

North Northamptonshire Strategic Planning Committee 22nd August 2022

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

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

1.1 Approve subject to the following conditions:

2. The Proposal

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

- 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

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

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

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

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, all-ages-led residential development with distinct character areas and focus on attractive and suitable 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

- 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

- 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

10.1 Approve subject to the following conditions.

11. Conditions

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
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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
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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

