

**North Northamptonshire Area Planning Committee
(Thrapston)
16 August 2021**

Application Reference	20/01272/FUL
Case Officer	Dean Wishart
Location	Land East Of Addington Road Irthlingborough Northamptonshire NN9 5ST
Development	54 dwellings and associated development
Applicant	Mr Paul Barton - Countryside Properties
Agent	N/A
Ward	Irthlingborough
Overall Expiry Date	6 January 2021
Agreed Extension of Time	1 October 2021

List of Appendices

N/A

Scheme of Delegation

This application is brought to committee because it falls outside of the Council's Scheme of Delegation because of objections from the Town Council and local community.

1. Recommendation

- 1.1 Recommendation 1: If a satisfactory S.106 planning agreement, which secures obligations as set out in this report, is completed by 1 October 2021 (or other agreed date): **GRANT** planning permission subject to conditions.
- 1.2 Recommendation 2: If a satisfactory S.106 planning agreement, to secure obligations as set out in this report, is not completed by 1 October 2021 (or other agreed date): Delegate to the Director of Place and Economy to **REFUSE** planning permission.

2. The Proposal

- 2.1 This is a full application for the erection of 54 dwellings and associated works. The schedule of accommodation would be as follows:
- 4 x 1-bed maisonettes
 - 28 x 2-bed houses
 - 18 x 3-bed houses
 - 4 x 4-bed houses
- 2.2 An outline application for up to 49 dwellings – ref 18/01009/OUT – was refused by East Northamptonshire Council’s Planning Management Committee in December 2018 (against Officer recommendation) for the following reasons:
1. *As a result of the location of the proposed development, its scale and proximity to heritage assets, the proposal would give rise to substantial harm to heritage assets including the Grade II listed Manor House and Irthlingborough Conservation Area, contrary to NPPF paragraphs 184, 193, 194 and 195 and North Northamptonshire Joint Core Strategy Policy 2 a, c and d.*
 2. *The application has failed to demonstrate that there would be a satisfactory relationship between the proposed development and neighbouring dwelling Manor Mews, resulting in concerns that the proposal would give rise to significant harm to the occupiers’ residential amenity. The proposal is therefore contrary to North Northamptonshire Joint Core Strategy Policy 8 (e).*
 3. *The application has failed to demonstrate that there would be satisfactory access to the proposed development and that there would not be an unacceptable impact on parking in the local area, contrary to North Northamptonshire Joint Core Strategy Policy 8 (b).*
- 2.3 All of the properties proposed would all meet National Space Standards required by Policy 30 of the Joint Core Strategy (JCS), and would be classed as ‘affordable housing’ as per the definition in national policy and the proposed tenure split would be:
- 14 properties for shared ownership;
 - 10 properties for rent to buy; and
 - 30 properties for rental
- 2.4 Vehicular and pedestrian access to the site would be from Addington Road. A short stretch of Addington Road is proposed to have double yellow lines applied to allow for the safe passage of traffic along the road, and in / out of the new junction, but replacement parking bays would be provided so there would be no overall loss of on-street parking for existing residents.

- 2.5 There would be two areas of open space. To the south would be the principal area of public open space, whilst to the north there would be an attenuation pond and smaller area of open space. The applicant asserts that the pond would be predominantly dry and would fill up with rainwater rather than be full due to ground conditions. The layout has been amended during the course of the application to address concerns / improve the situation relating to heritage / highway / visual / amenity / tree impacts as well as day-to-day practicality issues (bin collections, location of parking spaces etc).

3. Site Description

- 3.1 The application site extends to approximately 1.69ha and consists of most of a field in the north eastern part of Irthlingborough. The site is bound by Addington Road to the west; residential properties to the north and south; commercial property and the remaining part of the field (which has been excluded from the application site) to the east and a further small field to the north east.
- 3.2 The site is predominantly poor, semi-improved grassland, with a brook and an area of woodland and other scattered trees along the northern boundary. To/adjacent the southern boundary there is a hedgerow and trees. A stone wall marks the boundary to Addington Road, although this is currently overgrown with vegetation. The north eastern boundary is mostly unmarked or is fencing adjacent to the 'Sonifex' commercial site.
- 3.3 The site is designated for residential development (saved 1996 District Local Plan Policy). It lies within a 'Nature Improvement Area' and in close proximity to the Nene Valley Gravel Pits Special Protection Area (SPA), Site of Special Scientific Interest (SSSI) and RAMSAR site. The site abuts the Irthlingborough Conservation Area along part of the western boundary and along the southern boundary. There is a grade II listed manor house (31 and 33 Station Road) to the south of the site.
- 3.4 Levels on site fall from approx. 51m AOD in the south west of the site to 41.5 AOD in the north eastern corner of the site.

4. Relevant Planning History

- 4.1 18/01009/OUT – Outline: Residential development of up to 49 dwellings (All matters reserved except access) – REFUSED – 01.02.2019
- 4.2 90/00264/OUT – Residential development and vehicular access – WITHDRAWN – 05.01.1990

(This application related to the western part of the application site, plus some land to the north.)

4.3 88/00868/FUL – Residential development – REFUSED – 07.09.1988

(This application related to the western part of the application site, plus some land to the north. Planning permission was refused primarily as the site was not allocated at that time; the development was considered premature in relation to replacement district and structure plans; it was considered that it would set an undesirable precedent and additionally, foul drainage provision was deemed inadequate.)

4.4 87/00695/OUT – Residential development – WITHDRAWN – 02.09.1987

(This application related to the western part of the application site.)

5. Consultation Responses

A full copy of all comments received can be found on the Council's website [here](#)

5.1 Irthlingborough Town Council

Object on the following grounds:

- Highways/Vehicular Access – concerns have been raised regarding access to the development. Addington Road is effectively a single file road due to the narrowness of the road and solid parking on one side by residents who have no alternative but to park their cars in this location. The emergency services would have difficulty accessing both Addington Road and the surrounding residential areas should the need arise.
- Construction Traffic – The proposed access roads to the development site are not suitable for heavy plant machinery and HGVs.
- Heritage – The Manor House is a listed building under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest under listing entry Number 1040328. The NJCS 2011-2031, Policy 2 seeks to protect a heritage asset and its setting. It is felt that the development would have an adverse effect on the Manor House and its surrounding ground. The NPPF, paras 132 and 139 protects Grade II listed buildings from change in the setting that would have a detrimental effect.
- Wildlife/Conservation – The area proposed is within the conservation area, this greenfield development and will have a serious detrimental effect to the areas existing character, appearance and tranquillity and the wildlife that is known to exist within this area.
- NPPF green infrastructure policy - The area in Addington Road is part of the Nene Valley area green infrastructure and should be protected under the NPPF green infrastructure policy. It is a connecting green space to the open countryside.
- Infrastructure/Local Services – Local services ie., schools, doctors, dentists etc are currently extremely stretched within the Town.
- Archaeological Assessment – The proposed area has high potential for archaeological remains from the prehistoric period due to the close proximity to the medieval core of the Town. Two Roman roads are believed to run under this land.

Felt that the application needs to be considered alongside the many others in the Town. The Town is unable to sustain growth at this level without significant investment in the infrastructure to support this increase.

5.2 Neighbours / Responses to Publicity

Representations were received from 37 local residents, some of whom have written in more than once following the receipt of amended plans. The Council is also aware of an online petition on the 38 Degrees website which opposes the development. This has not been formally submitted to the council and does not appear in search results on the website but has 247 signatures at the time of writing the report. The majority of responses are objections, which is not unusual for major residential development applications.

Material planning positive comments / comments in favour of the development are summarised as:

- No objection to the houses being built in principle;
- Ideal site for housing – well located for local facilities and close to local habitat;
- Allocated site;
- Need for affordable / family homes; and
- Proposed one-way system is a good idea and will help

Material planning negative comments / objections to the development are summarised as:

- Infrastructure concerns (medical / schools / sport / recreation etc)
- Highway situation on Addington Road:
 - Existing congestion will be exacerbated by the development
 - It is essentially a single file road due to parked cars
 - Is being used as a cut-through whilst the Chowns Mill roundabout works are ongoing
 - Existing parking issues for residents without off road parking
 - Speeding vehicles is a problem
 - Vehicles refusing to give way leads to accidents / damage / arguments
 - Safety concerns as a result of proposed development.
 - Proposed one-way system would result in impacts elsewhere
- Parking for new properties:
 - How many spaces will be allocated for each new property?
 - Not enough visitor parking
- Loss of wildlife, including owls, deer and bats
- Negative impact on setting of conservation area and heritage assets (in particular Manor House / Manor Mews)
- Premature development – no need for loss of green field site at the moment
- Loss of open space – hardly any green spaces left in Irthlingborough

- Loss of residential amenity:
 - Loss of light
 - Adverse visual impact
- Overdevelopment of the site
- Increase in air and light pollution
- Poor design and layout
- Construction concerns:
 - Noise, odours, damage, disturbance and contamination to brook
 - Where will existing residents / contractors park?
- Problematic drainage / flooding concerns and impact upon neighbouring properties (77 Finedon Rd)
- Uncertainties over what 'affordable' means;
- No demonstrated need for this many affordable properties; and
- Not enough jobs in the local area – additional residents will add to this pressure

Non-material objections to the development are summarised as:

- The town is full;
- The term “affordable” is a ploy to get people on side;
- Preference to turn it into a park for the community;
- The former Rushden & Diamonds site is better suited to this kind of development;
- Loss of views;
- This site should be in the conservation area;
- Property values;
- Irthlingborough is a village;
- Developer only interested in profit; and
- No business case provided – can't see how much the properties would sell for

5.3 Environment Agency

No objection

5.4 Historic England

We do not wish to offer any comments. We suggest that you seek the views of your specialist conservation and archaeological advisers, as relevant.

5.5 Natural England

Further information required (*SPA contribution which can be secured via the Section 106 agreement*)

5.6 Council for British Archaeology

No objection – recommend that further advice is sought from our local archaeologist.

5.7 Ancient Monuments Society

No objection – recommend that further advice is sought from our local archaeologist.

5.8 Northamptonshire Fire and Rescue

No objection – specify details of road widths, turning circles, load carrying capacity and the maximum distance of buildings from any roads.

5.9 NHS England and NHS Improvement

No objection subject to S106 contributions toward Spinney Brook Medical Centre.

5.10 Highways England

No objection

5.11 Developer Contributions Team

No objection subject to Section 106 contributions toward:

- Early years services;
- Primary education;
- Secondary education; and
- Libraries

As well as a condition to secure 1 fire hydrant, and an informative about broadband.

5.12 Lead Local Flood Authority (LLFA)

No objection subject to three planning conditions relating to surface water drainage details, to include maintenance and verification details.

5.13 Archaeology

No objection subject to a condition. The proposed development will have a detrimental impact on the archaeological remains present. This does not however represent an over-riding constraint on the development provided that adequate provision is made for the investigation and recording of any remains that are affected.

5.14 Ecology

No objection subject to a condition for a construction environmental management plan (CEMP). Earlier concerns about lack of information have now been addressed.

5.15 Highways

There has been extensive dialogue with Highways over several months. The latest position is no objection:

- On the basis that the initially proposed one-way system on Addington Road is no longer being pursued; and
- Subject to section 106 contributions relating to public transport (improvements to shelters at Irthlingborough Cross, and travel passes for each new property)

Junction locations and vehicle tracking had previously been queried but are now acceptable.

Agree with the proposal to provide double yellow lines / additional parking bays on Addington Road (no overall loss to the number of spaces) subject to a full site review and the Traffic Regulation Order (TRO) process.

The Council will need to satisfy itself regarding some of the parking elements; namely:

- Can 14 visitor spaces be provided on-street?; and
- Some of the frontage parking spaces are smaller than the county standard of 3m x 5.5m (the spaces in question are 2.5m x 5m which is the standard size of a car park space within the same standards document)

5.16 Environmental Protection

No objection subject to conditions relating to:

- Noise mitigation for some properties;
- No burning of materials on site;
- Construction work operational times;
- Dust mitigation; and
- Prevention of mud onto the highway
- Air quality mitigation (electric charging points / specification for boilers)

5.17 Principal Conservation Officer

No objection but raises concerns. The proposals would have an impact on the setting of the assets identified, owing to the presence of built form. This would cause harm to the setting, and in turn the significance of the assets. Categorises the level of harm to fall within the less than substantial category, and as such, recognises that this harm should be weighed against the public benefits of the proposal in accordance with the requirements set out in the NPPF.

5.18 Housing Strategy

Support the proposal. Seeks to ensure that the layout, particularly private drives, does not result in additional costs for tenants, and would prefer a kitchen/diner with no hallway to a lounge/diner with hallway on one of the 2-bed house types.

5.19 Waste Management

Further information required in respect of bin collection areas – some need to be larger.

(The site layout can be revised to take account of these comments where necessary – this can be controlled through condition)

5.20 Senior Tree and Landscape Officer

Can support the scheme based on the latest layout and subject to tree-protection / landscaping conditions – previous concerns have been allayed.

5.21 Planning Policy

No objection. The site is an allocation (IR1-A) in the outgoing 1996 District Local Plan and even though the emerging Part 2 Local Plan does not specifically allocate the site, it is situated within the main built up / urban area of Irthlingborough. Regardless of any weighting that may be given to the Local Plan Part 2 at this stage, there is nothing in this Plan or the adopted spatial strategy (Joint Core Strategy Policy 11) that would explicitly preclude development.

5.22 Crime Prevention Design Advisor – Northamptonshire Police

No objection – conditions and informatives can secure specification of windows / doors / boundary treatments as necessary.

5.23 Tom Pursglove MP

Objects to the proposal – associates himself with concerns raised by residents (see 5.2 above).

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)

- 6.3 North Northamptonshire Joint Core Strategy (JCS) (2016)
Policy 1 - Presumption in Favour of Sustainable Development
Policy 2 - Historic Environment
Policy 3 - Landscape Character
Policy 4 - Biodiversity and Geodiversity
Policy 5 - Water Environment, Resources and Flood Risk Management
Policy 7 - Community Services and Facilities
Policy 8 - North Northamptonshire Place Shaping Principles
Policy 9 - Sustainable Buildings
Policy 10 - Provision of Infrastructure
Policy 11 - The Network of Urban and Rural Areas
Policy 15 - Well Connected Towns, Villages and Neighbourhoods
Policy 20 - Nene and Ise Valleys
Policy 28 - Housing Requirements
Policy 29 - Distribution of new homes
Policy 30 - Housing Mix and Tenure
- 6.4 East Northamptonshire District Local Plan 1996 Saved Policies
IR1- Provision for Housing in Irthlingborough
- 6.4 Other Relevant Documents
North Northamptonshire Sustainable Design Supplementary Planning Document (SPD), 2009
Northamptonshire Place and Movement Guide SPD, 2008
Trees and Landscape SPD, 2013
Biodiversity SPD for Northamptonshire, 2016
Developer Contributions SPD, 2006
Domestic Waste Storage and Collection SPD, 2012
Open Space SPD, 2011
Upper Nene Valley Gravel Pits Special Protection Area SPD, 2016
Planning Out Crime in Northamptonshire (Supplementary Planning Guidance (SPG)), 2003
Northamptonshire County Council Planning Obligations Framework and Guidance (2015)
Northamptonshire County Council – Highways Parking Standards, 2016
Local Highway Authority Standing Advice for Local Planning Authorities, 2016
Tree Management Guidance and Principles, 2018
Open Space and Playing Pitch Strategy, 2017
Draft East Northamptonshire Local Plan Part 2 (Submission version – March 2021)

7. Evaluation

The key issues for consideration are:

- Principle of Development / Policy Context
- Impact on General / Strategic Infrastructure
- Affordable Housing and Space Standards
- Open Space / Green Infrastructure / Landscaping
- Construction Nuisance
- Layout / Design / Heritage / Residential Amenity
- Drainage / Flooding
- Ecology
- Highway Matters

7.1 Principle of Development / Policy Context

7.1.1 In general terms, the NPPF promotes a presumption in favour of development within the established built up areas of a town, provided that all other material considerations can be satisfied. The application site is within Irthlingborough, which, as one of the larger settlements in the district, is defined in the JCS (Policy 11) as a market town, with provision for new housing to accord with Policy 28 (Housing requirements). It is sustainably located within walking distance of the town centre and its associated amenities.

7.1.2 The site is allocated for residential development as part of a larger 'Saved' allocation from the District 1996 Local Plan Policy IR1-A. The supporting policy text states:

“Addington Road - This site is a modification of an allocation contained in the Irthlingborough Local Plan. The scale of development the site could accommodate is in the order of 50 dwellings together with open space and landscaping. Access can be provided from Addington Road. It is important to retain the existing planting adjacent to the A6 trunk road and a landscaped buffer of at least 20 metres width should be provided to avoid disturbance from the trunk road. Part of the site is already the subject of a planning application awaiting the completion of a legal agreement relating to the provision of satisfactory drainage facilities, before determination. Improvements to off-site foul and surface water sewers will be necessary. These will need to be funded by the developer, as will any improvements required to the pumping station and treatment works. Improvements carried out will need to be sufficient to cater for potential flows from other development proposals described in policy IR1-B).”

- 7.1.3 The Planning Policy team has raised no objections to the principle of development. This remains the case in the context of the Local Plan Part 2 having progressed since the last application was determined on this site (18/01009/OUT). The replacement Pre-Submission Draft Local Plan Part 2 was approved for Regulation 19 consultation and submission to the Secretary of State by East Northamptonshire Council's Planning Policy Committee on 27 January 2021 and the Submission version – dated March 2021 – has now been submitted for examination by The Planning Inspectorate. Examination is expected to take place in the Autumn.
- 7.1.4 At the time of writing the report, the Addington Road site remains allocated for residential development in the adopted development plan (1996 District Local Plan, Policy IR1-A). This establishes the principle of permitting residential development on this greenfield site. The proposal is therefore not premature as has been raised by some local residents; if anything, delivery of the site for its intended purpose (residential) has been delayed.
- 7.1.5 The Submission Draft Local Plan Part 2 does not explicitly continue to allocate the Addington Road site for residential development, although it should be noted that this land is situated within the main built up / urban area of Irthlingborough. Regardless of any weighting that may be given to the Local Plan Part 2 at this stage, there is nothing in this Plan or the adopted spatial strategy (Joint Core Strategy Policy 11) that would explicitly preclude development.
- 7.1.6 Until adoption of the replacement Local Plan Part 2 (anticipated around the end of 2021), Policy IR1-A will remain in force. The site is included within the Council's agreed housing land supply (for the monitoring period to 1st April 2019), which was endorsed by the Planning Policy Committee on 8th June 2020 (Item 10: https://www.east-northamptonshire.gov.uk/meetings/meeting/1062/planning_policy_committee). Therefore, the principle of allowing residential development on the Addington Road site remains and there are not considered to be any other material reasons why the site should not come forward for development, subject to other material matters being adequately addressed.

7.2 Impact on General / Strategic Infrastructure

- 7.2.1 A development of this scale within Irthlingborough would have an impact upon local infrastructure. Concern over local infrastructure (lack of doctors / dentists / school places etc) has been highlighted in many of the comments received from local residents. To be acceptable in planning terms, the development would be required to mitigate these impacts where a need for intervention has been identified and adequately evidenced.

- 7.2.2 The Council's Developer Contributions team and the NHS have been consulted and are both seeking financial contributions toward public transport, education, libraries and healthcare. Highways England (HE) are responsible for the strategic road network, which in the case of this site is the nearby A45. They have raised no objection to the application. Natural England has requested further information in respect of ecological impact, given the site's proximity to the SPA. This is discussed in more detail later in the report but can be adequately mitigated through an evidenced need for financial contributions per dwelling. The Council's Highways team has requested contributions toward improved bus stops at Irthlingborough Cross, and "Megarider" bus passes for the new residents.
- 7.2.3 The applicant has agreed to the requests for financial contributions, which can be secured through a Section 106 legal agreement, so the development will adequately mitigate its impact upon local infrastructure.

7.3 Affordable Housing and Space Standards

- 7.3.1 Policy 30 d) of the JCS seeks a target of 30% affordable housing for developments of 15 or more dwellings within the Growth and Market Towns within the district (Irthlingborough is considered a Market Town). This is a full application for 54 dwellings and proposes 100% "affordable" housing, as per the definition in national policy. This exceeds the requirement in local policy for a minimum of 30% affordable properties. The tenure mix is proposed to be as follows:
- 14 properties for shared ownership;
 - 10 properties for rent to buy; and
 - 30 properties for rental
- 7.3.2 All of the properties would meet National Space Standards as referred to in Policy 30 of the JCS and the minimum of 30% affordable housing can be secured through a Section 106 agreement.
- 7.3.3 The Council's Housing Strategy team are supportive of the proposal and consider the mix and clusters to be appropriate. They have raised minor points about a preferred alternative ground floor layout for one of the 2-bed house types, and confirmation that some of the parking arrangements will not attract additional charges for tenants. The applicant asserts that there will be no additional charges for tenants, and these matters are not considered to be reasons to substantiate a refusal of permission.
- 7.3.4 Although the proportion of affordable housing is higher than is usual for a standard market / affordable housing development, the proportions will even up over time as new residents purchase (or part-purchase) their rent-to-buy or shared ownership properties. This will lead to a balanced community on the site.

7.4 Open Space / Green Infrastructure / Landscaping

- 7.4.1 There would be two areas of open space as part of the new site layout. To the south would be the principal area of public open space, whilst to the north there would be an attenuation pond and smaller area of open space. The southern space has been revised during the course of the application to be a more practical shape for recreation purposes, whilst the attenuation pond to the north is required for the purposes of mitigating flood risk, but would be predominantly dry during periods of low / no rainfall, would have a relatively shallow gradient, and so would be usable as open space during those periods.
- 7.4.2 Through the Section 106 process the open space areas would first be offered to the Town Council, and would be managed by an independent company if there was no interest or agreement reached.
- 7.4.3 Some objectors to the application have referred to the loss of open space as being a reason to refuse permission. This is a privately owned field, with no authorised public access, and it is allocated for residential development, so the loss of it as a green space in itself would not be a reason to refuse consent.
- 7.4.4 The NPPF was updated in July 2021 and Paragraph 131 notes the importance of trees in making a positive contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. It goes on to state that:
- “Planning policies and decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible”*
- 7.4.5 There is a group of protected trees to the immediate south of the application site, within the conservation area. These have root protection areas / canopies which would encroach into the application site. There is also a group of trees to the south east corner of the application site. The layout has been revised specifically to take account of, and to ensure the protection of these trees. The preservation of these trees will aid in providing a pleasant setting for the conservation area and on-site open space, will provide street trees as required by the NPPF, and will have a positive impact upon green infrastructure.
- 7.4.6 Additional landscaping / planting is also proposed throughout the remainder of the site but will be more obvious on the northern and western boundaries. There is scope for additional tree planting as part of the landscape scheme and an informative can be included on the decision notice to make that point clear to the developer.

7.4.7 Objections from the local community also relate to the loss of wildlife, with particular reference made to owls and bats. The Council has consulted with the Senior Tree and Landscape Officer and County Ecologist, neither of whom have objected to the application on ecological / landscape grounds subject to conditions relating to a construction environmental management plan (CEMP), landscape works and tree protection / retention.

7.5 Construction Nuisance

7.5.1 In terms of disruption during construction, this is inevitable to a certain degree owing to the very nature of construction work. However, the impacts from construction can be mitigated through the enforcement of the construction management plan which has been submitted, and to which the Environmental Protection team have raised no objections.

7.5.2 Of particular importance on this site is the route that construction traffic would take. To minimise disruption to local residents, the majority of this would be routed through the neighbouring Sonifex site on Station Road, rather than using Addington Road. The Sonifex site is within the applicant's control.

7.5.3 There will be instances where works will be required on Addington Road (for example to construct the new junction and parking bays, or for the connection of utilities) but having the vast majority of construction traffic using Station Road and routing through a business premises that is already fit for HGVs will materially mitigate construction nuisance.

7.5.4 Conditions relating to construction hours, mud and dust treatment, where not included in the construction management plan, are also necessary to mitigate this impact. Subject to the imposition of conditions, the impact upon local amenity during construction is considered to be acceptable.

7.6 Layout / Design / Heritage / Residential Amenity

7.6.1 The layout proposed is a cul-de-sac with pedestrian and vehicular access onto Addington Road, opposite No.21. Internally the access road would run close to the southern boundary with two spurs heading northwards. This allows for a 'back-to-back' arrangement of dwellings in the centre of the site as well as for a street based layout, with the majority of dwellings fronting the street, and their parking being on plot, or as part of small shared parking courts.

7.6.2 At the entrance to the site and at key corners / junctions within the site, dwellings would be orientated to face either Addington Road or the street, so as to avoid having blank gable ends in prominent locations.

- 7.6.3 There would be eight property designs, all of which would be within two-storey buildings. All the properties would be of traditional design, would have chimneys and are proposed to be finished in brick. In design terms the inclusion of chimneys is desirable and when considering the site's topography, would create a varied and attractive roofscape. Final details of materials, to ensure an appropriate amount of variety, can be secured through condition.
- 7.6.3 In terms of heritage, the council is required by section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 to have special regard to the desirability of preserving the listed building or its setting or any features of special architectural or historic interest which it possesses.
- 7.6.4 Section 72 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 places a duty on a decision maker to pay special attention to the need to preserve or enhance the character or appearance of a conservation area.
- 7.6.5 The site is not in, but is adjacent to the conservation area, which runs along the southern boundary of the site, as well as at the south west corner with Addington Road. In addition, there is a listed building (Manor House) to the south, which shares a boundary with the site.
- 7.6.6 The council's Principal Conservation Officer has raised some concerns about the application, citing that:
- “The proposals would have an impact on the setting of the assets identified, owing to the presence of built form. This would cause harm to the setting, and in turn the significance of the assets. I categorise the level of harm to fall within the less than substantial category”*
- 7.6.7 However, the Officer further notes that:
- “I recognise that this harm should be weighed against the public benefits of the proposal in accordance with the requirements set out at paragraph 196 (and 197) of the NPPF.”*
- 7.6.8 The previous application (18/01009/OUT) was refused by Members for causing “*substantial harm to heritage assets*”, contrary to the views of the same Conservation Officer, who assessed the harm as being less than substantial.
- 7.6.9 The written comments made on this application also relate to an earlier version of the layout plan, where there would have been significant removal of trees along the southern / south east boundary of the site. These trees are now to be retained and the layout has been redesigned to prioritise open space / greenery along the southern boundary. Compared with the previously refused application (available to view [HERE](#)), the relationship between this site and the conservation area is considerably improved as the majority of trees and open space would be along the southern boundary. This is in contrast to the previous scheme, which proposed (indicatively) built form along the majority of this same boundary.

- 7.6.10 Further verbal comments have been received from the Principal Conservation Officer, who acknowledges the improvements to the layout and its relationship with the conservation area. The position / comment of 'less than substantial harm' remains valid however, and the Officer has clarified that this would be the case with any built form of development on the site, so it is a conflict that, although improved from the originally submitted layout, will need to be weighed up against other public benefits, which will follow in the Conclusion / Planning Balance section (9.1 onward) below.
- 7.6.11 By the very nature of the development it would have more of an urbanising impact than the existing field, but it is not a high density proposal (32 dwellings per hectare) and overall, when travelling along Addington Road, the closest properties to the road would be sufficiently set back so as not to be visually overbearing. There would be good natural surveillance of the streets (Addington Road and new internal road) and areas of public open space.
- 7.6.12 Following comments from the council's Waste Management team, the location of bin collection areas has been improved. The size of two of these (adjacent to plots 41 and 35) could benefit from being increased in size slightly if the Committee feels it is necessary (and could be conditioned), but on balance Officers consider that the layout is reasonable in this regard. Highways are satisfied with the vehicle tracking arrangements.
- 7.6.13 Relationships and distances between the new properties and those on Addington Road and to the south (Lovell Court, Manor Mews, Manor House, Station Road) are both reasonable / acceptable.
- 7.6.14 The relationship with Manor Mews was previously a reason for refusal based on the indicative layout which showed properties, their gardens and driveways all abutting the south boundary. It is considered that this proposal adequately addresses the concern as their outlook would now be onto the open space area. The closest visual relationship would be with the flats at Lovell Court, which is on higher ground, a minimum of 18.2m away and where the windows would have indirect 45 degree views toward the rear windows of the new properties. There would be no overlooking of the flats as the new properties would be on lower ground. The gardens of plots 1-5 would be indirectly overlooked by the flats, but this is comparable to other parts of the site layout, where views from rear windows would be of neighbouring gardens, as is commonplace in residential areas. Even with the flats being on higher ground, there are considered to be no overlooking or overshadowing concerns that would warrant a refusal of permission.
- 7.6.14 Each property would have a minimum of 1, 2, or 3 parking spaces depending on the number of bedrooms and its own private amenity space. The garden sizes vary from smaller to larger throughout the site, but all are considered to be reasonable.

- 7.6.15 Further information will be required on boundary treatments to ensure noise mitigation measures are adequate for certain plots, but this can be secured by condition and in general terms, boundary treatments will be designed to ensure that walls, rather than fences are used in prominent areas in the streets, and that if necessary there is a boundary fence around parts of the attenuation pond;
- 7.6.16 In terms of layout, design and residential amenity, the application is considered to be acceptable and in respect of heritage, the less than substantial harm identified has been further improved and will be weighed up against other public benefits in the conclusion.

7.7 Drainage / Flooding

- 7.7.1 Concerns have been raised by the local community with regard to flood and drainage matters. The application site is not within flood zones 2 or 3 which are at higher risk of flooding and the layout includes on-site surface water attenuation.
- 7.7.2 Saved Policy IR1-A from the 1996 Local Plan refers to improvements to off-site foul and surface water sewers as being necessary. There have been no objections to the application from the Environment Agency or the Lead Local Flood Authority (LLFA), subject to conditions which are reasonable to include.
- 7.7.3 Anglian Water have not responded to consultation and have been chased for comment. Any representations received after the report is written will be reported on the update sheet or verbally at the meeting. In the absence of any adverse comments from statutory consultees, the proposal is considered to be acceptable with regards to these impacts.

7.8 Ecology

- 7.8.1 With regard to Natural England's comments, the site is within 3km of the Upper Nene Valley Gravel Pits Special Protection Area. This is a protected site from a nature conservation point of view under the terms of European Legislation.
- 7.8.2 In such cases, the Council has a requirement linked to an adopted Supplementary Planning Document which requires a contribution of £299.95 per dwelling to mitigate against any impact. This payment has not been received in connection with this application, but will be included in the heads of terms for a Section 106 agreement and the applicant has agreed to pay them.
- 7.8.3 In relation to the above matter, a Habitat Regulations Appropriate Assessment has been completed. The Appropriate Assessment concludes that as the mitigation can be secured through a Section 106 agreement, the proposal would adequately mitigate the impact of the development on the Upper Nene Valley Special Protection Area.

- 7.8.4 Some local residents have raised objection to the loss of wildlife from the site, specifically referring to presence of bats, owl and deer. The council's ecologist has been consulted and whilst they originally requested further information, is now satisfied that the application is acceptable subject to a construction environmental management plan (CEMP), to cover the following matters:
- 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.
- 7.8.5 Subject to the CEMP condition and SPA mitigation, the application is considered to be acceptable with regard to the impact upon ecology.

7.9 Highway Matters

- 7.9.1 The most frequently raised concerns by local residents relate to highway matters. Currently Addington Road is a 30mph single, and straight carriageway, but one side is heavily used for on-street parking by existing residents, and so a long stretch of the road is effectively single track, and often with no passing places.
- 7.9.2 This results in higher vehicle speeds, as motorists feel pressured to get past the parked cars quickly, before another vehicle approaches from the opposite direction. Comments from the local community assert that there have been accidents, damage and arguments as a result of this ongoing issue. From visits to the site, Officers have no reason to dispute these assertions made by residents. One of the previous reasons for refusal (of planning application 18/01009/OUT) was an unsatisfactory access to the site.
- 7.9.3 For this current application, the applicant had initially explored the option of a one-way system along Addington Road, but this was not received favourably locally, or by highways. This proposal has now been dropped from the scheme.

7.9.4 Officers have been in discussions with the applicant to find a workable solution which would address the previous reason for refusal and facilitate the development, but without being detrimental to the existing conditions on Addington Road. As a result of those discussions, the proposed scheme would now include:

- A short section of double yellow lines on the west side of Addington Road directly opposite the site entrance; and
- Five new layby spaces on the east side of Addington Road

7.9.5 This layout would ensure that there is no loss to existing parking provision on Addington Road, as the extent of double yellow lines would be no greater than the length of five parked cars, yet it would provide for:

- Appropriate manoeuvring space for vehicles entering / exiting the new site; as well as
- A safe passing place for traffic solely using Addington Road, thus reducing the “urgency” to get past all parked vehicles in one go. This should reduce traffic speeds and general safety.

7.9.6 Highways are agreeable to this proposal subject to a full site review and it going through the Traffic Regulations Order (TRO) process. They have not objected to the application as a whole. However, they are quite clear on the TRO process, that:

“There is no guarantee that the restrictions will be implemented. Any objections will be considered through the NCC Delegated Decision process and, if upheld, will mean that the scheme will be abandoned.”

7.9.7 This is a very important point, as if the Addington Road improvement scheme cannot be implemented, the overall proposal may not be acceptable in highway safety or layout terms, and this could alter the overall recommendation to approve. It is therefore imperative that the applicant is able to achieve confirmation from highways that the Addington Road improvements (double yellows and parking bays) have been approved before any development commences.

7.9.8 Providing that can be achieved, in other aspects, the proposal is considered to be acceptable with respect to highway safety and layout. There is no objection from Highways England who manage the strategic road network (A45 being the closest road) and the internal site layout would function safely with regard to refuse collection and fire safety.

- 7.9.9 The only other points to make relate to parking provision. There will be enough spaces per property (1, 2 or 3 depending on the number of bedrooms) but some of the parking spaces measure 2.5m x 5m instead of 3m by 5.5m as per Highways adopted guidance for residential driveways. This is not considered to be a serious flaw in the layout, as 2.5 x 5m is also an accepted parking space size elsewhere in Highways' guidance, so cars will fit in the spaces without overhanging onto the highway. It also ensures that there is less hard surfacing to a layout with a lot of frontage parking, so gives more space for soft landscaping. Where spaces abut walls or fences (for example Plots 15, 16, 17, 41 and 42), these are wider and in accordance with Highways' standards.
- 7.9.10 Finally, on parking provision, Highways have advised that Officers should be satisfied that 14 visitor spaces (25% of the total development) can be achieved on site. The applicant has indicated 13 on the layout plan, most of which would be on the road to the south. In reality, more informal spaces would be available (for example outside plots 27, 41, 42 and 47), so Officers are convinced that adequate visitor parking can be provided on site.
- 7.9.11 Subject to the mitigation measures to Addington Road, and the provision of enhanced bus shelters / "Megarider" tickets for new residents as requested by Highways, and secured through a Section 106 Agreement, the application is considered to be acceptable with regard to highway matters.

8. Other Matters

- 8.1 Neighbour comments: Only material planning considerations are able to be taken into account. Matters such as property values, loss of private views, a developer only being interested in profit and preferences for other sites to be developed instead are not material to any decision made on this application. Comments about there not being enough jobs in the locality is difficult to quantify as it is not possible to predict where future residents will work. The site is well located in terms of access to local facilities, as well as the local and strategic highway networks.
- 8.2 Equality: It is not considered that the proposal raises any concerns in relation to the Equality Act (2010).
- 8.3 Health Impact Assessment: Paragraph 91 of the NFFP states planning policies and decisions should aim to achieve healthy, inclusive and safe communities and, specifically, criterion c) of this seeks to enable and support healthy lifestyles, for example, through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts which encourage walking and cycling. It is considered that the proposal subject to this application will enable many of these aims to be achieved and therefore it is considered acceptable on health impact grounds. In addition, a contribution is sought towards healthcare services.
- 8.4 Archaeology: A condition for an archaeological programme of works as per the NPPF is proposed to satisfy these requirements.

8.5 Crime Prevention: Northamptonshire Police do not object to the application and matters relating to the security of property and boundary treatments can be conditioned as appropriate.

8.6 Sustainable Buildings: Policy 9 of the Joint Core Strategy requires that:

“All residential development should incorporate measures to limit use to no more than 105 litres / person / day and external water use of no more than 5 litres / person / day or alternative national standard applying to areas of water stress”.

In the event of an approval these details, together with vehicle charging points and efficient boilers (as requested by Environmental Protection as part of their air quality assessment), can be agreed and secured via planning condition(s).

9. Conclusion / Planning Balance

9.1 The application proposes 54 affordable dwellings on an allocated site within Irthlingborough. The site is in a sustainable location, close to the town centre and its amenities including public transport. Even though the allocation will lapse when the 1996 District Local Plan is eventually superseded by the emerging Part 2 Local Plan, this remains a suitable site for residential development.

9.2 The main harm identified is to the adjacent conservation area, and this has been deemed as ‘less than substantial’ by the Principal Conservation Officer, who accepts that this harm needs to be weighed up against other public benefits.

9.3 There is a local need for the size and tenure of properties being proposed and the Housing Strategy team are supportive of the proposals. The layout has been further improved since the conservation comments were received, to bring the built form further away from the southern boundary (with the conservation area), and to preserve more trees. There will also be short term economic benefits during the construction phase, and disruption will be minimised by making use of the Sonifex site for the majority of construction traffic.

9.4 Subject to agreement with the highways team, there should also be improvements to Addington Road by providing a safe passing place adjacent to the site entrance, without being to the detriment of existing on-street parking provision. The site itself provides for adequate parking and the layout will function well. The design language of buildings is traditional which is respectful of the surrounding area and the scheme will contribute toward local infrastructure such as:

- Education
- Libraries
- Healthcare
- Public Transport

It will also mitigate its impact upon the nearby SPA.

- 9.5 Matters of drainage, ecology, noise attenuation, air quality, archaeology, sustainable construction, landscaping, tree protection and crime prevention are all able to be mitigated through conditions and the respective consultees are not objecting.
- 9.6 Overall, it is considered that the less than substantial harm identified in respect of heritage is outweighed by the public and other benefits provided by the scheme. The three previous reasons for refusal are now considered to have been adequately addressed and so the recommendation is to approve.

10. Recommendation

- 10.1 Recommendation 1: If a satisfactory S.106 planning agreement which secures obligations as set out in this report is completed by 1 October 2021 (or other agreed date): **GRANT** planning permission subject to conditions.
- 10.2 Recommendation 2: If a satisfactory S.106 planning agreement to secure obligations as set out in this report is not completed by 1 October 2021 (or other agreed date): Delegate to the Director of Place and Economy to **REFUSE** planning permission.

11. Conditions

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

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

- 2 No development shall take place until full details of existing ground levels (in relation to an existing datum point), proposed finished floor levels and floor slab levels of the development and adjoining sites shall have been submitted to and approved in writing by the Local Planning Authority. All works shall be carried out and retained in accordance with the approved details.

Reason: To ensure that the precise height of the development can be considered in relation to adjoining dwellings.

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 refer to construction and biodiversity matters and shall include 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) Noise/Vibration/Dust mitigation;
- j) Measures to prevent mud (and other such material) migrating onto the surrounding road network;
- k) The location(s) of contractor parking;
- l) A construction routing plan, to demonstrate measures to minimise use of Addington Road, and to include details of any holding areas;

Development must only take place in accordance with the approved details.

Reason: In the interests of residential amenity during construction.

4 No development shall take place within the area of archaeological interest until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the local planning authority. This written scheme will include the following components, completion of each of which will trigger the phased discharging of the condition:

- (i) Approval of a Written Scheme of Investigation;

(ii) Fieldwork in accordance with the agreed Written Scheme of Investigation;

(iii) Completion of a Post-Excavation Assessment report and approval of an approved Updated Project Design: to be submitted within six months of the completion of fieldwork, unless otherwise agreed in advance with the Planning Authority;

(iv) Completion of analysis, preparation of site archive ready for deposition at a store (Northamptonshire ARC) approved by the Planning Authority, production of an archive report, and submission of a publication report: to be completed within two years of the completion of fieldwork, unless otherwise agreed in advance with the Planning Authority.

Reason: To ensure that features of archaeological interest are properly examined and recorded and the results made available, in accordance with NPPF Paragraph 205.

- 5 No development shall take place until the applicant has supplied the Local Planning Authority with clear evidence that the proposed changes to Addington Road (double yellow lines opposite the site entrance and on-street parking bays – to ensure no overall loss of on-street parking) have been approved by the Highways team through the approval of a Traffic Regulation Order, or equivalent. Development shall only take place in accordance with the approved details, and in accordance with a timetable to be agreed with the Local Planning Authority.

Reason: In the interests of highway safety and to minimise disruption to existing residents / users of Addington Road both during and post construction. The scheme as a whole may not be acceptable if these changes are not agreed.

- 6 If, during development, contamination not previously considered is identified, then the LPA shall be notified immediately and no further work shall be carried out until a method statement detailing a scheme for dealing with the suspect contamination has been submitted to and agreed in writing with the LPA.

Reason: To ensure all contamination within the site is dealt with.

- 7 Prior to commencement of the development above slab level a detailed acoustic technical note and required mitigation measures shall be submitted to and agreed in writing with the Local Planning Authority based on layout drawing number SKPS-001-PD-001.

Reason: To protect the residential amenity of the locality

8 No development or other operations shall commence on site in connection with the development hereby approved, (including any tree felling, tree pruning, demolition works, soil moving, temporary access construction and/or widening, or any operations involving the use of motorised vehicles or construction machinery) until the following details for soft landscape proposals have been submitted to and approved by the Local Planning Authority. These details shall include, as appropriate:

- Proposed finished levels or contours
- Soft landscape details shall include:
 - Planting plans
 - Written specifications (including cultivation and other operations associated with plant and grass establishment)
 - Schedules of plants, noting species, planting sizes and proposed numbers /
 - Densities where appropriate
 - Implementation timetables.

Reason: To ensure the provision of amenity afforded by appropriate landscape design.

9 All hard and soft landscape works shall be carried out in accordance with the approved details and to a reasonable standard in accordance with the relevant recommendations of appropriate British Standards or other recognised Codes of Good Practice. The works shall be carried out prior to the occupation of any part of the development or in accordance with the timetable agreed with the Local Planning Authority. Any trees or plants that, within a period of five years after planting, are removed, die or become, in the opinion of the Local Planning Authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved, unless the Local Planning Authority gives its written consent to any variation.

Reason: To ensure the provision, establishment and maintenance of a reasonable standard of landscape in accordance with the approved designs.

10 Prior to the occupation of the development a landscape maintenance scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall provide for the maintenance of all landscaped areas for a minimum period of 5 years and specify the maintenance responsibilities and arrangements for its implementation. The landscape maintenance scheme shall be carried out as approved.

Reason: To ensure the provision of amenity afforded by the proper maintenance of existing and / or new landscape features.

11 No works or development shall take place until a scheme for the protection of the retained trees has been agreed in writing with the LPA. This scheme shall include:

- a) a plan to a scale and level of accuracy appropriate to the proposal that shows the position, crown spread and Root Protection Area (para. 5.2.2 of BS 5837:2012) of every retained tree on site and on neighbouring or nearby ground to the site in relation to the approved plans and particulars. The positions of all trees and hedges to be removed shall be indicated on this plan.
- b) a schedule of tree works for all the retained trees in paragraphs (a) and (b) above, specifying pruning and other remedial or preventative work, whether for physiological, hazard abatement, aesthetic or operational reasons. All tree works shall be carried out in accordance with BS 3998:2010, Tree Work Recommendations
- c) the details and positions (shown on the plan at paragraph (a) above) of the Tree and Hedge Protection Barriers (section 9.2 of BS5837), identified separately where required for different phases of construction work (e.g. demolition, construction, hard landscaping). The Tree and Hedge Protection Barriers remain in place, and undamaged for the duration of that phase. No works shall take place on the next phase until the Tree Protection Barriers are repositioned for that phase.
- d) the details and positions (shown on the plan at paragraph (a) above) of the underground service runs (section 11.7 of BS5837).
- e) the details of the working methods to be employed with regard to site logistics including , the proposed access and delivery of materials to the site; space for storing materials spoil and fuel, and the mixing of cement; contractor car parking; site huts, temporary latrines (including their drainage), and any other temporary structures.

The erection of fencing for the protection of any retained tree or hedge (The Tree and Hedge Protection Barriers) shall be carried out in complete accordance with BS5837:2012, before any equipment, machinery, or materials are brought on to the site for the purposes of development or other operations. The Tree and Hedge Protection Barriers shall be retained intact for the full duration of the development until all equipment, materials and surplus materials have been removed from the site. If the Tree and Hedge Protection Barriers is damaged all operations shall cease until it is repaired in accordance with the approved details. Nothing shall be stored or placed in any fenced area in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavations be made without the written approval of the Local Planning Authority.

Reason: To ensure the continuity of amenity afforded by existing trees.

- 12 No existing trees, shrubs or hedges within the site that are shown as being retained on the approved plans shall be felled, uprooted, wilfully damaged or destroyed, cut back in any way or removed without the prior written approval of the Local Planning Authority. Any trees, shrubs or hedges removed without such approval or which die or become severely damaged or seriously diseased within 5 years from the completion of the development hereby permitted shall be replaced with trees, shrubs or hedge plants of similar size and species in the next available planting season, unless the Local Planning Authority gives written approval to any variation.

Reason: To ensure the continuity of amenity afforded by existing hedges or hedgerows.

- 13 There shall be no burning of any material during construction, demolition or site preparation works.

Reason: To minimise the threat of pollution and disturbance to local amenity.

- 14 No above ground work shall take place until full details of the surface water drainage scheme for the site, based on the approved Flood Risk Assessment and Drainage Strategy ref 14898-HYD-XX-XX-RP-FR-001 REV P05 dated 19th September 2020, prepared by Hydroc, have been 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. The scheme shall include:

i) Details (i.e. designs, diameters, invert and cover levels, gradients, dimensions etc) of all elements of the proposed drainage system, to include pipes, inspection chambers, outfalls/inlets and attenuation structures (if required).

ii) Details of the drainage system are to be accompanied by full and appropriately cross-referenced supporting calculations. Calculations should also demonstrate a maximum discharge of 2.7 l/s to the watercourse and that the attenuation basin can accommodate 80% of the 1 in 10 year storm 24hrs after reaching top water level.

iii) Cross sections of the control chamber (including site specific levels mAOD) and manufacturers' hydraulic curves should be submitted for the hydrobrake.

iv) A qualitative examination of what would happen if any part of the system fails. It should be demonstrated that flood water will have flow routes through the site without endangering property and where possible maintaining emergency access/egress routes.

Reason: To reduce the risk of flooding both on and off site in accordance with the NPPF and Policy 5 of the Core Strategy for North Northamptonshire by ensuring the satisfactory means of surface water attenuation and discharge from the site

- 15 No above ground work shall take place until full details of the management and maintenance of the surface water drainage system has been submitted to and approved by the Local Planning Authority. 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 should 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 reduce the risk of flooding both on and off site in accordance with the NPPF and Policy 5 of the Core Strategy for North Northamptonshire by ensuring the satisfactory means of surface water attenuation and discharge from the site.

- 16 No Occupation shall take place until a Verification Report for the installed surface water drainage system for the site based on the approved Flood Risk Assessment and Drainage Strategy ref 14898-HYD-XX-XX-RP-FR-001 REV P05 dated 19th September 2020, prepared by Hydroc, has been submitted in writing by a suitably qualified independent drainage engineer and approved by the Local Planning Authority. The details shall include:

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

Reason: To ensure the installed Surface Water Drainage System is satisfactory and in accordance with the approved reports for the development site.

- 17 No occupation of dwellings shall take place until details have been submitted to and approved in writing by the Local Planning Authority which demonstrate the following sustainability / crime prevention measures for the new buildings:

- Electric vehicle charging points
 - 1 per property with dedicated on-plot parking;
 - 1 per 10 spaces in other cases
- Electric vehicle charging infrastructure for future provision (on and off-street)
- Measures to encourage use to no more than 105 litres / person / day and external water use of no more than 5 litres / person / day; and
- Minimum standards for gas fired boilers of <40 mgNOx/kWh
- Windows and doors must meet the requirements of Building Regs Approved Doc 'Q' Security of Dwellings (i.e. certified products to BS PAS24:2016)
- Any side lights adjacent to doors (within 400mm), safety glazing and easily accessible emergency egress windows with non-lockable hardware must include one pane of laminated safety glass meeting the requirements of BS EN 356:2000 class P1A (minimum).

Development shall only take place in accordance with the approved details and all measures shall be available for use upon first occupation of each respective property.

Reason: In the interests of sustainability, crime prevention and air quality.

- 18 No occupation shall take place until a scheme and timetable detailing the provision of fire hydrant(s) and / or sprinkler systems and their associated infrastructure has been submitted to and approved in writing by the Local Planning Authority. The fire hydrant(s) / sprinkler system(s) and associated infrastructure shall thereafter be provided in accordance with the approved scheme and timetable.

Reason: To ensure adequate water infrastructure provision is made on site for the local fire service to tackle any property fire.

- 19 Before first occupation, details of all lighting to public and private areas, including maintenance arrangements, shall be submitted to and approved in writing by the Local Planning Authority. Development shall only take place in accordance with the approved details and the approved lighting shall be installed concurrently with the relevant part of the development, shall be switched on during hours of darkness and shall be retained in perpetuity.

Reason: In the interests of sustainability, highway safety and crime prevention.

- 20 Before first occupation, details of secure cycle storage for each property shall be submitted to and approved in writing by the Local Planning Authority in consultation with Northamptonshire Police. Development shall only take place in accordance with the approved details.

Reason: In the interests of sustainability and crime prevention.

- 21 Notwithstanding the submitted information, full details of all boundary treatments shall be submitted to and approved in writing by the Local Planning Authority prior to installation. Development shall only take place in accordance with the approved details, and each property shall have its individual boundary treatments installed prior to first occupation. Any other boundary treatments shall be installed in accordance with a timetable to be agreed in writing by the Local Planning Authority.

Reason: In the interests of the visual amenity, noise attenuation and crime prevention.

- 22 All parking spaces for each property shall be retained and maintained in perpetuity and notwithstanding the provisions of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), or any order superseding this, no extensions which would result in a reduction in space for parking for any property are permitted without the written agreement of the Local Planning Authority.

Reason: In the interests of residential amenity and highway safety.

- 23 In the event that the requirement for a fire hydrant is identified (see informative note below) no development shall take place until a scheme and timetable detailing the provision of fire hydrants, sprinkler systems and their associated infrastructure has been submitted to and approved in writing by the Local Planning Authority. Any fire hydrant(s), sprinkler system(s) and associated infrastructure shall thereafter be provided in accordance with the approved scheme and timetable.

Reason: To ensure adequate water infrastructure provision is made on site for the local fire service to tackle any property fire.

- 24 Notwithstanding the approved plans listed in Condition 25, prior to the commencement of building construction, samples of all facing materials (walls, roofs, rainwater goods, windows and doors) shall be made available for inspection on site and shall be agreed in writing by the Local Planning Authority prior to their installation. Development shall only take place in accordance with the approved details.

Reason: In the interests of visual amenity.

- 25 Except where otherwise stipulated by condition on this decision notice, the development hereby permitted shall be carried out strictly in accordance with the following plans:

SKPS_001 - PD-001 Rev AF – Site Layout Coloured
SKPS_001 - PD-001 Rev AF – Site Layout
SKPS_001 - PD-004 – Illustrative Boundary Treatments
SKPS_001 - PD-005 Rev A – Arun Planning House Type
SKPS_001 - PD-006 Rev B – Bourne Planning House Type
SKPS_001 - PD-007 Rev A – Southwick Planning House Type
SKPS_001 - PD-008 Rev B – Hazel Planning Apartment Type
SKPS_001 - PD-009 Rev B – Blackthorn Planning Apartment Type
SKPS_001 - PD-010 – Chestnut Planning House Type
SKPS_001 - PD-011 – Site Location Plan
TEN_01 Rev G – Tenure Mix Layout

Reason: In order to clarify the terms of the planning permission and to ensure that the development is carried out as permitted.

12. Informatives

- 1 Pre-commencement conditions
The details relating to conditions 2, 3, 4, 5, 8 and 11 are necessary to be pre-commencement. The development is very unlikely to be acceptable without these details being agreed beforehand. The applicant has agreed to the use of these pre-commencement conditions.
- 2 Drainage
The applicant will need to consult with the Bedford Group of Internal Drainage Boards for consent for all works within 9m of an ordinary watercourse.
- 3 Fire Hydrants / Sprinkler Systems
This development may require a minimum of 1x fire hydrant to be provided and installed. The capital cost of each hydrant (including its installation) is £892 per hydrant, the cost of which is expected to be met by the developer in full.

Any hydrants and/or sprinkler systems, if required, should be installed at the same time as the rest of the water infrastructure and prior to any dwellings/commercial building being occupied. This is to ensure adequate water infrastructure provision is made on site for the fire service to tackle any property fire.

The final location of any fire hydrants and/or sprinkler systems for the new development must be agreed in consultation with the Northamptonshire Fire and Rescue Service Water Officer prior to installation, and secured through a planning condition (see condition 23 above).

4

Broadband

The vision for the county is to be at the leading edge of the global digital economy. To meet this challenge we've set an ambitious target of 40% full fibre connectivity across the county by December 2023. To deliver on this, it is essential that new developments (both housing and commercial) are served by high quality full fibre networks. Access to the speeds, 1 gbps or faster, delivered by this technology will bring a multitude of opportunities, savings and benefits. It also adds value to the development and is a major selling point for potential residents and occupiers.

In order for the commercial communications market to be able to deploy to these new build areas, measures must be introduced at the earliest opportunity. This will provide the required specification to enable full fibre connectivity for all new developments. To help developers, some fibre based broadband network providers such as Openreach and Virgin Media have dedicated online portals which provide assessment tools and technical help. There are also a variety of other suppliers operating in the area such as: Gigaclear, CityFibre and Glide. Further details of each of these as well as others can be found at the below web address:

<http://www.superfastnorthamptonshire.net/how-we-are-delivering/Pages/telecomsproviders.aspx>

Early registration of development sites is key to making sure the people moving into your developments get a full fibre broadband service when they move in. More information can be found in the links below:

BT Openreach: <https://www.ournetwork.openreach.co.uk/property-development.aspx>

Virgin Media: <http://www.virginmedia.com/lightning/network-expansion/propertydevelopers>

It is advised that ducting works are carried out in co-operation with the installations of standard utility works. Any works carried out should be compliant with the Manual of Contract Documents for Highway Works- specifically Volume 1 Specification Series 500 Drainage and Ducts, and Volume 3 Highway Construction Details Section 1 – I Series Underground Cable Ducts. These documents can be found at:

<http://www.standardsforhighways.co.uk/ha/standards/mchw/index.htm>

For further information on the project please visit www.superfastnorthamptonshire.net

Email us at: bigidea@northamptonshire.gov.uk

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Need for Street Trees

The 2021 version of the NPPF now places a strong emphasis on the provision of street trees. The landscaping details required by condition will be expected to provide for these.