planning Authority. The BMS shall include the following:

- Identification of baseline conditions prior to the start of development;
- Aims and objectives of monitoring to match the stated purpose of the BMS;
- Appropriate success criteria, thresholds, triggers and targets against which the effectiveness of the various biodiversity net gain measures being monitored can be judged;
- Methods for data gathering and analysis;
- Location of monitoring;
- A timetable for the submission of monitoring reports;
- Identification of responsible persons and lines of communication; and
- A timetable for review, and where appropriate, publication of results and outcomes.

A report describing the results of monitoring shall be submitted to the Local Planning Authority at intervals identified in the strategy. The report shall also set out (where the results from monitoring show that biodiversity net gain aims and objectives are not being met) how contingencies and/or remedial action will be identified, agreed with the Local Planning Authority, and then implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved BMS.

The BMS shall be implemented as approved.

## 19. LANDSCAPE ECOLOGICAL MANAGEMENT PLAN

No development shall commence until a Landscape and Ecological Management Plan (LEMP) for the development (or phase, if applicable) has been submitted to and approved in writing by the Local Planning Authority. The LEMP shall include the following information:

- Description and evaluation of features to be managed;
- Ecological trends and constraints on site that might influence management;
- Aims and objectives of management;
- Appropriate management options for achieving aims and objectives;
- Prescriptions for management actions;
- Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period);
- Details of the body or organisation responsible for implementation of the plan;

and

Ongoing monitoring and remedial measures and how these will be secured for the duration of the plan.

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management bodies responsible for its delivery. The LEMP shall set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the aims and objectives of the originally approved plan.

The LEMP shall be implemented as approved.

## 20. LIGHTING FOR CONSTRUCTION

Prior to the commencement of development (or phase, as applicable), a construction period lighting strategy for the development (or phase, as applicable) shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved strategy.

## 21. HIGHWAY WORKS AND ROAD SAFETY AUDIT

Prior to commencement of the development (or phase, if applicable), full engineering, construction and drainage plans for the signalised crossing facility to be provided across the proposed site access bellmouth works plans and all off-site highway works, shall be submitted to, and approved in writing by the Local Planning Authority in consultation with the Local Highway Authority. The plans submitted under this condition shall be accompanied by a Road Safety Audit (RSA 1) as well as a monitoring plan and programme for reviewing such works.

The details approved under this condition shall then be implemented, monitored, and reviewed as approved.

Informative: The plans submitted to the Local Planning Authority under this condition will also need to be submitted to the Local Highway Authority at a level facilitating full technical details approval to the satisfaction of the Local Highway Authority.

## 22. EXTERNAL MATERIALS

Development shall not progress above slab level until details, (or development in any phase shall not progress above slab level, as applicable) until details (including colours where required) of the materials used in the construction of the external surfaces in the development (or relevant phase, if applicable) have been submitted to and approved in writing by the Local Planning Authority. The development shall then be constructed in accordance with approved details.

## **CONSTRUCTION PERIOD COMPLIANCE CONDITIONS**

### 23. GREAT CRESTED NEWTS

No development hereby permitted shall take place otherwise than in accordance with the terms and conditions of the Council's organisational licence (WML-OR90) and with the proposals detailed on plan 'Weldon Road: Impact Map for great crested newt District Licensing (Version 1)', dated 10<sup>th</sup> August 2021.

All works which will affect likely newt hibernacula may only be undertaken during the active period for amphibians, in accordance with all relevant mitigation measures (including but not limited to temporary amphibian fencing)

and under the supervision of a suitably qualified professional. Capture methods must be used at suitable habitat features prior to the commencement of the development (i.e. hand/destructive/night searches), which may include the use of temporary amphibian fencing, to prevent newts moving onto a development site from adjacent suitable habitat, installed for the period of the development and removed on completion of the development.

Informative: It is essential to note that any ground investigations, site preparatory works and ground / vegetation clearance works / activities (where not constituting development under the Town and Country Planning Act 1990) in a red zone site authorised under the District Licence but which fail to respect controls equivalent to those in condition 3 above would give rise to separate criminal liability under District Licence condition 9 (requiring authorised developers to comply with the District Licence) and condition 21 (which requires all authorised developers to comply with the GCN Mitigation Principles) (for which Natural England is the enforcing authority); and may also give rise to criminal liability under the Wildlife & Countryside Act 1981 (as amended) and/or the Conservation of Habitats and Species Regulations 2017 (for which the Police would be the enforcing authority).

#### **24. OTHER PROTECTED SPECIES**

With regard to the recommendations of the Ecological Appraisal to be approved pursuant to reserved matters, no works or activity affecting any protected species shall commence until the Local Planning Authority has been provided with either:

a licence issued by Natural England pursuant to Regulation 55 of The Conservation of Habitats and Species Regulations 2017 (or any legislation modifying or replacing this provision) authorising the specified activity/development to go ahead; or  
written confirmation from Natural England that a licence is not required; or  
a statement in writing from a suitably qualified ecologist to the effect that they do not consider that the specified activity/development will require a licence.

### **CONDITIONS REQUIRING COMPLIANCE BEFORE ANY ABOVE GROUND WORKS**

#### **25. SUSTAINABLE URBAN DRAINAGE**

Before any above ground works commence, a surface water drainage scheme for the entire site, based on the Flood Risk and Drainage Assessment ref 784-B024896 Third Issue, dated 12th May 2021 prepared by Tetra Tech, shall be submitted to and approved in writing by the Local Planning Authority.

The scheme submitted under this condition shall include:

Details (designs, diameters, invert and cover levels, gradients, dimensions and so on) of all elements of the proposed drainage system including pipes, inspection chambers, outfalls/inlets and attenuation structures;  
Full WinDES modelling or similar with a maximum discharge rate of 8.68 l/s for all events, simulating storms through the whole drainage system, with results of critical storms demonstrating that there is no surcharge in the system for the 1

in 1 year, no above ground flooding for the 1 in 30 year; and that any above ground flooding for 1 in 100 year storm is limited to areas designated and safe to flood, away from sensitive infrastructure or buildings; and Cross sections of control chambers and manufacturers hydraulic curves for the flow control.

The scheme shall be implemented as approved before the development is completed and first put to use.

In the event the development is brought forward in phases, the details submitted under this condition shall reflect the latest Phasing Plan and explain how the details in one phase integrate with the details for a future phase and how it is capable of implementation in phases and how the landowner/developer shall secure any sitewide mitigation measures.

## 26. SURFACE WATER DRAINAGE - ONGOING MAINTENANCE

Before any above ground works commence, a detailed maintenance scheme for every element of the approved surface water drainage system for the entire site (or phase, if applicable), has been submitted to and approved in writing by the Local Planning Authority.

- The maintenance scheme must include the following details:-
  - schedule of ownership;
  - schedule setting out each asset to be maintained together with intervals and method for maintenance;
  - site plan, including access points, access easements and outfalls, designed to ensure there is adequate room to access and maintain the asset with plant or machinery if necessary and to handle any arising generated;
  - organisation or body responsible for management maintenance and, where applicable, adoption;
  - in respect of unadoptable assets, maintenance and management plan for the lifetime of the development;
  - expected design life, including details of when replacement assets may be required;
  - The maintenance scheme shall be implemented as approved.

## 27. FIRE HYDRANT AND SPRINKLERS

Before any above ground works commence in any phase, a scheme detailing the location, specification and timetable for implementation of the fire hydrants, sprinkler systems and associated infrastructure for that phase has been submitted to and approved in writing by the Local Planning Authority. The fire hydrants, sprinkler systems and associated infrastructure shall then be provided and retained in accordance with the approved scheme and timetable.

Informative: The developer will be expected to meet the full costs of supplying and installing the fire hydrant, sprinkler system and associated infrastructure.

## 28. BOUNDARY TREATMENTS



Before any above ground works commence in any phase, a scheme detailing the position, design, materials, and type of boundary treatment and fencing to be erected for that phase. The boundary treatment and fencing shall then be implemented in accordance with the approved scheme and shall, thereafter, be retained as such.

### **PRE-OCCUPATION CONDITIONS**

#### **29. SURFACE WATER DRAINAGE VERIFICATION REPORT**

The development (or any phase of the development) shall not be occupied until a Verification Report for the installed surface water drainage system for the site has been submitted to and approved by the Local Planning Authority .

The Verification Report must be prepared by a suitably qualified drainage engineer. It shall include the following details:

any departure from the agreed design is keeping with the approved principles;  
As-Built Drawings and accompanying photos;  
Results of any performance testing undertaken as a part of the implementation and verification process (as required); and  
CCTV confirmation that the drainage system is free from defects, damage and foreign objects

#### **30. BREEAM POST CONSTRUCTION REPORT**

Prior to the occupation of each building within a phase or sub-phase, the following information shall be provided to the Local Planning Authority in respect of that building, unless otherwise agreed in writing:-

a BREEAM post construction report to confirm that BREEAM very good (2011) (or the equivalent standard which replaces the British Research Establishment Environmental Assessment Method which is to be the assessment when the buildings concerned are to be assessed) has been achieved;  
that the carbon emissions from regulated energy will be at least 40% better than that required by Part L2a 2006; and  
the approved low and zero carbon technologies have been installed.

#### **31. BREEAM FINAL CERTIFICATES**

Within six months of completion of any building, a copy of the Final BREEAM Certificate (or equivalent) shall be provided to the Local Planning Authority to demonstrate that the scheme has been completed in accordance with the approved Sustainability and Energy Statement.

#### **32. VEHICLE PARKING AND SERVICING ARRANGEMENTS**

Prior to first use or occupation of the development (or any phase of the development, as applicable), accurate and scaled plans showing the on-site parking and servicing areas (which include loading, unloading, turning and waiting areas) serving the development shall be submitted to and approved in writing by the Local Planning Authority. The plans submitted under this condition shall comply with the following requirements:-

They shall, for the avoidance of doubt, also include details for disabled and HGV parking.

They shall be at a level of detail which includes layout and dimensions which comply with the following parking standards:

- a. Car parking spaces should be minimum 2.5m wide by 5m long. They should be widened to 3.3m where adjacent to a solid side boundary on one/both sides and/or lengthened to 6m where enclosed.
- b. Disabled parking bays should have an overall dimension of 6.2m long by 3.6m wide. 3.6m is required behind perpendicular car parking bays to access and egress the spaces.
- c. Motorcycle/scooter parking bays area to be 2.4m deep by 1.4m wide or a security rack w/0.9m centres.

They shall show how the areas shall be laid out, demarcated, levelled, surfaced and drained in accordance to the Local Highway Authority requirements.

They shall show space sufficient within the site to enable all vehicles (including HGVs and delivery vehicles) to park, turn, and re-enter the highway in forward gear.

The approved parking and servicing spaces shall thereafter be set aside and retained for those purposes.

### **33. CYCLE PARKING**

Prior to first occupation of the development (or a relevant phase of the development, as applicable), a scheme for the parking of cycles shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be fully implemented before the development is first occupied/ brought into use and the approved spaces shall thereafter retained for this purpose.

### **ONGOING CONDITIONS**

### **34. PD RIGHTS REMOVED**

Notwithstanding the provisions of The Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revising, revoking and re-enacting that Order with or without modification) and/or the provisions The Town and Country Planning (Use Classes) Order 1987 (as amended from time to time):

- A. The development and no part of the development shall be used for any use other than the uses hereby approved (warehousing/logistics uses within Use Class B8 with ancillary office accommodation)
- B. No extensions, new buildings or structures or additional hard surfaced areas shall be constructed or erected without express planning permission.

### **35. TOTAL FLOORSPACE MAXIMA**

The total floor space shall not exceed 275,000 square feet including ancillary office accommodation.

BUILDING HEIGHTS

36. No building shall exceed 17.5 m in height above finished floor levels.

37. Prior to the commencement of the development hereby permitted, details of the offsite highway works shall be submitted to and gain the approval in writing of the local planning authority. Such details as may be approved shall thereafter be completed in accordance with the approved plans prior to first occupation / first use of the development hereby permitted.

Informatives

No works within the highway may commence without the express written permission of the Council's Highway Authority. Such consent would be subject to the completion of a legal agreement under Section 278 of the Highways Act 1980 for which full engineering drainage, street lighting and constructional details are required. Such details submitted for the Section 278 Agreement would be subject to technical and safety audits which may result in changes to the indicative scheme. Such details as may then receive the Council's Highway Authority Technical Approval may then be submitted to the council's planning team for consideration in the discharge of Condition 21 and 37.

The Applicant is advised not to seek the discharge of Condition 21 and 38 with any details that have not first received technical approval of the Council's highway authority as this may delay the discharge of the condition or result in the rejection of such a submission.

*(Members voted on the officers' recommendation to approve the application)*

*(Voting: For 8; Against 0; Abstention 1)*

*The application was therefore*  
**APPROVED**

**58 Delegated Officers Report**

None

**59 Exempt Items**

None

**60 Close of Meeting**

The meeting closed at 7.53 pm

\_\_\_\_\_  
Chair

\_\_\_\_\_  
Date





## Strategic Planning Committee 22<sup>nd</sup> August 2022

Report Title	Kettering General Hospital Local Development Order (LDO)
Report Author	Simon Richardson – Interim Planning Policy Lead Manager Growth and Regeneration <a href="mailto:simon.richardson@northnorthants.gov.uk">simon.richardson@northnorthants.gov.uk</a>

### List of Appendices

Appendix A – Kettering General Hospital  
Local Development Order

### Scheme of Delegation

This application is brought to committee as it falls outside the scheme of delegation.

### 1. Recommendation

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1.1 That the Kettering General Hospital Local Development Order is made.

### 2. The Proposal

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2.1 The proposal is for a Local Development Order for the site of Kettering General Hospital, Rothwell Road, Kettering NN16 8UZ.

2.2 The proposed Local Development Order (LDO) will grant planning permission for specified types of development in specified zones within the hospital site. The Kettering General Hospital LDO will be a mechanism through which less contentious development in defined areas can be managed effectively, without the need for the submission of planning applications, and their determination, reducing the risk of overall scheme delay and providing a degree of flexibility for the Hospital Trust in the redevelopment of the hospital site. Development outside of the zones, or not fulfilling the conditions specified, will still require the submission of planning applications.

### 3. Site Description

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3.1 The site of Kettering General Hospital lies within the town boundary and is accessed via Rothwell Road on its northern boundary, with a mix of residential properties and commercial units beyond. It is bounded by the Midland Mainline

railway to the east and residential streets to the south and west. The site is compact, providing very little spare ground for expansion, or the relocation of facilities or for activities to move to whilst redevelopment takes place. A small nature conservation park sits towards the south-eastern corner of the site.

- 3.2 Some buildings are linked by corridors and others by open walkways exposed to the elements. The buildings within the site have emerged over an extended period of time, different in character and providing different challenges. There are also several car parks throughout the site, mainly surface level, but also one with a single deck. The site falls significantly from north-west to south-east.

#### 4. Relevant Planning History

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- 4.1 The list of planning applications below is not exhaustive but provides an indication of the type of applications determined in recent years.

<b>App Reference</b>	<b>Description</b>	<b>Approved/Refused</b>	<b>Date Issued</b>
NK/2021/0834	Retention of portacabin to provide additional ward space for a further eight years	APPROVED	13/04/2022
NK/2021/0832	Retention of portacabin with ramp to provide additional ward space for a further eight years	APPROVED	14/04/2022
NK/2021/0731	Retention of portacabin with ramp access and link to A&E for a further eight years	APPROVED	29/10/22021
NK/2020/0120	Erection of single storey building within existing courtyard	APPROVED	01/04/2020
KET/2019/0213	Two storey extension to cardiac unit	APPROVED	28/05/2019
KET/2019/0181	2 no. Portakabin buildings for a temporary period of 18 months	APPROVED	10/05/2019
KET/2018/0823	Single storey infill extensions to Jubilee Wing	APPROVED	18/12/2018
KET/2017/0961	Covered link and installation of a plant on	APPROVED	02/02/2018

	existing roof		
KET/2017/0830	Infill extension to medical teaching area	APPROVED	21/1/2017
KET/2017/0057	Installation of air handling unit on Rockingham Wing roof	WITHDRAWN	15/03/2017
KET/2016/0918	Two storey car park	APPROVED	15/03/2017
KET/2016/0868	Single storey rear extension to Diabetes Centre	APPROVED	25/01/2017
KET/2016/0292	Siting of a Portakabin with ramp access and link to A&E	APPROVED	16/06/2016
KET/2016/0261	Additional air handling plant to roof, canopy over lower ground entrance and blanking panels to existing windows	APPROVED	27/05/2016
KET/2016/0141	Extension to Sterile Services building	APPROVED	18/04/2016

## **5. Consultation Responses**

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Five responses were received to the Draft LDO consultation. They are provided below and repeated later in this report with officer comments in response.

### **5.1 Parish / Town Council**

Kettering Town Council supports the LDO as giving the hospital the flexibility to respond to funding opportunities and in how the development of their site can be phased and managed in the best interests of the Trust, its staff and patients and the wider community. The Town Council also makes the following observations.

1. The Hospital should ensure that the total provision of parking on site should not be reduced even temporarily during any of the development phases without finding adequate off-site alternatives.
2. The protected green space to the south-west of the site should remain open for community use throughout.
3. The LDO should encourage a high degree of sustainable development, and the re-use of materials already on site.

### **5.2 Neighbours / Responses to Publicity**

A letter was received from local residents from a single address in Ullswater Road making no objection but to provide comments of concern.

1. Having worked at KGH for several years, I realise that the site falls short in many areas and needs updating and enlarging. As we live on Ullswater Road, we are extremely concerned that this will be to the detriment of local residents and would like some assurance from yourselves that actions will be put in place to eradicate or at least ease the discomfort felt by local homeowners.
2. Our main concern is over the height of the building proposed in phase one. Should it be taller than the existing Glebe House (Headquarters) we will be overlooked in an unacceptable manner and would ask that some screening be erected or planting be undertaken to ensure the privacy of our garden and property.
3. The other concern we have is for the dirt, dust and noise that will be made during the demolition and erection of the new buildings. We would like some assurance that reasonable precautions will be taken to cause as little distress as possible during the transition.
4. Please do not take this as an objection to the proposed improvements, we are just asking you to take extra steps to address details as defined above, maybe considering some tall planting in the 10 metre boundary that would make an efficient screen from sight and noise.

### 5.3 Local Highway Authority (LHA)

The Local Highway Authority made the following observations:

1. It is acknowledged the intention is for a number of works as outlined within the *Zones within the Hospital Site* of the KGH LDO document to be permitted without the need for full planning application procedures.
2. The LPA are requested to consider demolition/construction traffic management plans, along with associated parking requirements for the proposed infrastructure in line with Northamptonshire Parking Standards (2016).
3. The letter states the intention for non-adopted roads/footways etc. to fall within the LDO. The LHA require roads/footways which are not to be put up for adoption to still meet adoptable requirements to ensure their safety.
4. The application site is affected by a Public Right of Way – Public Footpath VD33 (runs adjacent to the site). The advice is given without prejudice to the views which may be expressed by North Northamptonshire Council as Highway Authority, should an application be made. Planning Permission does not give or imply permission for adoption of new highway or to implement any works within the highway and/or a Public Right of Way.

### 5.4 Northants Police, Northants Fire & Rescue

Northants Police, Northants Fire & Rescue made the following comments.

1. From the perspective of impact on resources for Northants Police and Northants Fire & Rescue to cover the site, we do not have any comments to make.
2. We would request that prior to works commencing on the various phases, consultation should be carried out with the Crime Prevention Design Advisors, who will be keen to advise from a crime reduction and fire prevention design perspective. In addition, this consultation will also give an indication of the order that works are to be carried out, to ensure that the relevant teams are aware from an operational perspective.

### 5.5 Kettering General Hospital NHS Foundation Trust

The Trust supports the proposal and makes the following comments.



1. The document reflects the cooperation and joint working that has been undertaken to date to find the best way to enable proper planning and the efficient delivery of the Trust's ambitious plans to enhance the facilities and services offered at Kettering General Hospital.
2. We are writing to confirm our full support for the Council's approach to this project and the prospect it provides for the efficient delivery of this valuable and much-needed public investment in the local health service estate.

## **6. Relevant Planning Policies and Considerations**

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### **6.1 Statutory Duty**

Planning law requires that applications for planning permission must be determined in accordance with the Development Plan, unless material considerations indicate otherwise.

### **6.2 National Policy**

National Planning Policy Framework (NPPF) (2021)

Paragraph 51 of the National Planning Policy Framework (NPPF) encourages local planning authorities "*to use Local Development Orders to set the planning framework for particular areas or categories of development where the impacts would be acceptable, and in particular where this would promote economic, social or environmental gains for the area*". The LDO, once approved, will be included on the Councils registers.

### **6.3 North Northamptonshire Joint Core Strategy (JCS) (2016)**

Policy 10: *Provision of Infrastructure* advocates that development must be supported by the timely delivery of infrastructure, services and facilities. To achieve this, it identifies that local planning authorities will work with developers and infrastructure/service providers to identify viable solutions to delivering infrastructure. The LDO, and the work that's gone into its preparation is an example of this policy and criteria being implemented.

### **6.4 Other Relevant Documents**

#### **North Northamptonshire Council Corporate Plan**

Key commitment six of the Corporate Plan targets *modern public services*. It aims to provide efficient, effective and affordable services that make a real difference to all our local communities. The LDO will undoubtedly provide a degree of flexibility to the Hospital Trust in its planned delivery of a high-quality health facility.

## **7. Evaluation**

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### **7.1 Principle of Development**

7.1.1 Kettering General Hospital was announced as one of the hospitals considered for significant investment in 2019. It has since been preparing a Masterplan and Hospital Infrastructure Plan (HIP2) for consideration for significant funding to deliver Phases 1 and 2 of a major redevelopment.

7.1.2 Development will take place at the existing hospital site and will involve a large number of both minor and major works, the majority of which will require planning

permission. The hospital will need to continue to function fully throughout its redevelopment.

- 7.1.3 Hospital Trusts have their own rigorous process to go through in applying for funds to undertake capital works, including an options appraisal. The NHS follows the HM Treasury Green book process for the development of Capital Business Cases. This process starts with a Strategic Outline Case (SOC) and progresses through an Outline Business Case and Full Business Case. Each phase develops the detail in terms of the design, the benefits and the costs. The SOC is key to considering the preferred way forward through reviewing a long list of options and then considering in greater detail a shortlist. The SOC process at Kettering General Hospital considered a range of options from do nothing/do minimum, through various scenarios of on-site developments through to a complete rebuild of old Estate, on-site and a complete rebuild on a greenfield site.
- 7.1.4 The greenfield site option and the major rebuilds on-site were excluded by the Board due to the capital cost and revenue affordability. For example, the out-turn cost of a greenfield option was well over £1bn. As a consequence, the Trust has concentrated on phased rebuild on the current site with a capital cost of c.£600m subject to inflation.
- 7.1.5 The hospital had already secured £46 million for an Urgent Care Hub, with the submission of a HIP2 for £532 million, this would deliver phases 1 and 2 of the full programme. Construction could take in the region of 8-10 years for completion. The redevelopment will bring with it a significant uplift in the hospital environment and the support it can provide to local communities. However, during construction disruption to the site will be inevitable, putting pressure on care and the day-to-day activity whilst the hospital continues to carry out its full duties.
- 7.1.6 Council officers have been engaged in discussions with the expert team supporting the Hospital Trust in its plans for funding and the site's redevelopment. One area of discussion has been to prepare a Local Development Order (LDO) for the site.
- 7.1.7 Local Development Orders grant planning permission for specified types of development in specified locations. Local Development Orders do not remove or supersede any existing planning permission (or permission granted on appeal) or permitted development rights which are already in place. Equally, they do not prevent a planning application being submitted to a local planning authority for development which is not specified in the Order. Government guidance in the Planning Practice Guidance states "*[Local Development Orders] streamline the planning process by removing the need for developers to make a planning application to a local planning authority. They create certainty and save time and money for those involved in the planning process.*" The Planning Advisory Service advocates that they can be used to help accelerate development and to simplify the planning process.
- 7.1.8 The Kettering LDO has the potential of providing a significant long-term benefit for the Hospital Trust in the delivery of this major scheme. The LDO will be a mechanism through which less contentious development in defined areas can be

managed more effectively, without the need for the submission of planning applications, and their determination, reducing the risk of scheme delay. Development outside of the specific locations or not fulfilling the conditions specified, will still require the submission of planning applications in the normal way.

- 7.1.9 At a meeting of the Council's Planning Policy Executive Advisory Panel (EAP) in January, Members provided input into the preparation of a draft LDO and supported a four-week consultation with stakeholders and members of the public. The consultation commenced on 8<sup>th</sup> April 2022 with the distribution of a letter to stakeholders and properties (commercial and residential) immediately abutting the hospital site. A public notice was also issued in the Kettering Evening Telegraph. The closing date for responses to the consultation was 5.00pm on 12<sup>th</sup> May 2022.
- 7.1.10 Five responses were received to the consultation. The issues raised are provided below, with officer comment on each in turn, as presented to the Planning Policy EAP on 28<sup>th</sup> June 2022.
- 7.1.11 **Representation No.1 – The Local Highway Authority** made observations as follows.
- i. It is acknowledged the intention is for a number of works as outlined within the *Zones within the Hospital Site* of the KGH LDO document to be permitted without the need for full planning application procedures.  
**Officer comment:** *Correct, the LDO in effect grants permission for those works, provided they meet the criteria identified in the LDO and the respective zone.*
  - ii The LPA are requested to consider demolition/construction traffic management plans, along with associated parking requirements for the proposed infrastructure in line with Northamptonshire Parking Standards (2016).  
**Officer comment:** *The Hospital Trust is aware of the need to manage this as an issue, and will, as part of its appointment of contractors in respect of any works, require the preparation of a risk assessment. This will address control mechanisms where appropriate, in terms of point of contact for queries, control of noise, dust, hours of operation and traffic movements. However, to ensure this is enforceable it is proposed that a Construction Management Condition be added to the LDO.*
  - iii. The letter states the intention for non-adopted roads/footways etc. to fall within the LDO. The LHA require roads/footways which are not to be put up for adoption to still meet adoptable requirements to ensure their safety.  
**Officer comment:** *This request is noted however, it is considered not all roads or footpaths within the site would need to be built to adoptable standards, for example tracks round some buildings or wide curves and large junctions could encourage excessive speeds. A condition will be added that states that roads and footpaths within the site intended for use by members of the public will normally be constructed to adoptable standards having regard to the intended nature and volume of use and desirable speed for vehicles.*

- iv. The application site is affected by a Public Right of Way – Public Footpath VD33 (runs adjacent to the site). The advice is given without prejudice to the views which may be expressed by North Northamptonshire Council as Highway Authority, should an application be made. Planning Permission does not give or imply permission for adoption of new highway or to implement any works within the highway and/or a Public Right of Way.

**Officer comment:** *Noted.*

7.1.12 **Representation No.2 – Kettering Town Council** supports the LDO as giving the hospital the flexibility to respond to funding opportunities and in how the development of their site can be phased and managed in the best interests of the Trust, its staff and patients and the wider community. The Town Council also makes the following observations.

- i. The Hospital should ensure that the total provision of parking on site should not be reduced even temporarily during any of the development phases without finding adequate off-site alternatives.

**Officer comment:** *The Hospital Trust has indicated it is a key objective that the implementation of the upgrading of the Hospital should be undertaken without reducing accessibility to the site and its services. Overall parking provision is a key consideration and off-site opportunities are being considered. It is acknowledged this will be less of an issue in relation to the smaller scale developments undertaken within the LDO process, but it is clear the Trust is exploring all reasonable options to ensure suitable parking provision is made.*

- ii. The protected green space to the south-west of the site should remain open for community use throughout.

**Officer comment:** *The Trust has agreed to the green space being kept available throughout the hospital's redevelopment, unless there are any temporary and overriding health and safety reason for its closure.*

- iii. The LDO should encourage a high degree of sustainable development, and the re-use of materials already on site.

**Officer comment:** *The Trust has indicated it will be implementing a waste minimisation policy in relation to all contracts for work on site which will include consideration of reuse of materials.*

7.1.13 **Representation No.3 – Northants Police, Northants Fire & Rescue** made the following comments.

- i. From the perspective of impact on resources for Northants Police and Northants Fire & Rescue to cover the site, we do not have any comments to make.

**Officer comment:** *Noted.*

- ii. We would request that prior to works commencing on the various phases, consultation should be carried out with the Crime Prevention Design Advisors, who will be keen to advise from a crime reduction and fire prevention design perspective. In addition, this consultation will also give an

indication of the order that works are to be carried out, to ensure that the relevant teams are aware from an operational perspective.

**Officer comment:** *The Hospital Trust has confirmed that Building Regulations will naturally be complied with and public safety for patients, staff and visitors is a prime concern. The Council will liaise with the Police and Fire services when the Trust notifies the Council of proposals falling within the LDO scheme, and where the development may be of interest to those services. To reinforce this positive approach, an informative regarding notification to the Crime Prevention Design Advisors will be added to the LDO.*

7.1.14 **Representation No.4 – Local residents of Ullswater Road** made no objection but provide comments of concern.

- i. Having worked at KGH for several years, I realise that the site falls short in many areas and needs updating and enlarging. As we live on Ullswater Road, we are extremely concerned that this will be to the detriment of local residents and would like some assurance from yourselves that actions will be put in place to eradicate or at least ease the discomfort felt by local homeowners

**Officer comment:** *Your comments are noted, and points appreciated. We will seek to respond positively to address your concerns.*

- ii. Our main concern is over the height of the building proposed in phase one. Should it be taller than the existing Glebe House (Headquarters) we will be overlooked in an unacceptable manner and would ask that some screening be erected or planting be undertaken to ensure the privacy of our garden and property.

**Officer comment:** *Your concern is noted and can be taken into account in relation to the design and any associated mitigation for the Phase 1 building. However, the Phase 1 redevelopment is beyond the scope of the LDO and will be the subject of a planning application, to which neighbours will be invited to comment upon through the neighbour notification process on the application. The LDO only relates to development proposals specified by criteria described within each of the zones. The Phase 1 development is proposed for the centre of the site, where its location is considered to be least sensitive on the residential environment. Building scale and choice of materials together with appropriate landscaping will be important factors in considering any planning application, however as indicated, this development falls outside the scope of the LDO.*

- iii. The other concern we have is for the dirt, dust and noise that will be made during the demolition and erection of the new buildings. We would like some assurance that reasonable precautions will be taken to cause as little distress as possible during the transition.

**Officer comment:** *In relation to the environmental impact of demolition and construction works on site, your concerns are noted. A Construction Management condition will be added to address this concern. The inclusion of this will impose measures to manage dirt, dust, noise and hours of operation at the site.*

- iv. Please do not take this as an objection to the proposed improvements, we are just asking you to take extra steps to address details as defined above,

maybe considering some tall planting in the 10 metre boundary that would make an efficient screen from sight and noise.

**Officer comment:** *Your comments are appreciated. It is noted that a significant amount of tree landscaping is already provided along the hospital's boundary with neighbouring residential properties. Planning applications will be required for more major pieces of development at the hospital site. The provision of new or enhanced existing landscaping is likely to be a consideration through these applications. It is not thought necessary to undertake further landscaping as a matter of course for development proposals the subject of the LDO. However, if a particular proposal does direct the Council towards imposing landscaping requirements on the Trust, then the Council will respond to secure that as a solution.*

**7.1.15 Representation No.5 – Kettering General Hospital NHS Foundation Trust** supports the proposal.

- i. The document reflects the cooperation and joint working that has been undertaken to date to find the best way to enable proper planning and the efficient delivery of the Trust's ambitious plans to enhance the facilities and services offered at Kettering General Hospital.

**Officer comment:** *The Council is keen to continue to work with the Hospital Trust to support it in delivering a new high-quality range of facilities and services to contribute towards meeting the health needs of the residents of North Northamptonshire.*

- ii. We are writing to confirm our full support for the Council's approach to this project and the prospect it provides for the efficient delivery of this valuable and much-needed public investment in the local health service estate.

**Officer comment:** *Noted*

**Planning Policy Executive Advisory Panel**

**7.1.16** At the meeting of the Planning Policy Executive Advisory Panel on 28<sup>th</sup> June 2022, Members discussed responses to the consultation, and proposed changes made as a result to the Draft LDO. The following comments were minuted (in draft, these are yet to be agreed as a true record and signed):

- i. The Chair thanked everybody, including North Northamptonshire Council, Kettering General Hospital, stakeholders and the public who had had an input to the consultation.
- ii. The redevelopment of the hospital would be a massive undertaking. Members questioned that during construction development, how would the Council ensure that KGH would work to the LDO and how it would be enforced.
- iii. The aim of the LDO was for the smallest amount of disruption whilst keeping services going and KGH were mindful of the impacts on neighbours. The initial programme of works would become clear with the Phase 1 planning

application. If anyone had concerns, the Council did have enforcement powers. There was a good relationship with the Trust.

- iv. It was confirmed that there would also be an opportunity to add any additional conditions to the LDO when it was considered by the Strategic Planning Committee.
- v. It was noted that there were not conditions around areas where Members expected there should be, including noise and vibration, asbestos and burning on site. Officers responded by saying that the extent of the LDO was reduced so it did not fall into major development.
- vi. It was confirmed that Phases 1 and 2 were outside the LDO. The LDO would remove the need for planning applications for some works and there were other regimes for compliance. The hospital received some flexibilities during Covid and the LDO, would in part, extend those.
- vii. The LDO did not seek to replicate issues which were covered by other regulations, and it was suggested that officers further considered any possible conditions, prior to the LDO's consideration at Strategic Planning Committee.
- viii. KGH would be trying to keep as many aspects of its services on site during the works. Off-site parking sites were being considered for staff, with visitors still on the site. It was accepted that it was a challenging site.
- ix. It was not yet clear which of the site's accesses would be used by construction traffic. A transport assessment would be submitted as part of the planning application. Members stated that it was essential to keep Kettering town centre moving and there was a need to understand what impact the LDO would have on traffic and traffic management.
- x. Members were concerned that Highways had made no significant comments on the transport issues. The LDO would involve more construction traffic and would require traffic plans to manage the road.

7.1.17 Members resolved to note the responses to the Draft Local Development Order consultation, and officer comments to those responses; and agree that any amendments to the draft LDO, prior to its consideration by the Strategic Planning Committee, be made by the Assistant Director of Growth and Regeneration, in consultation with the Chair of the Executive Advisory Panel.

7.1.18 As a result of the stakeholder and public consultation a number of amendments were made to the LDO, including the addition of conditions and an informative. In addition, following discussions with Members at the Planning Policy EAP, further amendments have been introduced to respond to concerns over environmental, demolition, construction and highways issues as a result of the LDO. In terms of environmental aspects, they included issues of ensuring energy performance, protecting against hazardous substances at the site, and tree/landscape protection. In relation to highways matters, Members expressed concern that it

wasn't yet clear which of the accesses to the hospital would be used by construction traffic. Members also stated that it was essential to keep traffic moving in Rothwell Road and the surrounding routes, including Kettering town centre. There was a need to understand what impact the LDO would have on traffic and traffic management.

- 7.1.19 Officers have further engaged with colleagues from the Local Highways Authority to seek clarity on their views to the highways concerns. They expressed that the core transport issue would be a major consideration through the Phase 1 and 2 redevelopment proposals, and that the impact of development allowed through the LDO would be relatively modest. The impact of temporary structures and small-scale development such as those to be delivered through the LDO would be felt more within the site than impact to any significant degree on the road network beyond the hospital grounds.
- 7.1.20 Also of note is the hospital's commitment to preparing and delivering on a Travel Plan for Kettering General Hospital. A Transport Assessment will be provided with the Phase 1 and Phase 2 applications for the hospital. The range of development proposed through the LDO will be accounted for within that submission. In isolation, it is considered the impacts of traffic provided through the LDO alone is unlikely to be sufficient to impact on the surrounding road network.
- 7.1.21 In addition, further conversations have taken place with colleagues from Environmental Protection, Building Control, and the Council's Ecologist. As a result, it has been concluded that some of the suggested areas for consideration through conditions are not suitable, in a number of cases as they are addressed through other legislation eg. Building Regulations and Health & Safety at Work Act.
- 7.1.22 Notwithstanding this, it has been agreed to add detail to the conditions contained within the LDO, to ensure that issues relating to transport, the environment, demolition and construction are considered through a Construction Management Plan (CEMP) condition. The condition requires that details of development are forwarded to the Council through a Construction Management Plan (CEMP), to which the Council will be given 28 days to respond, after which the proposal is deemed to be approved. This will provide the surety required that development the subject of the LDO is carried out in an appropriate manner, with only limited loss of flexibility or risk of delay in the Hospital Trust's programme to deliver redevelopment.
- 7.1.23 A habitats site survey has not been undertaken for the site however, having engaged with the Council's ecologist a criterion has been added to the Construction Management Plan condition requiring an assessment by a suitably qualified ecologist be undertaken to report on the potential for protected species or other ecological impacts from development considered through the LDO. An EIA Screening Opinion is being undertaken, the initial conclusions of which point towards the LDO not giving rise to any significant environmental effects, and therefore no Environmental Statement will be required. This work will be complete ahead of the Strategic Planning Committee, Members will be updated of the outcome at the meeting.



7.1.24 The final Kettering General Hospital Local Development Order is attached at Appendix A for consideration. This provides detail on the various zones, and appropriate forms of development within each zone. This also sets out the conditions to development, and clarity over the use of a Construction Management Plan (CEMP).

## **8. Conclusion / Planning Balance**

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8.1 The Council's officers have been working with representatives of Kettering General Hospital for more than 2 years. In this time the Hospital Trust and its team have been progressing in their plans to undertake a major redevelopment of the site, and its facilities. The availability of a Local Development Order is seen as a significant tool for the Trust, to act as a major support to delivery of the hospital's redevelopment.

8.2 A considered approach was undertaken in preparing the LDO, alongside the Trust team's preparation of a detailed masterplan for the redevelopment. The Council's Planning Policy Executive Advisory Panel provided comment on a draft LDO, following which amendments were made and a consultation inviting stakeholders and local residents to comment was publicised. Five responses were received, which were considered by both officers and Members of the Planning Policy EAP, before which further amendments were made, with the agreement of the Executive Director of Place and Economy, in consultation with the Chair of the Planning Policy EAP.

8.3 The Trusts plan is to start the key enabling works, the Electrical Infrastructure and Energy Centre in late 2022/23 and to start the main clinical builds in 2024. This is subject to National Approvals and capital availability. The National Programme plans to see the developments across the country to be complete by 2030.

## **9. Recommendation**

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9.1 Members are asked to make the Kettering General Hospital Local Development Order as set out at Appendix A.

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North  
Northamptonshire  
Council

# Kettering General Hospital Local Development Order



## Introduction

The purpose of the proposed Local Development Order (LDO) is to increase certainty and provide flexibility for the Kettering General Hospital NHS Foundation Trust relating to the proposed major redevelopment of its site at Rothwell Road, Kettering. The intention is that agreement of the LDO will permit development that would be acceptable in planning terms, to simplify the process of granting planning consent where appropriate and accelerate delivery of redevelopment at the site.

As one of the hospitals announced by Government for significant investment, £46m of funding has already been committed to build a new Urgent Care Hub at the hospital site. The Trust has submitted a Strategic Outline Case to secure significant new funding within its Health Infrastructure Plan (HIP2) to deliver phased masterplan proposals across the site. In addition to the £46m Urgent Care Hub, the submission of the HIP2 for £532m could deliver phases one and two of the programme. The ambition is to secure funding of around £765m for further phased development. Such redevelopment will clearly bring significant uplift in the hospital environment, healthcare delivery and the support it can provide to the community.

For further information on the Trust's proposals, please review the following link, (noting that the website text was written in summer 2021).

<https://www.kgh.nhs.uk/building-a-better-kgh-271120/>

Representatives of North Northamptonshire Council and the Hospital Trust have been in discussions to explore innovative ways of approaching what is likely to be a quite lengthy, complex and uncertain planning process to progress such a major redevelopment scheme. Redevelopment will consist of a significant number of individual development activities of different scales, inter-linked and with potential impacts, many of which require planning permission. The result is that managing the whole redevelopment package can bring with it unpredictable challenges, which in turn brings delays to development, and with it extra costs.

Both parties have therefore been selecting the most appropriate planning consent path, in an effort to ensure that the Trust can bring forward a high-quality development with efficiency and certainty, reducing effects on development costs, infrastructure requirements and potential delays. A consent structure has been identified which combines certainty (as far as it is possible to do so), with flexibility that development can proceed in a way that responds to the Trust's healthcare delivery needs. But within a framework that pays regard to the Council's processes, in terms of the appropriate assessment of proposals, and accountability to relevant stakeholders and members of the public.

This Local Development Order (LDO) has been subject to a thorough and transparent consultation with stakeholders and members of the public. All consultation responses were assessed by the Council and changes made to the final draft, with clear reasoning for why changes were made in some instances and why they were not in others. The Council's Planning Policy Executive Advisory Panel has provided governance in helping to shape the LDO, with the Council's Strategic Planning Committee agreeing to make the LDO in August 2022.

## Background to the Hospital Site

The site of Kettering General Hospital lies within the town boundary and is accessed via Rothwell Road on its northern boundary, with a mix of residential properties and commercial units beyond. It is bounded by the Midland Mainline railway to the east and residential streets to the south and west. The site is compact, providing very little spare ground for expansion, or the relocation of facilities or activities to move to whilst redevelopment takes place. A small nature conservation park sits towards the south-eastern corner of the site.

Some buildings are linked by corridors and others by open walkways exposed to the elements. The buildings within the site have emerged over an extended period of time, different in character and providing different challenges. There are also several car parks throughout the site, mainly surface level, but also one with a single deck. The site falls significantly from north-west to south-east.

An aerial photograph of the hospital site is provided below:



*Kettering General Hospital, Rothwell Road, Kettering*

## **Kettering General Hospital Local Development Order**

Paragraph 51 of the National Planning Policy Framework (NPPF) encourages local planning authorities “*to use Local Development Orders to set the planning framework for particular areas or categories of development where the impacts would be acceptable, and in particular where this would promote economic, social or environmental gains for the area*”.

The National Planning Practice Guidance (NPPG) provides further guidance and states that “*Local Development Orders are made by local planning authorities and give a grant of planning permission to specific types of development within a defined area. They streamline the planning process by removing the need for developers to make a planning application to a local planning authority. They create certainty and save time and money for those involved in the planning process.*”

Senior officers of the Council and the Hospital Trust agree that an LDO would be an appropriate mechanism to consider in respect of the Trust’s proposals. Agreeing an LDO for the hospital site provides for a proportionate, impact-based approach which allows the delivery of what would be considered non-contentious elements whilst ensuring development not covered by the Order (or relevant permitted development rights) would be governed by the normal planning procedures, requiring the need for the submission of planning applications.

The real purpose of the LDO is to allow the Council to permit certain uses or allow for certain development to be undertaken, to obviate the need for an applicant (in this case the Hospital Trust) to seek planning permission, and thereby streamline the planning process. Typically, such LDOs can be used to facilitate major new redevelopment projects or implement proposals alongside a masterplan, and this is the context for the proposed LDO for the Kettering General Hospital site.

## **Zones within the Hospital Site**

It is recognised that some areas within the hospital boundary, and areas on its edge, are more sensitive than others, in particular those areas on the periphery bounded by residential properties. Consequently, the parameters of the LDO have reflected these sensitivities and the development that is allowed through the LDO.

As such, the hospital site has been identified in three zones (see zone plan at Appendix A):

**Zone A** – this is the central part of the site measured at (as a minimum) 50m distance from the site boundary.

**Zone B** – this is an area on the eastern edge of the site which is the focus for the hospital's new energy centre development, and where there are less sensitive receptors (the railway line) beyond the site boundary.

**Zone C** – this is the remainder of the area of land that forms the 50m buffer to the site boundary, marked at 10m bands.

**Green Zone** - *this is the open areas of landscape including the pocket park on the southeast and southern edges of the site. The Green Zone provides a visually important and functional open space area, and it is the Trust's intention to retain its significant role within the context of the wider redevelopment of the site. The proposed LDO does not permit any development in the Green Zone.*

**The LDO will itself grant planning permission for the development specified in conjunction with the plan at Appendix A. If the development proposal falls within that described below, and within the zones identified by zones A-C then the specified development would not require a planning application.**

### **Within Zone A -**

1. Where proposed buildings, structures and/or plant within this Zone would otherwise require an application for a determination as to whether prior approval for demolition is required, then such submissions would not be required (and prior approval would not be required).
2. Where new buildings, structures and/or plant are proposed within this Zone, then planning applications will not be required for buildings including walkways and covered links that are lower than 20m (excluding plant) from ground level measured at their highest point.

### **Within Zone B –**

1. Where proposed buildings, structures and/or plant within this Zone would otherwise require an application for a determination as to whether prior approval for demolition is required, then such submissions would not be required (and prior approval would not be required).
2. Any new chimney which is lower in height than the existing chimney will not require a planning application.

3. Where new buildings, structures and/or plant are proposed within this Zone, then planning applications will not be required for buildings (excluding plant) including walkways and covered links that are lower than 15m from ground level measured at their highest point.

#### **Within Zone C –**

1. Where proposed buildings, structures and/or plant within this Zone would otherwise require an application for a determination as to whether prior approval for demolition is required, then such submissions would not be required (and prior approval would not be required).
2. All proposed buildings within this zone which are 10m or lower (excluding plant) will be permitted without needing a planning application except that no new building or plant will be permitted within 10 metres of the site boundary without the submission of a planning application.

#### **All Zones –**

The construction of non-adoptable roads, paths and footways, car parking areas and associated infrastructure above and below ground within Zones A, B or C will not require a planning application.

**N.B. 1.** The LDO will only apply to proposals which are related to the main use of the site as a hospital and related or ancillary uses.

2. Permitted development rights as set out within the General Permitted Development Order will still apply.

3. The LDO will be effective for a period of 10 years from the date of approval, or until rescinded by North Northamptonshire Council. It is planned the LDO will be presented to the Council's Strategic Planning Committee for determination on 22<sup>nd</sup> August 2022, which would mean it will be active till 21<sup>st</sup> August 2032.

#### **Conditions –**

Standard conditions and an informative required of all development the subject of the Local Development Order are set out below:

#### **LDO1 – Construction Management Plan (CEMP) Condition**

Prior to the commencement of development subject to the Local Development Order a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include the following elements:

- a) Demolition/Construction and deliveries shall only be carried out between 0800 hours to 1800 hours Monday to Friday, and 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.
- b) Supply of pre-journey information on routeing and site restrictions to contractors, deliveries and visitors. To include a map suitable for printing and being distributed to drivers visiting the site during the works.



- c) Provision should be made for site operatives, visitors and the parking, turning, loading and unloading of construction vehicles within the curtilage of the site and off the public highway.
- d) Measures to control the emission of dust, mud and debris in relation to demolition/construction at the site and surrounding area - road sweeper vehicles will be utilised to ensure the area remains clear of dust and dirt and bowsers may be deployed during significantly dry and windy periods.
- e) A named site-based contact should be available in the event of an immediate concern or emergency enquiry.
- f) Measures to control noise and/or vibration
- g) A scheme for waste minimisation and recycling/disposing of waste resulting from the demolition and construction works, which must not include burning on site.
- h) Measures to protect existing trees from damage during site clearance, demolition and construction phases, in accordance with BS 5837:2012 'Trees in relation to design, demolition and construction'.
- i) An assessment by a suitably qualified ecologist regarding the potential for protected species or other ecological impacts.

The Local Planning Authority will respond to the CEMP within 28 days, after which the contents are considered to be approved. The approved Statement shall be adhered to throughout the construction period and the approved measures shall be retained for the duration of the demolition and construction works.

REASON: Details are required prior to the commencement of development because demolition and construction management occurs early in the construction process and in the interests of safeguarding highway safety and residential amenity in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

### **LDO2 - Roads and Footpaths Design Condition**

Any roads or footpaths within the site intended for use by members of the public will normally be constructed to adoptable standards having regard to the intended nature and volume of use and desirable speed for vehicles.

REASON: In the interests of protecting highway safety in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

### **Crime Prevention Design Advice Informative**

Northants Police and Northants Fire & Rescue Crime Prevention Design Advisors should be notified by the Council from a crime reduction and fire prevention design perspective having regard to notification by the Trust of development falling within the LDO which raises relevant issues.

## Statement of Reasons

The reasons for this Local Development Order are described throughout this report. However, in summary, the following points are of significance:

- the LDO site boundary is the full extent of Kettering General Hospital, as shown in the plan at Appendix A.
- a description of the development allowed by the LDO is contained under the heading *Zones within the Hospital Site* above.
- it can be a mechanism through which less contentious development in defined areas can be managed more effectively.
- it can provide a way for the Council to support delivery of a significant redevelopment package and play an important role in allowing a strategic framework for managing minor or less contentious development proposals.
- it provides certainty to the Hospital Trust in terms of its ability to deliver development at the site for those aspects covered by the LDO, and reduces the risk of delay

## What is the timetable for considering the LDO?

Desktop studies	September-December 2021
Presentation to Planning Policy Executive Advisory Panel	24 <sup>th</sup> January 2022
4-week public consultation	8 <sup>th</sup> April – 12 <sup>th</sup> May 2022
Report of representations and amendments to the Planning Policy Executive Advisory Panel	28 <sup>th</sup> June 2022
Report to Strategic Planning Committee for determination	22 <sup>nd</sup> August 2022
Notify Secretary of State	23 <sup>rd</sup> August 2022

### For further information, please contact:

Simon Richardson or Richard Marlow

Planning Policy

North Northamptonshire Council

E-mail: [planningpolicy@northnorthants.gov.uk](mailto:planningpolicy@northnorthants.gov.uk)

Tel. No: 01536 534316

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Appendix A



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## North Northamptonshire Strategic Planning Committee 22<sup>nd</sup> August 2022

<b>Application Reference</b>	<b>NK/2021/0356</b>
<b>Case Officer</b>	<b>Louise Holland</b>
<b>Location</b>	<b>Desborough North (land at), Desborough</b>
<b>Development</b>	<b>Approval of Reserved Matters: All details in respect of KET/2017/0169 for residential development of 700 dwellings</b>
<b>Applicant</b>	<b>Bellway Homes (East Midlands)</b>
<b>Agent</b>	<b>Georgina Doyle Pegasus Group</b>
<b>Ward</b>	<b>Desborough Loatland</b>
<b>Overall Expiry Date</b>	<b>21/07/2021</b>
<b>Agreed Extension of Time</b>	<b>30/09/2021</b>

All plans and documents can be viewed using the application reference number at <https://www.kettering.gov.uk/planningApplication/search>

### **Scheme of Delegation**

This application is brought to committee because there are more than 10 unresolved, material objections to the proposal.

#### **1. Recommendation**

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1.1 Approve subject to the following conditions:

#### **2. The Proposal**

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2.1 Approval of Reserved Matters: All details in respect of KET/2017/0169 for residential development of 700 dwellings

2.2 This application seeks detailed approval for 700 dwellings further to outline planning permission being granted in April 2014. 20% of the dwellings will be affordable (40% intermediate and 60% social rent) which is in accordance with the outline requirements.

- 2.3 This reserved matters application does not include details of the primary school or local centre on site, but it does leave adequate land for this to enable these to be designed appropriately and assimilated into this current scheme. The time limit for further reserved matters to be submitted under the outline permission has now passed however full planning applications can be submitted for these elements of the overarching scheme.
- 2.4 Whilst access is a reserved matters the principle of location of the access points has been approved and established by the approval of an outline planning condition (please see history section for more detail). The principle of the location of access cannot now be revisited. The primary access off Stoke Road was a separate reserved matters application albeit the principle of its location was established via the condition approval.

### **3. Site Description**

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- 3.1 The application site is an area of 35.80 hectares to the north of Desborough. The land is adjacent to the existing residential development known as 'The Grange I' on its southern boundary, with Desborough Green Space to east. It is bounded by Back Lane to the north. The western boundary of the site wraps around the 'Magnetic Park' industrial development (a safeguarded employment site in the Kettering Site Specific Part 2 Local Plan) and then follows Stoke Road (B669), finishing at its junction with Back Lane.
- 3.2 The site was used as pastoral grassland and occasionally for horse, cattle and sheep grazing. The north-eastern boundary of the site is planted with native species of field hedge, with associated hedgerow trees. The only buildings on site are Pantile House a derelict house and farm buildings in the north-western corner of the site. Dobb Hall (Ash Tree) Farm is to the north of the site whilst Albany Sheds is located west of the site on Stoke Road.
- 3.3 Public Right of Way (PROW) footpaths UC6 and UC7 cross the site in a north to south alignment and continue beyond the site's boundaries. UC6 crosses the western section of the site (west of Pantile House) and then continues beyond the site, adjacent to its western boundary. UC7 enters the site west of the Pipewell Road junction and runs through the site eventually connecting into Ironwood Avenue.
- 3.4 The application is a subsequent EIA application as the outline application was EIA development. It is considered by Officers that the original Environmental Statement adequately addresses the likely significant environmental effect of the development and no further information is required in relation to this reserved matters application.



#### 4. Relevant Planning History

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##### **KET/2011/0235**

##### **Outline Application**

Residential development of up to 700 dwellings including provision of a local centre, primary school, green infrastructure and creation of accesses.

**Approved on 25 April 2014. Subject to a Section 106 agreement and planning conditions.**

##### **AOC/0235/1101**

##### **Submission of details pursuant to a number of outline conditions.**

Condition 4 (Submission of phasing), Condition 8 (Design Code), Condition 11 (Traffic Impact Assessment), Condition 19 (Framework Energy Strategy), Condition 20 Detailed Energy Strategy), Condition 30 (Sustainable Urban Drainage) and Condition 37 (Scheme of Archaeology) of KET/2011/0235. Various approval dates.

**Condition 11 (Traffic Impact Assessment) was approved on 21 April 2016.** A Transport Assessment (TA) was submitted in respect of this condition and was found to be acceptable by the Local Highways Authority. It was subject to consultation with Highways, site notices were put up and the applications were advertised in the Harborough Mail and Northamptonshire Evening Telegraph.

The approval of the TA was subject to the submission (within 3 months) and approval (within 6 months) of:

- further modelling of junctions as may be necessary
- junction mitigation details and phasing of such mitigation
- the approved mitigation details being implemented in accordance with the approved phasing.

No further modelling has been required by the Local Highways Authority. Mitigation details, their phasing and implementation is secured by Condition 10 of the Section 73 approval KET/2017/0169. Please see below for more detail.

##### **KET/2016/0249**

Reserved matters.

First 175m of highway off Stoke Road into Phase 1 of the development in relation to KET/2011/0235 (Residential development of upto 700 dwellings including provision of a local centre, primary school, green infrastructure, and creation of accesses).

**Approved on 12 April 2017 subject to planning conditions.**

##### **KET/2017/0169**

Section 73 Application

Variation of conditions 19 & 20 (Energy Strategy), condition 21 (Code for Sustainable Homes), condition 22 (Lifetime Homes), condition 24 (Sustainability Report) and condition 25 (Interim Design Stage Assessment Certificate) of KET/2011/0235.

**Approved on 19 July 2017 subject to planning conditions.**

As part of this consent conditions were varied and also updated to reflect details approved through Approval of Condition applications.

Conditions 9 and 10 of this S73 consent relate to the Transport Assessment, access points and off-site highway works which were the subject of condition 11 of KET2011/0235, described above.

*9. The development hereby permitted and subsequent reserved matters applications shall be in accordance with the the Transport Assessment (ref: R-TA-U8165PM-01-A) received 4 April 2016 and discharged as part of condition 11 of KET/2011/0235 on 21 April 2016, unless otherwise agreed in writing by the Local Planning Authority.*

*REASON: In the interests of road safety, efficiency, sustainability, and amenity in accordance with Core Principles and parts 4 and 7 of the NPPF and Policy 8 of the North Northamptonshire Joint Core Strategy (2016).*

*10. Prior to the commencement of development detailed designs of any highways works (including off-site highways works) and the phasing for each improvement in accordance with the Transport Assessment (ref R-TA-U8165PM-01-A discharged as part of condition 11 of KET/2011/0235), shall be submitted to and agreed in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with the approved Phasing Plan.*

*REASON: In the interests of highway safety and residential amenity in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy*

### **NK/2021/0988**

Temporary construction access point (for a period of 3 years).

Upgrading of existing agricultural access point on Back Lane (between Stoke Albany Road and Pipewell Road) as a temporary construction access for use by Bellway Homes.

**Approved on 25 May 2022 subject to planning conditions.**

Various other Approval of Conditions and non-material amendments approved.

## **5. Consultation Responses**

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A full copy of all comments received can be found on the Council's website at: <https://www.kettering.gov.uk/planningApplication/search>

### **5.1 Desborough Town Council** Objections summarised as follows:

- The layout is disappointing layout and seems very urban with long straight lines not at all in keeping with the design of Grange I, nor any other part of Desborough. The view of the Police that the development as proposed does not meet the Secured by Design standards.
- Storage of refuse and recycling bins should be within the secure areas of properties but with easy access to the public pavement areas for collection.

- Many of the properties do not seem to have any or suitable secured defensible space around them.
- No details of lighting.
- The mix does not comply with accepted standards (NPPF) in relation to making affordable properties blend into the development.
- The relationship of the proposed development with the existing Grange I development is not as previously shown. The buffer zone between properties on the two developments is no longer shown but there do appear to be bunds and planted barriers between the development and the green space to the East. Also benefiting from planted protection are the country road to the North and Stoke Road to the West.
- Footpaths and cycling provision should be clear and provided not just within the site but also along the Back Lane and Stoke Road borders (either within the site or outside).
- Public Footways UC6 & UC7 cross the site and would expect any proposed changes to these footways to be sympathetically treated putting the needs of the footpath user, not the developer, at the centre of the proposals.
- Any proposed relocation of footways should be truly commodious for walkers and not just expedient for the developers.
- Internal road layout is ill thought out and contains potentially dangerous straight stretches of road and inherently unsafe junctions.
- Desborough Town Council is extremely concerned about the proposed access to the site and objects to the proposed accesses from Rowan Close and Wood Avens Way.
- Other objectors have explained why Rowan Close is not a suitable or appropriate gateway to the development site: it is too narrow especially for busses and other public service vehicles, and there is insufficient off-street parking.
- Similarly, if there is an access at Wood Avens Way there are concerns about the capacity of the junctions of Ironwood Avenue and Thistle Drive from Buttercup Road (presumably the logical route out of Grange I), and the inability of the alternatives of Rosebay Road and Honeysuckle Road to take any more traffic owing to the excessive on street parking.
- It is patently obvious that the Transport Assessment is out of date and bears little relation to the development now proposed.
- Whilst there are clear needs and benefits from cycle and pedestrian access routes from Grange I to Grange II, the obvious difficulties posed by the inherent unsuitability of Rowan Close, Wood Avens Way, Ironwood Avenue.
- Desborough Town Council would prefer to see vehicular access to the development site
- from Stoke Road (B669) and also from Back Lane (between Stoke Road and Pipewell Road).
- There appears to be insufficient parking provision at the commercial centre and an absolute lack of detail.
- Details of the service provision for the local centre must be provided before any content is given.
- No details have been provided of any medical or other provision for social need.
- The Council is concerned about the location of the school within the site. The access details are unclear and given that it is not guaranteed that all parents and children will walk, it is not clear where parents' cars will wait.

- Details of the parking and waiting provision both inside and outside the school site should be shown.
- It is surprising and disappointing that there are no details of the school.
- The site allocated for the school seems too small for any school building, parking, turning area, outside play and nature space, and bins / services, to be provided on site. The site must be expanded to suit a modern provision.
- The play areas appear to be little more than an afterthought, away from the gaze and supervision of the majority of properties and therefore at risk of antisocial behaviour and damage.
- Boundaries and buffers between houses and the play areas should be formalised.
- There is insufficient detail about: the play provision, capacity for overseeing from residences, boundaries, measures for the prevention of vehicular access.
- The Council is concerned at the lack of a drainage strategy leading to the impact of surface water drainage not being adequately addressed.
- The Council welcomes the introduction of an allotment area but questions the location, especially given that they will not be overlooked and might therefore be a target for antisocial behaviour. A location closer to the school site might assist in intergeneration integration and with appropriate learning objectives from the school.
- No ecological impact report has been seen for the development as proposed and should be provided and taken into account before any consent is granted.
- The bus route should be devised following any redesign. The route should loop through the development and should enter and leave onto Stoke Road / Back Lane.
- The opportunity should be taken to install public electric vehicle charging points, possibly in the local centre.
- Strongly objects to any construction traffic using any route through Grange I. All construction traffic should enter Desborough from the A6 / B576 Desborough Road roundabout, along Brampton Wood Lane and into a new entrance to the development site from Stoke Road.
- One route for construction traffic should be approved with ANPR monitoring and a reporting process.
- A detailed construction management plan should be provided before approving the reserved matters.

**Officer comment:**

*Matters relating to design, access and other issues will be addressed as appropriate within the assessment section of this Committee Report.  
Amendments have been received since this objection was received in 2021.*

5.2 Anglian Water

Unable to comment as no drainage details submitted.

5.3 Environment Agency

No objection.

5.4 Lead Local Flood Authority

Unable to comment. Request that the LLFA are consulted again when there is a submission of Detailed Surface Water Drainage information. In the meantime, no

development shall take place until full details of the surface water drainage scheme for the site is submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

**Officer response:** *There are surface water drainage conditions on the outline permission.*

5.5 Local Highways Authority

No objection in principle. Any other matters to be dealt with at technical audit stage (additional details of technical drawings).

- Vehicle tracking plans are reasonable. Any instances of body overhangs of a refuse vehicle are thought to be reasonable
- Visibility pedestrian & vehicle visibility splays are detailed.
- Access associated with the allotments and school are reasonable.
- Local centre area is a more adoptable layout.
- The applicant/LPA are encouraged to consider the need to provide electric vehicle charging facilities.

**Officer comment:** *Audit stage is separate to the planning process and will be done after permission is granted.*

5.6 NNC Housing Strategy

I am happy with the affordable housing provision for the site.

The proposed development offers a good mix of house types ranging from 1 – 4 bedrooms and we are pleased to see the inclusion of some larger 4b7p houses which we have an increasing need for. They have also included 4x 2b4p bungalows to be provided to M4(3) accessibility standards which will be suitable for wheelchair users. All units are to NDSS and maximise the number of bedspaces provided which means that the homes will have some longevity for growing families.

I am satisfied with the distribution of the affordable housing across the site, and it doesn't appear that the affordable homes will be easily distinguishable from the market dwellings which is important for community cohesion.

Overall we welcome the proposed additional and much needed affordable housing that this development will provide, and we support a recommendation for approval.

5.7 Natural England

No comment.

5.8 NNC's Ecologist

Concerns with the boundary treatments and proposed open space landscaping. he 1.5m and 1.8m close board fences should include 'hedgehog holes' to allow hedgehogs to forage among the gardens and provide a measure of pest control for residents. The soft landscaping currently proposed includes a range of species not naturally found in this area. Some of the 'native' mixes include ash which should

not be included in any planting mix. All mixes for naturalised areas should be ecologically appropriate to the north Desborough area, and should be representative of the local flora in both composition and diversity.

Conditions relating to a landscape and ecological management plan (LEMP) and construction environmental management plan CEMP are recommended.

**Officer Response:** *Bellway have amended the species mix to comply with the Ecologist's recommendation and hedgehog holes are to be provided within the boundary treatments.*

*The outline requires an Ecological Management Plan, the implementation of which will be overseen by a suitably experienced ecological clerk of works. It also requires a Construction Method Statement. The above conditions are therefore captured by the outline consent and do not need to be attached to the reserved matters. NNC's Ecologist was content with the Ecological Management submitted under the outline condition and this has been approved.*

#### 5.9 NNC Archaeology

At the outline stage it was advised that evaluation by trial trenching was required in order to identify areas for archaeological mitigation. It was agreed that the trenching could take place by condition.

A specification from a contractor (ULAS) having been approved in 2016. A small amount of monitoring was carried out by ULAS in 2019 on minimal works. The trial trenching must be carried out as soon as possible, and before any development work commences, as it will allow any required mitigation to be designed and organised. An approved Written Scheme of Investigation for any mitigation should be in place before any development begins. Mitigation should deal with any archaeological sites as complete entities and the investigations therefore need to take place before there is any subdivision for development phases.

**Officer response:** *The outline includes the following condition:*

*The development hereby permitted shall be implemented in accordance with the details within the Written Scheme of Investigation (ref: 16/621 v3) received 4 April 2016 by University of Leicester Archaeological Services and discharged as part of Condition 30 of KET/2011/0235 on 18 April 2016, unless otherwise agreed in writing by the Local Planning Authority.*

*The trial trenching has now been completed and an evaluation report has been submitted and approved. Below is the response of NNC's Archaeologist in November 2021 which supersedes the above comments.*

*"The archaeological evaluation has been completed and the trenching returned largely negative results, with only recent features being identified. No further archaeological work is required, and the evaluation report is suitable to address the requirements of the programme of work. Condition 31 can therefore be discharged."*

5.10 NNC Environmental Protection

Previous consent contained a condition relating to ground contamination.

5.11 Crime Prevention Design Advisor

Comments on boundary treatments, parking, rear/communal accesses, defensible planting needed to some plots and lighting.

5.12 Neighbours / Responses to Publicity

Over 60 letters have been received. In addition to this a petition with approximately 150 signatures has been received. The issues raised are summarised below:

**Access**

- Previous plans have proposed Ironwood Avenue and Wood Avens Way as access points.
- Access via Rowan Close was never included in previous plans/documents in the outline application. It is a narrow winding road with numerous parked cars, due to lack of parking spaces elsewhere, which renders it completely unsuitable as an access point.
- Emergency vehicles won't be able to get through.
- Rowan Close is also not suitable for a construction traffic or as a bus route.
- Homes were purchased on the basis there would be no access to the site via Rowan Close.
- Poor visibility within the existing residential area will create unsafe accesses.
- No consultation on the accesses has taken place. Lack of transparency.
- Do Bellway have a legal right of access from Rowan Close.
- There is available easy access to from Stoke Road to the west and easy access from West Lodge Road to the north.
- Ironwood Avenue is busy and further access through this road is of concern (narrow with parked cars). A zebra crossing on Ironwood Avenue should be considered.
- Close means a residential street without through access.
- Rowan Close's name would need to be changed – deeds would need to be changed. Who would pay for this?
- Access is a reserved matter, and a transport assessment should be submitted assessing the suitability of Rowan Close.
- A construction management plan should be submitted before reserved matters approval is granted.
- Rowan Close and other existing roads are not adopted.
- Poor junctions to get onto Rowan Close – the access will be unsafe.
- There should only be pedestrian access to the site from the existing Grange residential area.
- Ironwood Avenue should not be an access but Rowan Close is a better access as it is wider.
- Air pollution, noise and risk to pedestrians to from creating access from the existing residential area.
- Speeding vehicles on existing residential streets will get worse.
- Risk of accidents due to inadequacy of accesses.
- Traffic will have increased since the last assessment.
- Buses should enter the development and loop round and not enter Grange I.

- Not all roads in The Grange Phase 1 are adopted.
- If existing roads (when adopted) are double yellow lined in an attempt to ease traffic flow this would have implications which would result in no vehicles being able to access through Grange I into the development.
- If works are needed to Rowan Close they cannot be delivered currently as it is updated.

**Officer Response on Access objections:**

*Please see access section of this Committee Report.*

**Other Objections**

- Is there a need for this housing?
- Little or no engagement on the proposals.
- Lack of transparency.
- Magnetic Park should be completed first.
- Removal of green space will impact on well-being.
- Lack of ecology and drainage information.
- Additional EIA information should have been submitted e.g. updated transport assessment.
- Desborough is renowned for its surrounding countryside and open land space attracting walkers and wildlife.
- Development will compromise countryside, open space and wildlife and increase Co2 emissions.
- Further housing will also restrict natural drainage.
- The design of the spine road which will encourage speeding.
- Why is there a duplicate application for the site?
- Inadequate infrastructure e.g. health/education.
- Distance from amenities.
- Boundary plan are not clear.
- Red line should be up to the adopted highway.
- Application is not valid; outline has lapsed.
- No investment in the town.
- School site is too small and should be further away from Grange I.
- Design of houses not in keeping with existing.
- Land is a buffer between Desborough and the River Ise and an open space between Desborough and Rothwell.
- Loss of amenity land.
- Concentration of affordable housing in one area.
- Crime will increase.
- Lack of buffer planting/open space between new and existing properties – buffer will have ecological benefits and will reduce noise and amenity issues. Buffer should be provided in accordance with the outline.
- Little regard at site perimeter to housing type and density.
- High density housing
- Construction impacts
- Impact on living conditions – light/privacy
- Loss of visual amenity.
- Concerns about lawful implementation of the outline.



## **6. Relevant Planning Policies and Considerations**

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### 6.1 Statutory Duty

Planning law requires that applications for planning permission must be determined in accordance with the Development Plan, unless material considerations indicate otherwise.

### 6.2 National Policy

National Planning Policy Framework (NPPF) (2021)

National Planning Practice Guidance (NPPG)

National Design Guide (NDG) (2019)

#### **National Planning Policy Framework (NPPF) (2021)**

2. Achieving sustainable development

5. Delivering a sufficient supply of homes

8. Promoting health and safe communities

9. Promoting sustainable transport

11. Making effective use of land

12. Achieving well-design places

15. Conserving and enhancing the natural environment

#### **Development Plan Policies**

### 6.3 North Northamptonshire Joint Core Strategy (JCS) (2016)

Policy 4 Biodiversity and Geodiversity

Policy 7 Community Services and Facilities

Policy 8 North Northamptonshire Place Shaping Principles

Policy 9 Sustainable Buildings

Policy 10 Provision of Infrastructure

Policy 19 The Delivery of Green Infrastructure

Policy 30 Housing Mix and Tenure

### 6.4 Local Plan – Kettering Site Specific Part 2 Local Plan (2021)

LOC1 – Settlement Boundaries.

Policy NEH2 – Borough Level Green Infrastructure Network

Policy NEH4 – Open Spaces

### 6.5 Neighbourhood Plan

Desborough Parish was designated as the Desborough Neighbourhood Plan Area in 2013 but no Neighbourhood Plan has yet been made.

### 6.6 Other Relevant Documents

Biodiversity SPD

## 7. Evaluation

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The key issues for consideration are:

- Principle of Development/Outline Consent
- Assessment of Design details relating to the Reserved Matters
  - Layout
  - Scale
  - Appearance
  - Access
  - Landscaping

### 7.1 Principle of Development/Outline Consent

7.1.1 The purpose of the planning system is to contribute to the achievement of sustainable development. The planning system is plan-led. Planning law requires through Section 70(2) TCPA 1990 that the decision-maker shall have regard to the provisions of the development plan, so far as material to the application. Section 38(6) of the Planning and Compulsory Purchase Act 2004 (“PCPA 2004”) provides:

*“If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise.”*

7.1.2 The Development Plan for the purpose of this application is the North Northamptonshire Joint Core Strategy 2011 – 2031 and the Site-Specific Part 2 Adopted Local Plan – December 2021. The plan seeks to pave the way for the delivery of high-quality sustainable growth in the region and to ensure that protection is provided for what is special about the existing natural and built environment. It also seeks to make sure that the essential quality of the region would continue to be an attractive place to, work, travel, visit and invest in.

7.1.3 Desborough North is a Sustainable Urban Extension of 700 dwellings – SUEs being part of the growth strategy for the borough as identified by the JCS. The site is within the Town Confines, as defined by Policy LOC1 of the SSP2LP and this reserved matters relates to an outline permission for the SUE which was granted originally in 2014. As such the principle of development accepted.

### 7.2 Assessment of Design details relating to the Reserved Matters

#### Design Code

7.2.1 To provide a framework for future development a Design Code was approved in 2016. At that time it was not known that the site would be designed and built by a single developer. One of the key advantages of a design code is on large sites where there are multiple housebuilders, and a code ensures consistency and quality of design. The code has been updated as is permitted. Key updates include:

- Detailed drainage strategy has been developed since the outline was approved and has been integrated into the design.
- Street hierarchy has been rationalised – ensuring the perimeter structure approach is deliverable.
- Amends to wrap the school and local centre within the development.
- Improvements and amends to location of allotments and play spaces
- Simplification of character areas to ensure a coherent design

The aim of the code is to deliver a high-quality, allsnpnce-led residential development with distinct character aeras and focus on attractive and suable open spaces.

### **Approach and Latest Amendments**

7.2.2 The layout and scheme has gone through a series of workshops which has involved the developer, their urban designer, engineers, NNC officers (planning and highways) and NNC’s Urban Design consultant. The developer has responded positively to this process over the last 12 months and Officers now considered it is appropriate to present this to the Strategic Committee.

Latest amendments include:

- Boundary treatments have been amended to respond to the comments made by the Crime Prevention Design Advisor.
- Defensible planting has been added to Plots 18,25, (side of) 28, 94-96, 117/118, 123/130, 211-214, 226-229, 351, 516/517 as requested by the Crime prevention Design Advisor.
- The entrance road into the school and allotments have both been widened;
- Whilst the Local Centre details will be subject to a separate application, the layout of the spine road going through the local centre has been improved to ensure that traffic is slowed down in this area and that a pleasant neighbourhood centre is achieved with priority given to pedestrians
- Visibility splays added to all entrances including driveways to ensure that safe and suitable accesses can be achieved.

### **Layout**

7.2.3 There are two main character areas within the site along with The Park Character Area within the overall structure. These lie north and south of ‘The Greenway’. There are subtle differences between the areas which help to deliver in change in character but together deliver a cohesive layout.

7.2.4 The layout include streets, footpaths, local centre, primary school, open spaces, play areas, allotments and swales and SUDS. The overarching network of streets balances vehicular permeability with creating a layout which is not overly car dominated. The main tree lined Avenue runs through the site and connects Stoke Road and Rowan Close. This is layout of formal tree planting gives this street a distinctive character and appearance. This street will be the bus route and is acceptable from a local highway’s perspective. Secondary streets loop in the eastern and western sections of the development with more minor streets branching off of this network. A safe and legible layout is proposed.

- 7.2.5 Footpaths run throughout the development – within the greenspaces and green corridors and alongside the main carriageways, both types providing excellent links through the site and integrating into the PROW network and Desborough Greenspace to the east of the site. The scheme’s design has produced a walkable development with a variety of routes for people to choose and which link to key destinations.
- 7.2.6 Dwellings are sited to front open spaces and streets and therefore provide active surveillance to those important spaces. The principle of perimeter blocks is taken forward to this reserved matters layout. The development is outward looking, and the layout responds well its key features (open spaces,, streets and so on). Third parties are concerned regarding the lack of a buffer between the new development and the boundary. A plan submitted at outline showed an area of informal space in this location however the original Design Code approved in 2016 subsequently showed this as an area for possible built development. The updated Design Code retains this approach and this reserved matters takes forward those Design Code principles. There is no wide landscaped buffer provided on this edge with existing residents, but care has been taken to provide some pockets of informal green space. Most of the dwellings on this edge are orientated to be side by side with existing properties to ensure no overlooking and to provide a continuation of the street in some locations. There is limited back-to-back orientation and when this does occur there is good separation distance. Affordable housing units are distributed well throughout the site this is vitally important for integrating the market and affordable provision together.
- 7.2.7 There are different on and off plot parking solutions used with use of garages to some house types. Some limited on street parking has been designed into streets.
- 7.2.8 The open spaces and linking green corridors provide a good GI network which links into the adjacent Desborough greenspace. The allotments, community orchard and play areas are located in good positions on site and in the case of the play areas are well distributed which aids their accessibility.
- 7.2.9 The primary school site and local centre are centrally located on the main Avenue through the site. This will ensure these facilities are accessible by both the new and existing community. The local centre will be on the eastern side of the street whilst parking is provided on both sides. The primary school will be located on the western side of the street. There will be a change in character in this area on created by the use of different surfacing materials.
- 7.2.10 The layout achieves the key principles of Development Plan policy which are intended to ensure that development proposals support strong, vibrant and healthy communities and create inclusive places and spaces. A well connected, walkable, distinctive design is created which promotes healthy living and will support a good quality of life and well-being for occupiers and visitors.

### **Scale**

- 7.2.11 560 market units are proposed with a mix of 3 and 4 bed dwellings of 2 and 2.5 storeys. All are to the M4(2) accessibility and adaptable standards as required by the outline consent. 20% of the development (140 units) is affordable. The tenure split and mix is acceptable to NNC Housing Strategy. The affordable mix includes

a range of 1,2,3 and 4-bed properties and includes 4 x 2-bed bungalows which will be constructed to the M4(3) standard - wheelchair user dwellings. This equates to 3% of the affordable which is accordance with the outline consent. The delivery of the M4(3) units as part of the affordable mix is in line with national policy and guidance. NNC Housing Strategy have confirmed that the affordable provision is acceptable and in line with current need. Bed spaces are being maximised and space and accessibility standards are being met – the provision delivers longevity for growing families and overall NNC Housing Strategy welcome the affordable provision being proposed.

- 7.2.12 There is a good mix of dwelling sizes and tenures proposed which will deliver a mixed and inclusive community. Properties will be accessible and adaptable which will allow them to respond to changing needs of occupiers, a key element of the development's sustainability.
- 7.2.13 Dwellings also conform the Nationally Described Space Standards as required by Policy 30 of the North Northamptonshire Joint Core Strategy (JCS). This will ensure future occupiers benefit from a good standard internal residential amenity.
- 7.2.14 The scheme will deliver a mix of 1, 2 storey and 2.5 storey development. The majority of the scheme is 2 storeys with approximately 11% being 2.5 and 3% of the affordable provision being M4(3) complaint bungalows (4 on site). This will provide a balance between achieving some diversity and choice across the development (and associated variety of design/appearance) and respecting the surrounding character. It is considered that there are no unacceptable residential amenity impacts on existing occupiers (adjacent to the site boundary) caused by the scale and positioning of new dwellings within the scheme. Positioning of new dwellings, separation distances and scale combined will ensure that living conditions of existing occupiers are not significantly harmed by the proposals. The proposed development will therefore accord with JCS Policy 8 (and NPPF Policy 12) in this regard. The same is true of the relationships between properties on site – their scale in relation to each other will protect amenity and help to deliver dwellings which benefit from good living conditions.

### **Appearance**

- 7.2.15 The proposed scheme delivers attractively designed dwellings within a wider site setting of good landscaping and greenery – all contributing to a well-designed place which will give new occupiers a good quality of life.
- 7.2.16 The house types proposed will not jar with one another and will provide variation and interest within the streetscene. Subtle variations are provided by the use of render and materials, brick detailing, dormers in the 2.5 storey dwellings, porches/canopies, two storey gable projections/features, door and window design. These variations also produce a good mix of more traditional looking properties and those with a more modern appearance. Again these do not jar but complement and provide choice of style.
- 7.2.17 High quality materials will ensure the appearance of dwellings meet the highest standard of design the Local Planning Authority demands. A mix of red multi and buff brick and render will be utilised. Render will be used in different ways to achieve variety – full elevation render, half render (in the horizontal), part render

(in the vertical) and coloured to key plots. Dormers are in proportion to the scale of the dwellings, sit well within the roof planes and provided with a good mix of flat and pitch roof designs.

- 7.2.18 Use of chimneys on some house types will act as a feature, break up roofscapes and provide visual interest. The windows on the individual properties have also been varied in their style and colour and cills and lintels are included on various house types. Properties have different door styles and colours and entrance canopies and porches over front entrances.
- 7.2.19 The appearance of affordable units have been designed to be indistinguishable from market units which supports community cohesion. A mix of fencing and brick walling in appropriate locations act as boundary treatments and are acceptable.
- 7.2.20 The design and appearance of play areas will be welcoming to children and each are designed individually. Different ages are catered for with balancing, climbing, social and imaginative play in mind and to ensure there is enough of a challenge for children – the proposal will cater for growing families over time.
- 7.2.21 The overarching appearance of the development will be well landscaped, well designed dwellings, streets and spaces to create a place where people will want to live and visit (e.g. for recreation- allotments and play areas/ school). A high quality design is achieved which is what the Development Plan for North Northamptonshire requires and what National Policy seeks.

#### **Access**

- 7.2.22 Policy 8(b)(ii) of the North Northamptonshire Joint Core Strategy seeks to ensure a satisfactory means of access and provision for parking, servicing and manoeuvring in accordance with adopted standards.
- 7.2.23 As set out in the Planning History section of this report, an outline planning condition was imposed (condition 11 of KET/2011/0235) required the submission of a traffic access and impact assessment. This assessment considered and set out the proposed access points for the development and impacts on offsite junctions. The proposed access points were identified as Stoke Road, Rowan Close, Ironwood Avenue and Wood Avens Way (for a limited number of dwellings). The submission was assessed by the Local Highways Authority and was found to be acceptable. The details were approved in April 2016. A subsequent 2017 Section 73 permission requires the development and subsequent reserved matters to accord with the approved transport assessment. This approved the principle of the access points and this cannot be revisited through this reserved matters application. Bellway Homes have confirmed that they control all the access points.
- 7.2.24 This reserved matters shows the detail as those accesses enter the site in terms of width, carriageway and footways and appearance – materials used (tarmacadam for the Rowan Close and Ironwood Avenue accesses and block Wood Avens Way access). Tracking details have been submitted. The Local Highways Authority have raised no objection. It should be noted that any offsite works will be dealt with by condition 10 of the 2017 Section 73 approval.

7.2.25 A separate reserved matters was submitted for the first 175m of highway off Stoke Road and this was approved in 2017.

### **Construction Access**

7.2.26 Construction access will be taken from Back Lane or from the main access off Stoke Road once in place. A temporary construction access (for 3 years) off Back Lane has been granted consent. No construction traffic will go through the existing residential areas known as The Grange I.

### **Landscaping**

7.2.27 Trees make an important contribution to the character and quality of environments and can also help mitigate and adapt to climate change. Trees are an important component of a sustainable environment contributing significantly to the green infrastructure. The benefits trees bring to the locality are threefold: – trees enhance urban landscapes, softening environments, creating focal points, bring human scale and introduce colour, movement, life and seasonal change. Ecological – trees, woodlands and hedgerows create habitats that help support a range of species, bringing wildlife into urban spaces and enabling it to move across the town.

7.2.28 The development proposes an excellent green infrastructure network of multifunctional open spaces, green linkages and footpaths (linking in from the adjacent greenspace). 'The Park' located in the centre of the western section of the development provides a green transition from adjacent greenspace. A footpath connection is provided here which links into the new footpath being delivered as part of the associated offsite drainage proposals (planning application reference NK/2021/0191). This connection and associated footpath links to a wider network on paths which run through the green spaces and which go on to connect with Public Rights of Way (PROW) within and offsite. The routes of existing PROWs on site will be diverted onto new alignments but importantly will remain on site and retain that connectivity with the wider area which is key.

7.2.29 A green frontage to Stoke Road is proposed, the 'Green Gateway', which includes landscape screening and a drainage pond; this pond links to a swale which traverses around the northern site edge. The gateway includes large-sized formal tree planting (linking visually and ecologically into the formal tree planting on the Avenue) and hedge planting along the footpath leading into the site. Landscaping and drainage are well integrated, and their interaction delivers enhanced landscape and biodiversity benefits. The 'Central Greenway' incorporates retained (hedgerow) and proposed planting and also a community orchard. This greenway links to western and northern sides of the development and links up to the western landscaped edge with the swale.

7.2.30 Three play areas (LEAPs) are provided across the development and are distributed well. There is also a trim trail proposed within the green space at the frontage of the site adjacent to Stoke Road (southern half of the frontage) which delivers additional benefits from a well-being perspective. This area can also be used for informal play. Play and opportunities for exercise have been integrated into the overall design and landscape strategy. The inclusion of allotments also promotes healthy living and will deliver positives for well-being and important

environmental benefits – helping to address climate change - and has visual benefits.

- 7.2.31 Other informal areas of open space add to the environmental credentials of the development and will help achieve a visually attractive development.
- 7.2.32 The main Avenue running through the site will be tree lined and create a distinctive, formal character. The species mix proposed has been updated to reflect the comments of NNC's Ecologist as they reflect the local area appropriately and provide the necessary biodiversity. Planting includes wildflower meadow, grassland and wetland meadow mixes, bulb planting, enhanced and new native hedgerows and native and ornamental planting. Careful thought has been given to accent colours of planting to differentiate between character areas within the site. Planting is considered to complement the design of the wider development and with quality of life and environmental and biodiversity considerations at its heart.
- 7.2.33 Overall the landscaping for the site is considered to deliver the objectives of the Development Plan in design, landscape, green infrastructure and biodiversity terms in accordance with Policy 3, 4, 8 and 19 of the JCS.

## **8. Other Matters**

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- 8.1 As set out in the consultation section many matters relating to construction management, ecology, drainage and archaeology are dealt with by outline planning conditions and should not be repeated as part of this reserved matters.
- 8.2 The Town Council mention the school site in their objection. The size of the site is acceptable to NNC Education.
- 8.3 A Section 106 agreement was agreed at the outline planning stage and included any necessary infrastructure works or contributions required to make the development acceptable. This included, but was not limited to, contributions towards connectivity matters, leisure, town centre improvements and education. The developer has applied to vary the Section 106 on a limited number of matters, and this will be considered by the LPA. This however does not preclude this reserved matters application being approved.
- 8.4 Electric charging is now covered by Building Regulations.

## **9. Conclusion / Planning Balance**

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- The reserved matters delivers a design which positively responds to local distinctiveness. The layout achieves the key principles of Development Plan policy which are intended to ensure that development proposals support strong, vibrant and healthy communities and create inclusive places and spaces.
- A well connected, walkable, distinctive design is created which promotes healthy living and will support a good quality of life and well-being for occupiers and visitors.
- The development would not have a negative impact on the highway network or safety.



- There is a good mix of dwelling sizes and tenures proposed which will deliver a mixed and inclusive community. The proposal would not adversely affect the amenity of existing occupiers and achieves a good standard of amenity for future residents; properties will be accessible and adaptable which will allow them to respond to changing needs of occupiers, a key element of the development's sustainability.
- The landscaping for the site is considered to deliver the objectives of the Development Plan in terms of design, landscape, green infrastructure and biodiversity. The overarching appearance of the development will be well landscaped, well designed dwellings, streets and spaces to create a place where people will want to live and visit.
- A high quality design is achieved which is what the Development Plan for North Northamptonshire requires and what National Policy seeks.
- The scheme is consistent with the development Plan and the National Planning Policy Framework. There are no material considerations that would justify coming to a different conclusion. As such, the application is acceptable and recommended for approval subject to imposition of the recommended conditions.

## **10. Recommendation**

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10.1 Approve subject to the following conditions.

## **11. Conditions**

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1. The development hereby permitted shall not be carried out other than in accordance with the approved plans and details listed below.

REASON: In the interest of securing an appropriate form of development in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

2. Prior to commencement of construction of the first dwelling, full details of all windows (and their surrounds), doors, porches/canopies, verge detailing, rainwater goods, chimneys and external meter boxes shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

REASON: Details are required prior to commencement of development in the interests of protecting the character and appearance in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

3. All external surfacing works (materials) shall be carried out in accordance with the approved materials plan listed below unless otherwise agreed in writing by local planning authority.

REASON: In the interests of the character and appearance of the area in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

4. Notwithstanding the approved boundary treatment plans the approved fencing within scheme shall be a minimum of 1.8m in height and shall include the provision of 'hedgehog holes', unless otherwise agreed in writing by the Local Planning Authority. Any access to communal alleyways/rear accesses shall be gated at the opening of the alleyway.

REASON: In the interests of residential amenity, safety and crime prevention and biodiversity in accordance with Policy 4 and 8 of the North Northamptonshire Joint Core Strategy.

5. No external lighting shall be erected on site until details have been first submitted to and approved in writing by the Local Planning Authority. Details shall include technical specification, siting and design and appearance. Any external lighting erected shall be in accordance with the approved details.

REASON: In the interests of biodiversity, residential amenity and character and appearance of the area in accordance with Policies 4 and 8 of the North Northamptonshire Joint Core Strategy.

6. Prior to the commencement of construction of dwellings, a phasing plan shall be submitted which sets out the timing of delivery of each of the public open spaces including their landscaping, play areas, trim trail, allotments, community orchard or any other approved features within them. The open spaces shall be delivered in accordance with the approved plans and the approved phasing plan unless otherwise agreed in writing by the Local Planning Authority. Any trees or plants which, within a period of 5 years from the date of planting die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

REASON: In the interests of the landscape character, biodiversity, amenity and character of the area in accordance with Policies 3, 4 and 8 of the North Northamptonshire Joint Core Strategy.

7. All planting, seeding or turfing comprised in the approved details of landscaping (outside of the public open spaces which is dealt with pursuant to condition 2) shall be carried out in the first planting and seeding seasons following the occupation of the buildings to which those areas of landscaping are associated with, unless these works are carried out earlier. Any trees or plants which, within a period of 5 years from the date of planting die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

REASON: In the interests of the landscape character, biodiversity, amenity and character of the area in accordance with Policies 3, 4 and 8 of the North Northamptonshire Joint Core Strategy.

8. Prior to first occupation of the first dwelling on site a landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, other than small, privately-owned, domestic gardens, shall be submitted to and approved in writing by the Local Planning Authority. The landscape management plan shall be carried out as approved.

REASON: To ensure that due regard is paid to the continuing enhancement and maintenance of amenity afforded by landscape features of communal public or nature conservation in accordance with Policy 3, 4 and 8 of the North Northamptonshire Joint Core Strategy.

## 12. Informatives

Positive/Proactive - amendments  
 ARM to be read with outline planning permission  
 Development affecting public right of way

List of plans

The plans and documents, some of which may have been subsequently referenced by the LPA, are set out below and form the basis for this decision:

Title	NK Ref.	Agent's Ref	Received Date
Boundary Treatment 1		P19-1929_009-1F	09/08/2022
Boundary Treatment 2		P19-1929_009.2F	09/08/2022
Boundary Treatment 3		P19-1929_009.3F	09/08/2022
STANDARD DETAIL - 1.8M CLOSE BOARDED FENCE		SD-9-02	09/08/2022
STANDARD DETAIL - 2.0M CLOSE BOARDED FENCE		SD-9-02	09/08/2022
STANDARD DETAIL - 1.8M SCREEN WALL		SD-9-03D	09/08/2022
STANDARD DETAIL - 1.8M DECORATIVE SCREEN FENCE		SD-9-04	09/08/2022
1.5M FEATHERBOARD FENCE		J701279sht2	09/08/2022
Euroguard regular 1800mm			09/08/2022
Enclosure details-Estate Railing			09/08/2022
Single Garage CB (Standard Pitch)		A/218/00/CB/R1/01	09/08/2022
Single Garage TB (Standard Pitch)		A/218/00/TB/R1/01	09/08/2022
Single Garage TB (Gable Fronted)		A/218/00/TB/R2/01	09/08/2022
Double Garage CB (Standard Pitch)		A/436/00/CB/R1/01	09/08/2022
Double Garage TB (Standard Pitch)		A/436/00/TB/R1/01	09/08/2022
Double Garage CB (Gable Fronted)		A/436/00/CB/R1/01	09/08/2022
Double Garage TB (Gable Fronted)		A/436/00/TB/R2/01	09/08/2022
Highway Improvements		E820-278-01F	16.04.21
Soft Landscape proposals Sheet 1 of 4		P19-1929-01E	09/08/2022
Soft Landscape proposals Sheet 2 of 4		P19-1929-02E	09/08/2022
Soft Landscape proposals Sheet 3 of 4		P19-1929-03E	09/08/2022
Soft Landscape proposals Sheet 4 of 4		P19-1929-04E	09/08/2022
POS Soft Landscape Composite Plan		P19-1929-05E	09/08/2022
Illustrative Landscape Masterplan		P19-1929_102-B POS	09/08/2022
Public Open Space Illustrative Landscape Masterplan (Design Code)			09/08/2022
Residential Plot Landscape Strategy		P19-1929_103-B	09/08/2022
Allotment Proposal		P19-1929-06C	09/08/2022
Detailed LEAP Proposal 1		P19-1929-07	09/08/2022
Detailed LEAP Proposal 2		P19-1929-08A	09/08/2022

Detailed LEAP Proposal 3		P19-1929-09A	09/08/2022
Detailed Trim Trail Proposals		P19-1929-10A	09/08/2022
Design Code		P19-1929-204B	05/07/2022
Planning Layout (1 of 3)		P19-1929-DE-006-1AJ	03/08/2022
Planning Layout (2 of 3)		P19-1929-DE-006-2AJ	03/08/2022
Planning Layout (3 of 3)		P19-1929-DE-006-3AJ	03/08/2022
Planning Layout (Colour)		P19-1929-DE-006-4AJ	09/08/2022
Materials Plan		P19-1929-DE-010L	09/08/2022
Landscape Management Plan		P19-1929 LAND	16.04.21
Transport Assessment		R-TA-U8165P-01-A	16.04.21
The Arkwright Rev A V-R1 – FP		A/1507AR/00/AT/01	09/08/2022
The Arkwright Rev A V-R1 – Elevations		A/1507AR/00/TB/02	09/08/2022
The Arkwright V-R2 – FP		A/1507AR/00/AT/01	09/08/2022
The Arkwright V-R2 – Elevations		A/1507AR/00/TB/02	09/08/2022
The Arkwright V-R4 – FP		A/1507AR/00/AT/01	09/08/2022
The Arkwright V-R4 - Elevations		A/1507AR/00/AT/02	09/08/2022
The Arkwright V-R5 - FP		A/1507AR/00/AC/01	09/08/2022
The Arkwright V-R5 - Elevations		A/1507AR/00/TC/02	09/08/2022
The Arkwright V-S2 - FP		A/1507AR/00/AT/01	09/08/2022
The Arkwright V-S2 – Elevations		A/1507AR/00/CB/02	09/08/2022
The Arkwright V-S3 - FP		A/1507AR/00/AT/01	09/08/2022
The Arkwright V-S3 – Elevations		A/1507AR/00/CB/02	09/08/2022
The Baker Rev A V-R1 - FP		A/876/00/AT/01	09/08/2022
The Baker Rev A V-R1 – Elevations		A/876/00/TB/R1/02	09/08/2022
The Baker Rev A V-R4 – FP		A/876/00/AT/01A	09/08/2022
The Baker Rev A V-R4 – Elevations		A/876/00/TB/R1/02A	09/08/2022
The Baker Rev B V-R5 – FP		A/876/00/AT/01	09/08/2022
The Baker Rev B V-R5 – Elevations		A/876/00/TB/R1/02	09/08/2022
The Baker Rev B V-S1 – FP		A/876/00/AT/01	09/08/2022
The Baker Rev B V-S1 – Elevations		A/876/00/CB/R1/02	09/08/2022
The Baker Rev C V-S2 – FP		A/876/00/AT/01A	09/08/2022
The Baker Rev C V-S2 – Elevations		A/876/00/CB/R1/02A	09/08/2022
The Blemmere Rev A V-R3 – FP		A/1026BM/00/AT/01	09/08/2022
The Blemmere Rev A V-R3 – Elevations		A/1026BM/00/TB/02	09/08/2022
The Blemmere V-R4– FP		A/1026BM/00/AT/01	09/08/2022
The Blemmere V-R4– Elevations		A/1026BM/00/TB/02	09/08/2022
The Blemmere V-R6– FP		A/1026BM/00/AT/01	09/08/2022
The Blemmere V-R6– Elevations		A/1026BM/00/TB/02	09/08/2022
The Blemmere V-R7– FP		A/1026BM/00/AC/01	09/08/2022
The Blemmere V-R7– Elevations		A/1026BM/00/TC/02	09/08/2022
The Blemmere V-R8– FP		A/1026BM/00/AT/01	09/08/2022
The Blemmere V-R8– Elevations		A/1026BM/00/TB/02	09/08/2022
The Blemmere Rev A V-S3– FP		A/1026BM/00/AT/01	09/08/2022
The Blemmere Rev A V-S3– Elevations		A/1026BM/00/CB/02	09/08/2022
The Blemmere Rev A V-S4– FP		A/1026BM/00/AT/01	09/08/2022
The Blemmere Rev A V-S4–		A/1026BM/00/CB/02	09/08/2022

Elevations			
The Bungalow M4(3) V-R2 – FP		A/827/00/AT/01	09/08/2022
The Bungalow M4(3) V-R2 – Elevations		A/827/00/TB/02	09/08/2022
The Coppersmith V-R1- FP		A/1026/00/AT/01	09/08/2022
The Coppersmith V-R1– Elevations		A/1026/00/TB/02	09/08/2022
The Coppersmith V-R2- FP		A/1026/00/AT/01	09/08/2022
The Coppersmith V-R2– Elevations		A/1026/00/TB/02	09/08/2022
The Coppersmith V-R5- FP		A/1026/00/AT/01	09/08/2022
The Coppersmith V-R5– Elevations		A/1026/00/TB/02	09/08/2022
The Coppersmith V-R6- FP		A/1026/00/AC/01	09/08/2022
The Coppersmith V-R6– Elevations		A/1026/00/TC/02	09/08/2022
The Coppersmith V-R10- FP		A/1026/00/AT/01	09/08/2022
The Coppersmith V-R10– Elevations		A/1026/00/TB/02	09/08/2022
The Coppersmith V-S1- FP		A/1026/00/AT/01	09/08/2022
The Coppersmith V-S1– Elevations		A/1026/00/CB/02	09/08/2022
The Coppersmith V-S2- FP		A/1026/00/AT/01	09/08/2022
The Coppersmith V-S2– Elevations		A/1026/00/CB/02	09/08/2022
The Coppersmith V-S3- FP		A/1026/00/AT/01	09/08/2022
The Coppersmith V-S3– Elevations		A/1026/00/CB/01	09/08/2022
The Faber V-R1- FP		A/954FB/00/AT/01	09/08/2022
The Faber V-R1– Elevations		A/954FB/00/TB/02	09/08/2022
The Faber V-R2- FP		A/954FB/00/AT/01	09/08/2022
The Faber V-R2– Elevations		A/954FB/00/TB/02	09/08/2022
The Faber V-R3- FP		A/954FB/00/AT/01	09/08/2022
The Faber V-R3– Elevations		A/954FB/00/TB/02	09/08/2022
The Faber V-R4- FP		A/954FB/00/AC/01	09/08/2022
The Faber V-R4– Elevations		A/954FB/00/TC/02	09/08/2022
The Faber V-S1- FP		A/954FB/00/AT/01	09/08/2022
The Faber V-S1– Elevations		A/954FB/00/CB/02	09/08/2022
The Felter V-R1- FP		A/1026FE/00/AT/01	09/08/2022
The Felter V-R1– Elevations		A/1026FE/00/TB/02	09/08/2022
The Felter V-R6- FP		A/1026FE/00/AT/01	09/08/2022
The Felter V-R6– Elevations		A/1026FE/00/TB/02	09/08/2022
The Felter V-R8- FP		A/1026FE/00/AT/01	09/08/2022
The Felter V-R8– Elevations		A/1026FE/00/TB/02	09/08/2022
The Felter V-S1- FP		A/1026FE/00/AT/01	09/08/2022
The Felter V-S1– Elevations		A/1026FE/00/TB/02	09/08/2022
The Felter V-S3- FP		A/1026FE/00/AT/01	09/08/2022
The Felter V-S3– Elevations		A/1026FE/00/CB/02	09/08/2022
The Framer V-R2- FP		A/1053FM/00/AT/01	09/08/2022
The Framer V-R2– Elevations		A/1053FM/00/TB/02	09/08/2022
The Framer V-R4- FP		A/1053FM/00/AT/01	09/08/2022
The Framer V-R4– Elevations		A/1053FM/00/TB/02	09/08/2022
The Framer V-S2- FP		A/1053FM/00/AT/01	09/08/2022
The Framer V-S2– Elevations		A/1053FM/00/CB/02	09/08/2022
The Framer V-S3- FP		A/1053FM/00/AT/01	09/08/2022
The Framer V-S3– Elevations		A/1053FM/00/CB/02	09/08/2022
The Harper V-R1- FP		A/1038HA/00/AT/01	09/08/2022
The Harper V-R1– Elevations		A/1038HA/00/TB/02	09/08/2022
The Harper V-R5- FP		A/1026HA/00/AT/01	09/08/2022
The Harper V-R5– Elevations		A/1026HA/00/TB/02	09/08/2022
The Harper V-R7- FP		A/1026HA/00/AT/01	09/08/2022

The Harper V-R7– Elevations		A/1026HA/00/TB/02	09/08/2022
The Harper V-R8- FP		A/1026HA/00/AC/01	09/08/2022
The Harper V-R8– Elevations		A/1026HA/00/TC/02	09/08/2022
The Harper V-S4- FP		A/1026HA/00/AT/01	09/08/2022
The Harper V-S4– Elevations		A/1026HA/00/CB/02	09/08/2022
The Harper V-S5- FP		A/1026HA/00/AT/01	09/08/2022
The Harper V-S5– Elevations		A/1026HA/00/CB/02	09/08/2022
The Hillard V-R1- FP		A/1052/00/AT/01	09/08/2022
The Hillard V-R1– Elevations		A/1052/00/TB/02	09/08/2022
The Hillard V-R2- FP		A/1052/00/AT/01	09/08/2022
The Hillard V-R2– Elevations		A/1052/00/TB/02	09/08/2022
The Hillard V-R4- FP		A/1052/00/AT/01	09/08/2022
The Hillard V-R4– Elevations		A/1052/00/TB/01	09/08/2022
The Hillard V-R6- FP		A/1052/00/AT/01	09/08/2022
The Hillard V-R6– Elevations		A/1052/00/TB/01	09/08/2022
The Hillard V-S1- FP		A/1052/00/AT/01	09/08/2022
The Hillard V-S1– Elevations		A/1052/00/CB/02	09/08/2022
The Hillard V-S3- FP		A/1052/00/AT/01	09/08/2022
The Hillard V-S3– Elevations		A/1052/00/CB/02	09/08/2022
The Hillard V-S4- FP		A/1052/00/AT/01	09/08/2022
The Hillard V-S4– Elevations		A/1052/00/CB/02	09/08/2022
The Lacemaker V-R1- FP		A/SP1335/00/AT/01	09/08/2022
The Lacemaker V-R1– Elevations		A/SP1335/00/TB/02	09/08/2022
The Lacemaker V-R2- FP		A/SP1335/00/AT/01	09/08/2022
The Lacemaker V-R2– Elevations		A/SP1335/00/TB/02	09/08/2022
The Lacemaker V-R4- FP		A/SP1335/00/AT/01	09/08/2022
The Lacemaker V-R4– Elevations		A/SP1335/00/TB/02	09/08/2022
The Lacemaker V-R5- FP		A/SP1335/00/AT/01	09/08/2022
The Lacemaker V-R5– Elevations		A/SP1335/00/TC/02	09/08/2022
The Lacemaker V-R6- FP		A/SP1335/00/AT/01	09/08/2022
The Lacemaker V-R6– Elevations		A/SP1335/00/TB/02	09/08/2022
The Lacemaker V-S3- FP		A/SP1335/00/AT/01	09/08/2022
The Lacemaker V-S3– Elevations		A/SP1335/00/CB/02	09/08/2022
The Luthier Rev A V-R1- FP		A/1392/00/AT/01	09/08/2022
The Luthier Rev A V-R1– Elevations		A/1392/00/TB/02	09/08/2022
The Luthier Rev A V-R4- FP		A/1392/00/AT/01	09/08/2022
The Luthier Rev A V-R4- Elevations		A/1392/00/TC/02	09/08/2022
The Lymner Rev A V-R3- FP		A/1026LY/00/AT/01	09/08/2022
The Lymner Rev A V-R3- Elevations		A/1026LY/00/TB/02	09/08/2022
The Lymner Rev A V-R4- FP		A/1026LY/00/AT/01	09/08/2022
The Lymner Rev A V-R4- Elevations		A/1026LY/00/TB/02	09/08/2022
The Lymner Rev A V-R5- FP		A/1026LY/00/AC/01	09/08/2022
The Lymner Rev A V-R5- Elevations		A/1026LY/00/TC/02	09/08/2022
The Lymner Rev A V-R6- FP		A/1026LY/00/AT/01	09/08/2022
The Lymner Rev A V-R6- Elevations		A/1026LY/00/TB/02	09/08/2022
The Lymner Rev A V-S4- FP		A/1026LY/00/AT/01	09/08/2022
The Lymner Rev A V-S4- Elevations		A/1026LY/00/CB/02	09/08/2022
The Lymner Rev A V-S5- FP		A/1026LY/00/AT/01	09/08/2022
The Lymner Rev A V-S5- Elevations		A/1026LY/00/CB/02	09/08/2022
The Milliner V-R1- FP		A/1309MI/00/AT/01	09/08/2022
The Milliner V-R1- Elevations		A/1309MI/00/TB/02	09/08/2022
The Milliner V-R2- FP		A/1309MI/00/AT/01	09/08/2022
The Milliner V-R2- Elevations		A/1309MI/00/TB/02	09/08/2022

The Milliner V-R3- FP		A/1309MI/00/AT/01	09/08/2022
The Milliner V-R3- Elevations		A/1309MI/00/TB/02	09/08/2022
The Milliner V-S1- FP		A/1309MI/00/AT/01	09/08/2022
The Milliner V-S1- Elevations		A/1309MI/00/CB/02	09/08/2022
The Naylor V-R3- FP		A/839/00/AT/01	09/08/2022
The Naylor V-R3- Elevations		A/839/00/TB/02	09/08/2022
The Naylor V-R6- FP		A/839/00/AT/01	09/08/2022
The Naylor V-R6- Elevations		A/839/00/TB/02	09/08/2022
The Naylor V-S3- FP		A/839/00/AT/01	09/08/2022
The Naylor V-S3- Elevations		A/839/00/CB/02	09/08/2022
The Naylor V-S5- FP		A/839/00/AT/01	09/08/2022
The Naylor V-S5- Elevations		A/839/00/TC/02	09/08/2022
The Nene V-R2- FP		A/1602/00/AT/01A	09/08/2022
The Nene V-R2- Elevations		A/1602/00/TB/02A	09/08/2022
The Nene V-R3- FP		A/1582/00/AC/01	09/08/2022
The Nene V-R3- Elevations		A/1582/00/TC/02	09/08/2022
The Nene V-R4- FP		A/1602/00/AT/01	09/08/2022
The Nene V-R4- Elevations		A/1602/00/TB/02	09/08/2022
The Nene V-S1- FP		A/1589/00/AT/01	09/08/2022
The Nene V-S1- Elevations		A/1589/00/CB/02	09/08/2022
The Nene V-S2- FP		A/1589/00/AT/01	09/08/2022
The Nene V-S2- Elevations		A/1589/00/CB/02	09/08/2022
The Pargeter Rev A V-R2- FP		A/1356/00/AT/01	09/08/2022
The Pargeter Rev A V-R2- Elevations		A/1356/00/TB/02	09/08/2022
The Pargeter Rev A V-R3- FP		A/1356/00/AT/01	09/08/2022
The Pargeter Rev A V-R3- Elevations		A/1356/00/TC/02	09/08/2022
The Pargeter Rev A V-R4- FP		A/1356/00/AT/01	09/08/2022
The Pargeter Rev A V-R4- Elevations		A/1356/00/TB/02	09/08/2022
The Pargeter Rev A V-S2- FP		A/1356/00/AT/01	09/08/2022
The Pargeter Rev A V-S2- Elevations		A/1356/00/CB/02	09/08/2022
The Pargeter Rev A V-S3- FP		A/1356/00/AT/01	09/08/2022
The Pargeter Rev A V-S3- Elevations		A/1356/00/CB/02	09/08/2022
The Pargeter Rev A V-S4- FP		A/1356/00/AT/01	09/08/2022
The Pargeter Rev A V-S4- Elevations		A/1356/00/CB/02	09/08/2022
The Reedmaker Rev A V-R1- FP		A/1309/00/AT/01	09/08/2022
The Reedmaker Rev A V-R1- Elevations		A/1309/00/TB/02	09/08/2022
The Reedmaker Rev A V-R2- FP		A/1309/00/AT/01	09/08/2022
The Reedmaker Rev A V-R2- Elevations		A/1309/00/TB/02	09/08/2022
The Reedmaker Rev A V-R3- FP		A/1309/00/AT/01	09/08/2022
The Reedmaker Rev A V-R3- Elevations		A/1309/00/TB/02	09/08/2022
The Reedmaker Rev A V-R5- FP		A/1309/00/AT/01	09/08/2022
The Reedmaker Rev A V-R5- Elevations		A/1309/00/TB/02	09/08/2022
The Reedmaker Rev A V-R6- FP		A/1309/00/AT/01	09/08/2022
The Reedmaker Rev A V-R6- Elevations		A/1309/00/TB/02	09/08/2022

Elevations			
The Reedmaker Rev A V-S1- FP		A/1309/00/AT/01	09/08/2022
The Reedmaker Rev A V-S1- Elevations		A/1309/00/CB/02	09/08/2022
The Reedmaker Rev A V-S2- FP		A/1309/00/AT/01	09/08/2022
The Reedmaker Rev A V-S2- Elevations		A/1309/00/CB/02	09/08/2022
The Reedmaker Rev A V-S3- FP		A/1309/00/AT/01	09/08/2022
The Reedmaker Rev A V-S3- Elevations		A/1309/00/CB/02	09/08/2022
The Scouter Glover V-R1- FP		A/550 & 700/00/AT/01	09/08/2022
The Scouter Glover V-R1- Elevations		A/550 & 700/00/TB/02	09/08/2022
The Scouter Glover V-R4- FP		A/550 & 700/00/AT/01	09/08/2022
The Scouter Glover V-R4- Elevations		A/550 & 700/00/TB/02	09/08/2022
The Scouter Glover V-S2- FP		A/550 & 700/00/AT/01	09/08/2022
The Scouter Glover V-S2- Elevations		A/550 & 700/00/CB/02	09/08/2022
The Scrivener V-R1- FP		A/1303/00/AT/01	09/08/2022
The Scrivener V-R1- Elevations		A/1303/00/TB/02	09/08/2022
The Scrivener V-R2- FP		A/1303/00/AT/01	09/08/2022
The Scrivener V-R2- Elevations		A/1303/00/TB/02	09/08/2022
The Scrivener V-R3- FP		A/1303/00/AT/01	09/08/2022
The Scrivener V-R3- Elevations		A/1303/00/TC/02	09/08/2022
The Scrivener V-R4- FP		A/1303/00/AT/01	09/08/2022
The Scrivener V-R4- Elevations		A/1303/00/TB/02	09/08/2022
The Scrivener V-S3- FP		A/1303/00/AT/01	09/08/2022
The Scrivener V-S3- Elevations		A/1303/00/CB/02	09/08/2022
The Scrivener V-S4- FP		A/1303/00/AT/01	09/08/2022
The Scrivener V-S4- Elevations		A/1303/00/CB/02	09/08/2022
The Sculptor V-R2- FP		A/1288SR/00/AT/01	09/08/2022
The Sculptor V-R2- Elevations		A/1288SR/00/TB/02	09/08/2022
The Sculptor V-S3- FP		A/1288SR/00/AT/01	09/08/2022
The Sculptor V-S3- Elevations		A/1288SR/00/CB/02	09/08/2022
The Spinner V-R4- FP		A/SP1392/00/AT/01	09/08/2022
The Spinner V-R4- Elevations		A/SP1392/00/TB/02	09/08/2022
The Spinner V-S3- FP		A/SP1392/00/AT/01	09/08/2022
The Spinner V-S3- Elevations		A/SP1392/00/CB/02	09/08/2022
The Tailor V-R1- FP		A/907/00/AT/01	09/08/2022
The Tailor V-R1- Elevations		A/907/00/TB/R1/02	09/08/2022
The Tailor V-R2- FP		A/907/00/AT/01	09/08/2022
The Tailor V-R2- Elevations		A/907/00/TB/R1/02	09/08/2022
The Tailor V-S1- FP		A/907/00/AT/01	09/08/2022
The Tailor V-S1- Elevations		A/907/00/CB/R1/02	09/08/2022
The Tailor V-S2- FP		A/907/00/AT/01	09/08/2022
The Tailor V-S2- Elevations		A/907/00/CB/R1/02	09/08/2022
The Tenterer Rev A V-R3- FP		A/1026TE/00/AT/01	09/08/2022
The Tenterer Rev A V-R3- Elevations		A/1026TE/00/TB/02	09/08/2022
The Tenterer Rev A V-R4- FP		A/1026TE/00/AT/01	09/08/2022
The Tenterer Rev A V-R4- Elevations		A/1026TE/00/TB/02	09/08/2022



The Tenterer Rev A V-R5- FP		A/1026TE/00/AT/01	09/08/2022
The Tenterer Rev A V-R5- Elevations		A/1026TE/00/TC/02	09/08/2022
The Tenterer Rev A V-R6- FP		A/1026TE/00/AT/01	09/08/2022
The Tenterer Rev A V-R6- Elevations		A/1026TE/00/TB/02	09/08/2022
The Tenterer Rev A V-R7- FP		A/1026TE/00/AT/01	09/08/2022
The Tenterer Rev A V-R7- Elevations		A/1026TE/00/TB/02	09/08/2022
The Tillman Rev A V-R1- FP		A/1026TI/00/AT/01	09/08/2022
The Tillman Rev A V-R1- Elevations		A/1026TI/00/TB/02	09/08/2022
The Tillman Rev A V-R2- FP		A/1026TI/00/AT/01	09/08/2022
The Tillman Rev A V-R2- Elevations		A/1026TI/00/TB/02	09/08/2022
The Tillman Rev A V-R4- FP		A/1026TI/00/AT/01	09/08/2022
The Tillman Rev A V-R4- Elevations		A/1026TI/00/TB/02	09/08/2022
The Tillman Rev A V-R5- FP		A/1026TI/00/AT/01	09/08/2022
The Tillman Rev A V-R5- Elevations		A/1026TI/00/TB/02	09/08/2022
The Tillman Rev A V-S1- FP		A/1026TI/00/AT/01	09/08/2022
The Tillman Rev A V-S1- Elevations		A/1026TI/00/CB/02	09/08/2022
The Tillman Rev A V-S2- FP		A/1026TI/00/AT/01	09/08/2022
The Tillman Rev A V-S2- Elevations		A/1026TI/00/CB/02	09/08/2022
The Type E V-R1- FP		A/1271E/00/AT/01	09/08/2022
The Type E V-R1- Elevations		A/1271E/00/TB/02	09/08/2022
The Type E V-S1- FP		A/1271E/00/AT/01	09/08/2022
The Type E V-S1- Elevations		A/1271E/00/CB/02	09/08/2022
The Warrener V-R1- FP		A/948/00/AT/01	09/08/2022
The Warrener V-R1- Elevations		A/948/00/TB/02	09/08/2022
The Warrener V-R3- FP		A/948/00/AT/01	09/08/2022
The Warrener V-R3- Elevations		A/948/00/TB/02	09/08/2022
The Warrener V-R4- FP		A/948/00/AT/01	09/08/2022
The Warrener V-R4- Elevations		A/948/00/TC/02	09/08/2022
The Warrener V-S2- FP		A/948/00/AT/01	09/08/2022
The Warrener V-S2- Elevations		A/948/00/CB/02	09/08/2022
The Warrener V-S3- FP		A/948/00/AT/01	09/08/2022
The Warrener V-S3- Elevations		A/948/00/CB/02	09/08/2022
The Wheelwright V-R1- FP		A/1422WH/00/AT/01	09/08/2022
The Wheelwright V-R1- Elevations		A/1422WH/00/TB/02	09/08/2022
The Wheelwright V-R2- FP		A/1422WH/00/AT/01	09/08/2022
The Wheelwright V-R2- Elevations		A/1422WH/00/TB/02	09/08/2022
Refuse Vehicle Tracking Sheet 1		AAC5918-RPS-xx-xx-DR-C-114-01	18/07/2022
Refuse Vehicle Tracking Sheet 2		AAC5918-RPS-xx-xx-DR-C-114-02	18/07/2022
Refuse Vehicle Tracking Sheet 3		AAC5918-RPS-xx-xx-DR-C-114-03	18/07/2022



## North Northamptonshire Strategic Planning Committee 22<sup>nd</sup> August 2022

Application Reference	NK/2021/0191
Case Officer	Nicola Wheatcroft
Location	The Grange, Harborough Road, Desborough
Development	Full Planning Permission: Drainage attenuation basins, swale and landscaped bunds associated with The Grange
Applicant	Mrs G Doyle Pegasus Group
Agent	Mrs G Doyle Pegasus Group
Ward	Desborough Loatland
Overall Expiry Date	11/06/2021
Agreed Extension of Time	20/06/2022

All plans and documents can be viewed using the application reference number at <https://www.kettering.gov.uk/planningApplication/search>

### Scheme of Delegation

A separate but related application (NK/2021/0356) is on this committee agenda. The Council is the landowner for the site being considered under application NK/2021/0191.

#### 1. Recommendation

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APPROVE subject to the following Condition(s):-

#### 2. The Proposal

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Full Planning Permission is sought for the sustainable drainage system (SuDS) to serve phase II of the Grange residential development. The scheme includes the provision of drainage attenuation basins, swales and landscaped bunds to enable the surface water drainage associated with the Desborough North sustainable urban extension.

Two bunds and two drainage basins will be provided in the southern part of the site and a swale across the northern element. The basins will have an element of

permanent water. The area will be landscaped with grass and appropriate planting. The existing footpaths will be retained, and a new footpath is proposed along the north eastern site edge to link the greenspace to the Desborough North development - a connection will be provided in the northern site corner.

### **3. Site Description**

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The application site is an 8 hectare parcel of land located to the east of the Grange and the south east of phase II of the Grange development site. The site abuts the rear of properties in Wood Green Close and The Ride which currently overlook the open space.

The area is grassed and surrounded by hedges and woodland to the east. There are a series of interconnecting paths with surround and cross the open space. It is located within Desborough Greenspace which is a large open space of 22 hectares made up of informal woodland, a disused rail track, and open spaces.

### **4. Relevant Planning History**

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KE/99/0754 Proposed residential, leisure and country park.  
Allowed on Appeal October 2001.

KE/03/0127 Variations of conditions attached to planning permission KE/99/0754.  
Allowed on Appeal October 2007.

Adjacent Residential Development (Desborough North)  
KET/2011/0235 - Outline Application  
Residential development of up to 700 dwellings including provision of a local centre, primary school, green infrastructure and creation of accesses.  
Approved on 25 April 2014. Subject to a Section 106 agreement and planning conditions.

KET/2017/0169  
Variation of conditions 19 & 20 (Energy Strategy), condition 21 (Code for Sustainable Homes), condition 22 (Lifetime Homes), condition 24 (Sustainability Report) and condition 25 (Interim Design Stage Assessment Certificate) of KET/2011/0235.  
Approved on 19 July 2017 subject to planning conditions.

NK/2021/0356  
Reserved Matters for Residential Development of 700 dwellings.  
Pending.

## 5. Consultation Responses

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A full copy of all comments received can be found on the Council's website at:  
<https://www.kettering.gov.uk/planningApplication/search>

### 5.1 Parish / Town Council

No observations received.

### 5.2 Lead Local Flood Authority

Advise that if the planning conditions are included as set out below, the impacts of surface water drainage will have been adequately addressed at this stage.

### 5.3 Landscape Consultant on behalf of NNC

Initially commented:

- The ground contouring, planting and inlet and outlet design should be carefully considered to maximise the amenity value using soft-engineered approaches should be explored where possible. To improve biodiversity a range of vegetation types such as wildflowers and other nectar rich plants, grasses of various heights, drought tolerant species as well as marginal aquatics and wet grassland should be used. Shallower slopes on the SUDS features are preferred.
- Spoil is currently being proposed to create mounding features in the centre of the open space. Though we understand this is a preferred option from a sustainability standpoint. This open space is on the development edge and therefore the scheme needs to be sympathetic to the character of the surrounding countryside.
- The green open space is to be multifunctional. We would therefore advise that furniture such as benches and bins (of a rustic character) are proposed in strategic locations.
- Links to the surrounding development (existing and proposed) should be carefully considered. Currently it is unclear whether pedestrian links to the proposed development parcel to the west have been explored.

Revised and additional information was submitted, and the following comments were made:

- We welcome the additional planting that has been proposed within the basins, and on the perimeter edges. It is accepted that the SUDS features are to be adopted by Anglian Water and the inlets/outlets are designed to comply with their standards which are the precast concrete headwalls and handrailing.
- The landscape plans now show additional tree and shrub planting on the proposed mounds. This is a welcomed addition.
- Clarification as to whether this site will fall under the management and maintenance of the wider development site is needed.

### 5.3 NNC Environmental Protection

Recommend the imposition of a condition relating to unexpected ground contamination being encountered during the development.

#### 5.4 NNC Ecologist

Initially recommended changes to make the planting more ecologically appropriate to the area (*Officer comment: The scheme has been amended*). Also conditions requiring a Construction Environmental Management Plan (CEMP) and Landscape and Ecological Management Plan (LEMP) are recommended.

#### 5.5 Wildlife Trust

Commented that a small part of the site falls within the Plens Local wildlife site (LWS) and asked that the ecological report to be amended to reflect this. (*Officer comment: The ecological report was updated as a result*). The Wildlife trust also recommended that a construction management plan condition is included and the use of a wildflower planting mix.

#### 5.6 Neighbours / Responses to Publicity

Five letters have been received. The issues raised are summarised below:

- The drawings were not really designed/intended for general members of the public;
- There is no information regarding the landscaping of this large area;
- Will the ponds hold sufficient water at any time that might pose a risk to children?
- Will the ponds hold standing water and if so will this attract mosquitoes?
- Will there be a pathway built from the site of the proposed 700 house development that will join with the existing pathway, or will this be another project for another time?
- Currently the council's maintenance of this area amounts to maintaining a grass pathway around the perimeter. Has any thought been given to the council being able to maintain what I would hope would be a landscaped area in the future?
- Will the park be closed to members of the public whilst this development is under construction, and if so then for how long?
- It would be reassuring to be able to see some 'artist impressions' of the area after the work has been completed;
- The ecological survey does not mention the ground-nesting skylarks, the woodpeckers, jays, mistle thrushes, buzzards or the Red Kites;
- The bunds are too high and will reduce the sight of dogs;
- Application not well advertised;
- After rainfall there is contaminated water on the field;
- Will there be any pedestrian foot bridges across the proposed swale to allow people to access the existing country park from the new housing development proposed for The Grange Phase II?

## **6. Relevant Planning Policies and Considerations**

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### Statutory Duty

Planning law requires that applications for planning permission must be determined in accordance with the Development Plan unless material considerations indicate otherwise.

### National Policy

National Planning Policy Framework (NPPF) (2019)  
National Planning Practice Guidance (NPPG)

National Design Guide (NDG) (2019)

North Northamptonshire Joint Core Strategy (JCS) (2016)

Policy 1 Presumption in Favour of Sustainable Development

Policy 3 Landscape Character

Policy 4 Biodiversity and Geodiversity

Policy 5 Water Resources, Environment and Flood Risk Management

Policy 7 Community Services and Facilities

Policy 8 North Northants Place Shaping Principles

Policy 10 Provision of Infrastructure

Site Specific Part 2 Local Plan (SSP2LP) (2020)

LOC1 Settlement Boundaries

NEH4 Open Spaces

## **7. Evaluation**

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The key issues for consideration are:

- Principle of Development
- Visual Impact
- Flood Risk and Drainage
- Ecology and Landscaping

### **7.1 Principle of Development**

7.1.1 Policy 1 of the JCS states that the Council will take a positive a positive approach towards sustainable development. Policy 5 states that development should contribute towards reducing the risk of flooding and development should be designed from the outset to incorporate Sustainable Drainage Systems wherever practicable, to reduce flood risk, improve water quality and promote environmental benefits.

7.1.2 Section 14 of the NPPF states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. Paragraph 169 states that major developments should incorporate sustainable drainage systems.

7.1.3 The principle of development of Phase II of the Grange was established through the grant of outline planning permission which remains extant (planning references KET/2011/0235 and KET/2017/0169) for 700 dwellings, a primary school, local centre and formal and informal open space including allotment space, natural and semi-natural green space, play areas to serve the development. The scheme included a sustainable drainage system (SUDS) to deal with surface water drainage and mitigate against flood risk.

7.1.4 The SUDS was incorporated into the scheme as part of the 2011 outline and forms a fundamental part of the recently submitted reserved matters application with swales (one connecting from the off-site SUDS into the site) and a further basin within the Desborough North development adjacent to Stoke Road. This current application deals with the off-site drainage proposals within an open landscaped

area. This area of land was not originally included within the outline application site and whilst it relates to the Grange II development it is a separate full planning application.

- 7.1.5 The principle of SUDS is acceptable in principle in line with the guidance in the NPPF and the requirements of Policy 5 of the JCS, subject to the development according with specific planning policy and other material considerations as discussed in the following sections of this report.

## 7.2 Visual Impact

- 7.2.1 Section 12 of the NPPF requires good design while Section 15 seeks to conserve and enhance the natural environment. Policy 3 of the JCS seeks development to conserve and, where possible, enhance the character and qualities of the local landscape through appropriate design and management. Policy NEH4 of the Site Specific Part 2 Local Plan (SSP2LP) seeks to protect and enhance the open space network.
- 7.2.2 The site is part of the greenspace which surrounds the eastern flank of Desborough and it is an area much used by local residents for leisure and recreation purposes. The land is owned by the Council. The proposed SUDS will result in the land being re-profiled to introduce 2 basins and 2 bunds to assist in the dispersal of surface water run-off. The bunds will raise the existing ground levels by 4m, and the basins will have a depth of 2m, there will be an area with permanent water which adds to the visual amenity of the area. The open space will be retained with the change in contouring of the site resulting in an attractive area of open space.
- 7.2.3 Spoil from the drainage basins is proposed to create mounding features in the centre of the open space which is a preferred option from a sustainability standpoint. However, the proposal would result in a noticeable change in the appearance of the area, away from a flat open field to an artificial landscaped area with mounding and water features which are not typical of the area. The site would have a more 'park like' appearance typical of open space in urban areas rather than a rural character typical of the countryside, sited within Desborough Greenspace which acts as a soft green buffer to the built area of Desborough adjacent to the open countryside.
- 7.2.4 The Northamptonshire Landscape Character Assessment defines the site as forming part of the Wooded Clay Plateau Landscape Character Type. Some of the key characteristics include large woodlands on elevated ground that create an intimate human scale landscape together with arable fields with low hedges and intermittent hedgerow trees which add to the wooded character of the landscape. Following comments from NNC's instructed landscape consultant, the scheme has been amended to introduce further tree groups and shrub blocks are proposed at the slope base and slopes to enhance the wooded character of the area and help to reduce the mounds visual prominence. As a result it is considered that the scheme would be sympathetic to the character of the surrounding countryside and wider area.



- 7.2.5 With regard to the SUDS features, a shallow gradient and larger footprint of the basins would be preferred to provide a more natural water element. However, the SUDS features are to be adopted by Anglian Water and the inlets/outlets are designed to comply with their standards which are the precast concrete headwalls and handrailing. This is accepted but planting around the headwalls would help to soften the appearance of these structures. A condition is proposed to cover this matter.
- 7.2.6 The existing footpaths will be retained, and public use of the area will continue to be encouraged. There will be no change to the area's public accessibility. Policy NEH4i) states that existing connections from open spaces into the local community with the open space should be preserved and improved to create routes that promote freedom of movement. There are established pedestrian links from the existing housing to the open space from The Ride and Wood Green Close. Reserved matters for 700 dwellings at the adjacent site (Desborough North) is under consideration by the Council (application no: NK/2021/0356). It is likely that the future residents of this development will utilise the open space formed by the SUDS and it is important that pedestrian links to the open space are provided that are usable and safe access. A footpath on site is proposed linking into the existing footpaths within this open space and the Desborough North reserved matters application NK/2021/0356 – a connection is to be provided in the northern site corner.
- 7.2.7 The introduction of street furniture in key locations around the open space will be an enhancement of the existing facilities. Appropriately designed and sited furniture such as benches and bins are practical and useful and will enhance residents and visitors use of the area. A condition is proposed requiring the submission of the details of the street furniture, location and implementation.
- 7.2.8 Overall, the proposed SUDS will result in changes to the appearance of the existing open space. The changes will be relatively significant with mounding and basins and drainage channels introduced. To mitigate the visual impact additional planting in terms of shrub blocks and tree groups are proposed at the base of the slopes. As a result it is considered that the proposal will reflect the broad landscape character type of the area. The proposal will have a positive visual impact on the area in line the requirements of Policy NEH4 of the SSP2LP, Policy 3 of the JCS and Sections 12 and 15 of the NPPF.

### 7.3 **Flood Risk and Drainage**

- 7.3.1 Policy 5 of the JCS seeks ensure that development contributes to reducing the risk of flooding and Paragraph 169 of the NPPF states that major developments should incorporate sustainable drainage systems.
- 7.3.2 The introduction of SUDS as discussed above has benefits in improving the appearance of an area and also increasing biodiversity. However, the primary purpose of it is to deal with surface water arising from the adjacent sustainable urban extension and avoiding the need for mechanical storage. SUDS will intercept and capture rain thereby slowing down the rate and volume of water reducing the surface water flooding. In addition, the infiltration of the water can

result in water quality improvements by reducing or breaking down sediment or pollutants.

- 7.3.3 The Lead Local Flood Authority is satisfied that the scheme will provide surface water mitigation for the second phase of Grange development granted outline consent under application KET/2011/0235.
- 7.3.4 Overall it is considered that the proposed SUDS will provide an adequate drainage system to serve the residential development, thereby reducing the risk of flooding in line with Policy 5 of the JCS and the NPPF.

#### 7.4. **Ecology and Landscaping**

- 7.4.1 Section 15 of the NPPF states that planning decisions should contribute to and enhance the natural and local environment. Paragraph 180d states opportunities to improve biodiversity in and around developments should be integrated as part of their design, especially where this can secure measurable net gains for biodiversity or enhance public access to nature where this is appropriate. Policy 4 of the JCS seeks to achieve a net gain in biodiversity within new development.
- 7.4.2 The site is currently grassland with limited ecological value, however a small part is located within the Plens Local Wildlife Site (LWS). The introduction of attenuation basins will have areas of permanent water with marginal planting plus areas of native scrub planting and wet meadows, which will provide additional habitat for wildlife. The scheme will enhance for biodiversity in the area in line with Section 15 of the NPPF and Policy 4 of the JCS.

### 8. **Other Matters**

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- 8.1 Comments have been raised from neighbours about whether the basin with water will pose a safety risk for children however it is generally accepted that sensitively designed schemes with shallow gradient to the basin do not normally cause a significant safety risk. With regard to the query regarding mosquitoes any still water has the potential to attract mosquitoes, however, in practice this is not a common problem associated with SUDS. With regard to the third party comment on the height of the bunds and this obscuring the sight of dogs, the height, size and location of the bunds has been carefully considered as part of the proposal to ensure that the cut and fill balances and the scheme operates to mitigate the surface water runoff.

### 9. **Conclusion / Planning Balance**

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- 9.1 The proposed SUDS will provide a drainage system which will deal with the surface water from the Desborough North sustainable urban extension. The provision of SUDS will also allow for filtration of water and associated pollutants thereby improving water quality and reducing pollution. It will enhance the existing open space providing a landscaped and contoured area for recreation and residential use. Finally it will also result in ecological and biodiversity improvements in the open space. The proposal is therefore in line with the NPPF and Policies 3, 4 and 5 of the JCS.

## **10. Recommendation**

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10.1 APPROVE subject to the following Condition(s):-

## **11. Conditions**

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1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this planning permission.

REASON: To comply with Section 91 of the Town and Country Planning Act 1990 (as amended) and to prevent an accumulation of unimplemented planning permissions.

2. The development hereby permitted shall not be carried out other than in accordance with the approved plans and details listed below.

REASON: In the interest of securing an appropriate form of development in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

3. No development shall take place (including demolition, ground works, vegetation clearance) until a construction environmental management plan (CEMP) has been submitted to and approved in writing by the local planning authority. The CEMP shall include, but not be limited to, the following.

- a) Risk assessment of potentially damaging construction activities.
- b) Identification of biodiversity protection zones.
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
- d) The location and timing of sensitive works to avoid harm to biodiversity features.
- e) The times during construction when specialist ecologists need to be present on site to oversee works.
- f) Responsible persons and lines of communication.
- g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
- h) Use of protective fences, exclusion barriers and warning signs.
- i) Hours of construction work and deliveries.
- j) Access details and construction and delivery traffic routing.
- k) Measures to control dust, noise, mud on the highway and all potential environmental impacts arising from construction.
- l) Details of any compound and storage of equipment and/or materials.
- m) Details of public impact and protection to include any affected roads, footway, cycleway and Public Right of Ways. Details of Traffic Regulations Orders and road / footway / cycleway / Public Right of Way closures and re-routeings as well as signage, barriers and remediation.
- n) Public liaison contact - position, name, contact details.

The approved CEMP shall be adhered to and implemented throughout the construction

period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

REASON: In the interest of visual amenity and in accordance with Policies 4 and 8 of the North Northamptonshire Joint Core Strategy.

4. Notwithstanding the approved plans, prior to commencement of development additional planting details for the SUDS features (including around the headwalls) shall be submitted to and approved in writing by the Local planning Authority. The development shall be carried out in accordance with the approved details.

REASON: In the interests of visual amenity in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

5. In the event that unexpected contamination is found at any time when carrying out the development hereby approved, it must be reported immediately to the Local Planning Authority. Development works at the site shall cease and an investigation and risk assessment undertaken to assess the nature and extent of the unexpected contamination. A written report of the findings shall be submitted to and approved by the Local Planning Authority, together with a scheme to remediate, if required, prior to further development on site taking place. Only once written approval from the Local Planning Authority has been given shall development works recommence.

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised in accordance with Policies 6 and 8 of the North Northamptonshire Joint Core Strategy.

6. No development shall commence until details of any seating or other street furniture to be installed (including appearance and location) have been submitted to and approved in writing by the Local Planning Authority. The furniture shall be installed in accordance with the approved details prior to the open space and Sustainable Drainage system being brought into use. The ongoing maintenance and management of any street furniture installed shall be set out within the maintenance and management plan required pursuant to condition 9 of this planning permission.

REASON: In the interests of the visual amenity of the area in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

7. No development shall commence until and unless full details of the drainage attenuation basins, swale and landscaped bunds have been submitted to and approved in writing by the Local Planning Authority. The details to be submitted shall include:

- i) Details (i.e. designs, diameters, invert and cover levels, gradients, dimensions and so on) of all elements of the proposed drainage system to include pipes, inspection chambers, outfalls/inlets and attenuation structures.
- ii) Details of the drainage system are to be accompanied by full WinDES modelling or similar, simulating storms through the whole drainage system, with results of critical storms, demonstrating that there is no surcharge in the system for the 1 in 1 year, no above ground flooding for the 1 in 30 year, and that any above-ground flooding for 1 in 100 year plus climate change storm is limited to areas designated and safe to flood, away from sensitive infrastructure or buildings.
- iii) Cross sections of control chambers and manufacturers hydraulic curves for the flow control. The development shall be carried out in accordance with the approved details.

REASON: To reduce the risk of flooding both on and off site by ensuring the satisfactory means of surface water attenuation and discharge from the site in accordance with policy 5 of the North Northamptonshire Joint Core Strategy.

8. 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 completion of the Sustainable Drainage System, unless these works are carried out earlier; and any trees or plants which, within a period of 5 years from the date of planting die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

REASON: In the interests of the amenities and character of the area in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

9. No development shall commence until and unless a landscape and ecological management plan (LEMP) is submitted to, and approved in writing by, the local planning authority. The content of the LEMP shall include the following.

- a) Description and evaluation of features to be managed.
- b) Ecological trends and constraints on site that might influence management.
- c) Aims and objectives of management.
- d) Appropriate management options for achieving aims and objectives.
- e) Prescriptions for management actions.
- f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
- g) Details of the body or organization responsible for implementation of the plan.
- h) Ongoing monitoring and remedial measures.

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The development will be carried out in accordance with the approved LEMP.

REASON: To protect the ecology and landscape of the site in line with Policy 4 of the North Northamptonshire Joint Core Strategy.

10. No development shall commence until a detailed landscape management and maintenance plan for the Sustainable Drainage System is submitted to and approved by the Local Planning Authority. This should include a written specification detailing:

- a. All operation and procedures for soft landscape areas; inspection, watering, pruning, cutting, mowing, clearance and removal of arisings and litter, removal of temporary items (fencing, guards and stakes) and replacement of failed planting.
- b. All operations and procedures for hard landscape areas; inspection, sweeping, clearing of accumulated vegetative material and litter, maintaining edges, and cleaning of painted or finished surfaces.
- c. All operations and procedures regarding the new footpath and any new street furniture including but not limited to ongoing maintenance, repairs and future replacement.

- d. All operations and procedures for surface water drainage system; inspection of linear drains and swales, removal of unwanted vegetative material and litter.
- e. a maintenance task table which explains the maintenance duties across the site in both chronological and systematic order.
- f. Details of the organisation responsible for the management of the landscaping of the open space and Sustainable Drainage System.

The development shall be carried out in complete accordance with the approved details.

REASON: To improve the appearance of the site in the interests of visual amenity in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

11. No above ground work shall take place until a detailed scheme for the ownership and maintenance for every element of the surface water drainage system has been submitted to and approved in writing by the Local Planning Authority and the maintenance plan shall be carried out in full thereafter. Details are required of the organisation or body responsible for vesting and maintenance of individual aspects of the drainage system. The maintenance and/or adoption proposal for every element of the surface water drainage system proposed on the site should be considered for the lifetime of the development and a maintenance schedule setting out which assets need to be maintained, at what intervals and what method is to be used including details of expected design life of all assets with a schedule of when replacement assets may be required, should be submitted. A maintenance schedule shall be accompanied by a site plan to include access points, maintenance access easements and outfalls. Maintenance operational areas to be identified and shown on the plans, to ensure there is room to gain access to the asset, maintain it with appropriate plant and then handle any arising's generated from the site.

REASON: To ensure the future maintenance of drainage systems associated with the development in perpetuity in accordance with policy 5 of the North Northamptonshire Joint Core Strategy.

12. Within 2 months of completion of the development or installation of the SUDS hereby approved a Verification Report for the installed drainage attenuation basins, swale and landscaped bunds shall be submitted in writing by a suitably qualified independent drainage engineer and approved in writing by the Local Planning Authority. The report shall include:

- a) Any departure from the agreed design is keeping with the approved principles
- b) As-Built Drawings and accompanying photos to demonstrate compliance with the approved drawings
- c) Results of any performance testing undertaken as a part of the application process (if required / necessary)
- d) Where required, CCTV confirmation that the system is free from defects, damage and foreign objects
- e) Copies of any Statutory Approvals, such as Land Drainage Consent for Discharges etc.

REASON: To ensure the installed Surface Water Drainage System is satisfactory and in accordance with the approved reports for the development and in accordance with Policy 5 of the North Northamptonshire Joint Core Strategy.

13. Prior to commencement of development full details (including scale and appearance) of the proposed footpath within the site and its connection into the

Desborough North development shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details. The ongoing maintenance and management of the footpath shall be set out within the maintenance and management plan required pursuant to condition 9 of this planning permission.

REASON: In the interests of the visual amenity of the area in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

## 12. Informatives

Positive/Proactive - pre-application advice  
 Planting - rabbit fencing spec  
 Shelter guards - biodegradable  
 Discharge of surface water  
 List of plans

The plans and documents, some of which may have been subsequently referenced by the LPA, are set out below and form the basis for this decision:

Title	NK Ref.	Agent's Ref	Received Date
Site plan		22362-SK01A	12.03.21
Ecology survey		9718	01.03.21
Ecological Addendum (Designated Sites and Protected Species Plan)			
Proposed swale & basin layout		22362-102I	08.10.21
Proposed swale & basin layout / section		22362-103B	12.03.21
Arboricultural Survey	NK/2021/0191/3		01.03.21
Off-Site Drainage Works Detailed Landscape Proposals 1 of 2		P19-1929-100G	08.08.22
Off-Site Drainage Works Detailed Landscape Proposals 2 of 2		P19-1929-101G	08.08.22
MicroDrainage calculations File Offsite SW Calcs - DO.MDX SW_1in10yr SW_1in100yr_40CC_FEH SW_1in100yr_40CC_10UC_FEH SW_1in100yr_40CC_FSR dated 5/5/2021 ICP SUDS Mean Annual Flood dated 4/5/2021 Graphs for Pipe 1.008 US/MH 158 (Storm) Graphs for Pipe 1.005 US/MH 155 (Storm)			16.06.21
Pond and Basin Easement Plan		22362-106C	01.06.21
Drainage Layout		P19-1929-105A	08.10.21
Proposed bund sections		22362-108	08.10.21



**General Notes**

This drawing is to be used in conjunction with all relevant drawings, specifications and details.  
All dimensions are in millimetres unless noted otherwise.



**Drawing Key**

— Extent of application boundary

- Northampton  
Planning and Design  
Northampton NN4 8JG  
T: 01603 75111
- Maidstone  
100 Park St, 2nd Floor,  
Maidstone ME14 4JG  
T: 01622 82077
- Milton Keynes  
Suite 25, Central Square, Brookthorpe Drive,  
Milton Keynes, MK11 1JG  
T: 01235 838613

E: mail@jppuk.net  
W: jppuk.net

- Infrastructure Design
- Geotechnical & Environmental
- Structural Engineering
- Surveying
- Planning Services
- Professional Advice

Rev:	A	Do not scale, note removed
Drawn By:	JH	
Check By:	DD	
Scale @ A1:	1:1250	
Date:	February 2021	
Status:	FOR COMMENT	
Project No.:	22362	

<b>Client</b>	Bellway Homes
<b>Project</b>	Housing Development Stoke Road, Desborough
<b>Title</b>	Redline Applications Boundary (Offsite Works)

By DD	Checked LC	11.03.2021
Drawing No:	SK01	Rev: A