

**North Northamptonshire Planning Committee
(North)
17th January 2024**

Application Reference	NE/21/00742/FUL
Case Officer	Peter Baish
Location	Land to Rear of Cemetery, Stoke Doyle Road, Oundle
Development	Erection of 50 No. dwellings with associated open space, parking, landscaping and access
Applicant	David Wilson Homes
Agent	Mr P Shah
Ward	Oundle Ward
Overall Expiry Date	13 August 2021
Agreed Extension of Time	19 January 2024

Scheme of Delegation

This application is brought before the Area Planning Committee because it falls outside of the Council's Scheme of Delegation as the proposal has received more than 5 relevant neighbour objections and an objection from Oundle Town Council that constitutes a substantive material planning consideration and the Chair and Vice Chair of the Committee agree that the objection received contains a substantive material planning consideration determination of which cannot be resolved outside of a committee resolution..

1. Recommendation

- 1.1 That Planning Permission be **GRANTED** subject to conditions listed in Section 11 of this report and completion of a satisfactory Section 106 legal agreement which secures the planning obligations as set out in this report.
- 1.2 That if there is a failure to complete a legal agreement to secure the planning obligations set out in this report that planning permission be **REFUSED**.

2. The Proposal

- 2.1 This application seeks full planning permission for the erection of 50 dwellings with associated open space, parking, landscaping and access on the land to the rear of the cemetery on Stoke Doyle Road in Oundle.
- 2.2 The proposed development is for 50 new homes in a range of sizes and tenures together with public open space, landscaping, roads, sewers and associated works. The site measures 3.4 ha gross in area. The land available for development after the cemetery expansion and the areas of public open space have been accounted for it brings the developable area down to approximately 2.37 ha which generates a density of 22 dwellings per hectare. Given the site constraints and edge of settlement location transitional location, it is considered that this is an appropriate density.
- 2.3 The site is accessed from a single access point onto Stoke Doyle Road and largely comprises 2 storey dwellings (46 dwellings) with a small number of bungalows (2 dwellings) and 2 and ½ storey dwellings (2 dwellings). In terms of materials the appearance of the housing would be designed to accord with surrounding development of nearby homes with a mixture of buff type facing materials in the form of Forticrete Shearstone, Weinerberger Trinity Cream and Multi Gilt Stock with grey and red roof tiles resulting in dwellings that are traditional in their proportions and design and respectful of the local vernacular.
- 2.4 The application contains the following mix:

Market Housing

8 x 2 bedroom dwellings
9 x 3 bedroom dwellings
12 x 4 bedroom dwellings
10 x 5 bedroom dwellings

Total: 39 dwellings

Affordable Housing

2 x 1 bedroom dwellings
5 x 2 bedroom dwellings
4 x 3 bedroom dwellings

Total: 11 dwellings

3. Site Description

- 3.1 The proposed site is located around 700m to the west of Oundle town centre on the Stoke Doyle Road. It is situated adjacent to Oundle cemetery on the existing settlement edge. In total the site is around 3.4 hectares (8.39 acres) in area and has an irregular 'P' shape.
- 3.2 The site is accessed off the Stoke Doyle Road which lies along its southern edge. This is the only place where the site adjoins the highway network. There

are no public rights of way crossing the site or immediately adjacent apart from the footway alongside Stoke Doyle Road. There is however a public footpath located approximately 50m to the west which runs north to south, crosses Lyveden Brook and connecting Stoke Doyle Road to Benefield Road.

- 3.3 To the south of Stoke Doyle Road is open countryside looking over the Nene valley. To the west, separated by a hedgerow is also open countryside which is currently used for arable farming. Directly to the north is Lyveden Brook which benefits from a level of existing landscape on either bank. On the opposite side of the brook are the rear gardens of homes on Clifton Drive which is an established residential street containing many varied homes predominantly of two stories. The neighbouring land to the east of this site can be split into two sections. The northern part of the site adjoins a small field which separates the proposed development from the existing homes on Warren Bridge. This area is outside the applicant ownership and control. The southern part of this eastern edge adjoins Oundle cemetery with Cemetery Lodge and its private garden in the southwest corner.
- 3.4 The topography of the site is a key feature of the site as the land rises from Stoke Doyle Road in the south (approx. 24m Above Ordinance Datum (AOD)) to crest approximately halfway across the site (33.5m AOD) before falling away again to Lyveden Brook in the north (24.5m AOD).
- 3.5 The existing landscape is limited to the periphery of the site in the form of hedgerows apart from one short section of hedgerow which crosses the site from east-west creating the two fields (a southern field and northern field). Trees are only present alongside the brook and within the neighbouring cemetery. No housing development is proposed within the southern field.
- 3.6 The site is not located within the Conservation Area and in terms of flood risk, the majority of the site is identified as being located within Flood Zone 1 with the exception of the watercourse to the north of the site which falls within Flood Zone 3. The developable site is therefore considered to not be at risk of flooding.

4. Relevant Planning History

- 4.1 None relevant however the neighbouring site that forms part of the Local Plan Part 2 allocation benefits from a Permission in Principle (19/01827/PIP) for the residential development of up to 9 dwellings. An outline planning application for up to 9 dwellings (all matters reserved except access) is currently under consideration by the Local Planning Authority (NE/22/01304/OUT).

5. Consultation Responses

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

5.1 Oundle Town Council

Comments received 28.01.2022 and 17.02.2022 the contents of which have been repeated in the further comments received 03.08.2022. Such further comments received 03.08.2022 are set out in full:

OTC OBJECTS to the application as revised.

HOUSING NEED

Although the council accepts that the site is potentially suitable for some residential development the application submitted fails to adequately address the particular challenges posed by the location and topography of the proposed site. There is also the question of whether any further residential development (other than windfall) is required in Oundle in the period to 2031 given that the joint core strategy minimum development number for the town for the period to that date is already exceeded by virtue of the planning permission granted for residential development on land off Cotterstock Road and St. Christopher's Drive and there is no satisfactory evidence to show a need for this additional housing provision in Oundle at the present time.

INFRASTRUCTURE

As a general point any substantial residential development in Oundle - and the council considers this application to be substantial - should be accompanied by adequate infrastructure improvements as the town's infrastructure is under considerable pressure in many areas and this development will exacerbate the concerns that exist in a number of areas. The council is extremely concerned that the Northamptonshire Clinical Commissioning Group has confirmed that: "there will not be sufficient capacity in the local primary healthcare system to absorb the anticipated increase in demand created by the proposed new housing development". Whilst provision could be made for extra capacity through section 106 funding it would be preferable for that additional capacity to be in place before this site is granted permission for development. The developer must also be required to pay such sums by way of section 106 provision as are needed to ensure the mitigation of the effects of the development on early years and primary educational provision.

If this application were to be granted the developer must make a significant contribution towards infrastructure improvements in addition to the provision of the much needed cemetery extension, the land for which must be conveyed outright to the council which owns the existing cemetery. The council understands that the revised plans for the development were influenced by the comments of the Planning Authority and that a reduction in the amount of land being provided for the cemetery extension has resulted from this. There has been no consultation with the council regarding the reduction in size of the cemetery provision nor its relocation to land to the west of the existing cemetery. The amount of land provided results in a small extension to the cemetery which, whilst welcome, does nothing to address even the short term need for additional provision let alone the medium to long term need for additional cemetery provision. The amount of usable space in the proposed

cemetery extension is impacted by its current design and the relocation raises issues regarding the retention of trees on or near the current western boundary to the cemetery. The council finds the reduction unacceptable and asks that the amount of land to be provided for the extension be restored in the event that permission to develop the site residentially is granted in view of the need for additional cemetery provision both now and for the future.

FLOODING

There are significant issues with regard to flooding in the area of Warren Bridge and it is the concern of the council's experienced Flood Warden and of the council itself and of residents in both Warren Bridge and Clifton Drive that the proposed residential development of this site will exacerbate those difficulties with the applicant failing to put forward adequate proposals to deal with them.

Residents are concerned that even if the measures proposed would prevent flooding on the development site they are likely to displace the risk of flooding to both Clifton Drive and particularly to Warren Bridge which would be completely unacceptable. It is self-evident that building on the site will lead to additional problems arising from run off and the measures that are proposed to deal with this appear wholly inadequate. The council has particular concerns about the siting of the proposed pumping station feeling that this could be a source of problems in itself and that there would be a better location for this further from the brook and closer to the estate road and the attenuation pond. The council also believes that the proposed footbridge linking this development to Clifton Drive could result in an increased flood risk. The council notes that the Flood and Water Management Team are not happy with the applicant's proposals and feels that the developer should be required to come up with a well-engineered solution - assuming one is possible - to the flooding issue before any further consideration is given to the application.

CRIME AND DISORDER

Residents in Clifton Drive have expressed further concerns about the proposed footbridge fearing that it will impact upon the security of their homes and worrying that pedestrians using the bridge as a link to Clifton Drive and to the Benefield Road beyond could be at risk of injury as there is no footpath within Clifton Drive which would result in them having to share the road with vehicular traffic entering or leaving Clifton Drive.

ROAD SAFETY

The council is concerned by the impact of this development on the Stoke Doyle Road and specifically the bridge at Warren Bridge which in its present form would be inadequate to deal with the volume of traffic that will be generated from a site with parking provision for 182 vehicles and which could struggle to cope with the construction traffic generated by the works being undertaken on site. While the erection of permanent traffic lights on either side of the bridge rendering it one way in each direction on an alternating basis would afford some amelioration there would be an adverse visual impact from these and associated pollution issues and, more particularly, there is a risk that traffic queuing at the lights might back up in both directions causing problems. Quite apart from this there is no adequate footpath provision at the bridge at present

leaving pedestrians to walk in the road. With the likelihood of a significantly increased quantity of pedestrian traffic originating from the site there would need to be not only a footpath from the bridge to the development site access but also a footpath/bridge at the location of the present bridge to keep pedestrians and vehicular traffic safe and separate. Whether it would be feasible for the existing bridge to be retained and used for pedestrians only with a new bridge being provided for vehicular traffic would need to be resolved between the Highways Authority and the developer and potentially other neighbouring landowners but this is the council's preferred solution.

There might be an opportunity for the stone wall that was partially washed away in the 1998 floods to be restored as part of this exercise which would improve the visual aspects at the current bridge although it would be important to ascertain whether its restoration would be likely to increase the risk of flooding impacting properties in Warren Bridge in which case restoration should only go ahead if any resulting additional flood risk could be mitigated in other ways. It is noted that there is a proposal to extend the existing thirty mile an hour limit to beyond the entrance to the new site. In the interests of road safety consideration should be given to extending the limit to beyond the Wood Lane junction with Stoke Doyle Road in the event that permission for the development is granted.

On a related note there should be no tandem parking arrangements anywhere on site and if this means that there would have to be a reduction in the number of dwellings then there should be such a reduction.

AFFORDABLE HOUSING

The developer seeks to assert that it would not be economically feasible for there to be 40% affordable housing provision on this site. OTC is firmly of the opinion that there should be such a level of provision and that the level of affordable housing proposed is inadequate. The council notes that the Housing Strategy Manager's response to the original application (25/6/21) sought clear evidence that the site could not be economically developed with more than 20% affordable housing provision and does not feel that the applicant has established that this is the case. The council is also concerned that the proposed 'balance' of the estate could be adversely affected if in future homeowners are able to extend/alter properties adding additional bedrooms and/or other living accommodation thereby reducing the 'pool' of smaller properties and if it would be possible to include a condition on any permission granted which could prevent this happening then this should be done.

IMPACT UPON EXISTING HOUSING PROVISION

The council is aware of objections from residents in Clifton Drive that due to the topography of the development site houses in the proposed development would overlook their properties and supports the suggestion that the orientation of houses on the new development should be altered so that the impact of this is removed or at the least reduced and is sympathetic to the idea that opaque glass be used in any side windows facing Clifton Drive. The council is disappointed that the resubmitted plans have failed to address this issue and that material supplied by the developer in connection with the development is misleading by failing to show the impact upon Clifton Drive of the housing

proposed. The council is also concerned that insufficient care has been taken to lessen the impact of light pollution from the development (through street lighting, the lights in the proposed new houses and vehicle headlights) on the existing properties in Clifton Drive

LANDSCAPING/ECOLOGICAL ISSUES

In a similar vein the council shares concerns expressed by residents regarding the adequacy of the proposed planting/landscaping scheme and supports the objection of the Wildlife Trust in connection with the impact of the proposed development on the protected wildflower verge.

LOCAL PLAN PART 2 POLICY EN25

The proposed development does not meet the requirements of policy EN25 of the Plan. In particular the level of cemetery provision provided for by this application is very significantly less than the level of provision envisaged by that policy.

CONSTRUCTION MANAGEMENT PLAN

The council is concerned that if the residential development of this site is permitted at the present time the town will face very considerable disruption as a result of three separate residential developments within the town being progressed at the same time and would seek that appropriate conditions are imposed to ameliorate the practical effects of this.

A construction management plan must be in place to ensure that the onsite work causes as little nuisance as possible to existing residents in Clifton Drive and Warren Bridge. This must include nuisance occurring whether as a result of noise, smell, smoke, dust or mud and limiting work on site to set hours: Monday to Friday 0800 to 1800 and Saturday 0800 to 1300 with no work permitted on Sundays or bank holidays.

The council asks that the developer produces a scheme for the archaeological investigation of the site prior to development in consultation with the County Archaeological Advisor

Further comments received 07.06.2023:

OTC does not consider that the revised proposals adequately deal with its previous objections and therefore renews its previous objections to the application.

Comments received 24.06.2021:

Consultation response stated in full:

PSDW Parish Council accepts that the development of the land to the rear of the cemetery in Stoke Doyle Road has been recognised in both the draft Local Plan and Oundle's Neighbourhood Plan, as suitable for future residential development, in order to meet future housing needs in the town. We therefore do not object to the site being exploited for residential development in principle. However, the Council would like to lodge an objection to the specific planning application that has been put forward, on the following grounds: -

1. Access, increased traffic flow, and safety

The applicant has been unable to fulfil ENC's request for a joint application to be submitted for both the site proposed, and the smaller area of land, to the east of this site (immediately adjacent to the Warren Bridge development). Although this smaller plot of land belongs to a different land owner, it is unclear why a joined-up application has not been submitted, even though it is clear that the other land owner intends to develop his site (given that outline planning permission for 9 houses has recently been granted for this). The consequence is that the development proposed is significantly compromised, and not in the best interests of the local area.

Without a joined-up approach for these two potential developments, the resulting application is piecemeal and compromised. The proposed development is isolated from, and poorly connected to, the rest of the town, exactly as highlighted in ENC's original advice.

The planning application includes the creation of a new junction on the Stoke Doyle Road, in order to allow access to the site. Creation of another junction on a narrow and winding road, which sees significant traffic travelling at speed, will create an unnecessary safety hazard for both road users and pedestrians choosing to walk from the site to the town. If development of this site had been planned in conjunction with the smaller site to the east, access could be achieved more simply and safely via the Warren Bridge development, which already has a 'bulkhead' road leading directly to the site. The Warren Bridge junction is already within the town's 30 mph zone and in a safer location. Use of the Warren Bridge access would provide much better linkage to the town, and so reduce isolation from the rest of the town.

The existing Warren Bridge, which is listed, cannot manage the current level of traffic. It functions because most local people know that visibility is poor, and are on the whole polite. The increase of somewhere between 106 - 200+ traffic movements - not including deliveries - will make the flow over the bridge impossible. Traffic lights on such a short bridge would be extremely disruptive as traffic will soon back up Stoke Hill, and, when the A605 is blocked, will cause the road from Stoke Doyle to be at a standstill. The building of an additional bridge appears to be the only adequate solution. Funding for this should form part of any application.

The application needs to contain a management plan for the development to specify how the exploitation of the site will be managed without undue negative

impact on the villages that use the Stoke Doyle Road to access Oundle facilities. The humpback bridge on the road into Oundle, and the narrow country road leading to Stoke Doyle (in particular the pinch point in Stoke Doyle village itself), mean that the site is not accessible by any roads which are suitable for large development or delivery vehicles. A detailed development / management plan for the site should be submitted, to ensure minimal impact on Oundle and the surrounding rural communities.

2. Future expansion of Oundle Cemetery in relation to increased housing development

Taking into account this housing development, and others in the pipeline for Oundle, the allocation round the cemetery that the contractor has made for cemetery expansion is woefully inadequate and should be at least doubled. The town was not faced with the current expansion of 600+ extra households when the original estimate of increased cemetery capacity was agreed some years ago.

3. Design and Appearance

Given that the proposed development will sit on elevated ground and will be visible for miles, this development should respect the high-quality local vernacular styles of dwellings in the historic town centre. Currently the use of no real stone is envisaged, with only a little artificial stone to the front of the proposed development. The developer cites costs, rather than aesthetics, as the reason for using much less desirable materials, but cream bricks with red stock detailing do not accord with the Oundle vernacular. Given that the development at Thrapston Bridge in Thrapston has managed to make itself blend in quite successfully, why can't a more sympathetic approach be proposed for this landscape setting?

In order to help recreate the boundary currently screening the west side of the cemetery, there should be a more comprehensive programme of tree planting, with a clear and enforceable line of responsibility established for long-term maintenance. The developer describes private plot planting as 'hedging', but the plans show a heavy reliance on wooden fencing and the occasional reconstituted stone or brick wall.

4. Flood risk

The proposed mitigating measures look likely to be woefully inadequate. Building a wall along the Lyveden Brook has been suggested by the developers, but this would be an unsightly response to its propensity to flood. Whilst it may help reduce flooding problems in the immediate area, this is likely to be at the expense of greater flooding elsewhere.

There is the further problem of flooding on both side of Warren Bridge which is a regular annual occurrence. Access to the proposed site will be difficult, if not impossible, when this happens.

More information on mitigating measures, as well as more accurate calculations as to the likelihood of flooding, should be provided.

5. Infrastructure

No details have been provided in this application as to how the sewage from this site will be handled. Given that the land between the development and the sewage pumping station in Mill Road regularly floods, it is not clear how the increased sewage will reach the treatment works on the Cotterstock Road.

The Community Infrastructure and Section 106 levies have never been adequate to meet the infrastructure needs that increased development creates. For example, Oundle and surrounding villages urgently require an extra Doctor's surgery to serve the existing population, even before the medical needs of 53 new households can be addressed. The cost of a new medical centre and extra staff would be very considerable. There is also the question of whether the newly transformed primary/middle school be able to accommodate the extra pupils?

In conclusion, PSDW urgently requests that this application be rejected until the above issues have been adequately addressed.

Further comments received 23.05.2023:

PSDW Parish Council lodged an objection to the original version of this planning application on 23rd June 2021. While this latest version does contain a number of changes, we do not believe that these changes are sufficient to alter the grounds for our objection. We therefore stand by our original objection.

We do however note with surprise that the limited area originally included for cemetery expansion, which we considered woefully inadequate, appears to have been reduced substantially in this most recent version of the application.

We would also note that, in arguing for the relaxation of the requirement for a comprehensive scheme including the adjacent Berton Land, no mention is made of the most recent application relating to this land, NE/22/01304/OUT, or the additional information contained within it. In our view this latest application for the Berton Land strengthens the case for insistence on a comprehensive scheme covering both parcels of land.

In conclusion, PSDW again request that this application is rejected until the various issues raised here in response to this planning application, as well as our previous reply to the first application have been adequately addressed.

5.3 North Northamptonshire Highways

Comments received 14.06.2021, 16.07.2021, 18.02.2022, 26.07.2022, 22.05.2023:

No objection subject to conditions and financial contributions secured via Section 278 Agreement and planning obligation secured through a Section 106 Agreement.

5.4 North Northamptonshire Environmental Protection

Comments received 02.08.2021:

No objection subject to conditions relating to air quality mitigation, on site burning of materials, dust mitigation, construction work operational times and construction management plan.

5.5 North Northamptonshire Key Services (Education, Libraries, Superfast Broadband)

Comments received 06.07.2023:

Section 106 contributions sought:

Early Years Services - £124,883 (North Northamptonshire)
Primary and Secondary Education Combined - £237,373 (Oundle CE Primary School and/or Prince William School)

Libraries - £11,553 (Oundle Library)

Superfast Broadband – Informative

5.6 Natural England

Comments received 11.06.2021:

No comments to make.

5.7 North Northamptonshire Wildlife Officer

Comments received 22.06.2021, 26.07.2022 and 13.06.2023:

No objection subject to conditions relating to Wild Clary relocation, soft landscaping, CEMP and LEMP.

5.8 The Wildlife Trust

Comments received 25.06.2021 and 02.02.2022:

Object due to impact on the Oundle Cemetery Verge Protected Wildflower Verge (PWV). This PWV contains a population of Wild Clary (*Salvia verbenaca*), which is very rare in the County.

A translocation strategy for the Wild Clary has been put in place as a means to provide some protection to the population of this rare plant should the council be minded to grant permission.

5.9 North Northants Council Waste

Comments received 28.01.2022 and 03.05.2023:

No Comments – Tracking plan has been demonstrated and bin collection points have been identified.

5.10 North Northants Crime Design Advisor

Comments received 18.06.2021, 31.01.2022 and 12.07.2022:

Observations on building technicalities covered by building regulations.

Northamptonshire Police has no objection or comment to the planning application in its revised form.

5.11 North Northants Fire and Rescue

Comments received 28.01.2022:

No comments

5.12 North Northants Lead Local Flood Authority

Comments received 21.06.2021, 26.11.2021, 07.06.2022, 29.03.2023 and 19.06.2023:

No objection subject to conditions relating to surface water drainage.

5.13 Northamptonshire NHS Clinical Commission Group

Comments received 28.06.2021, 11.07.2022 and 03.05.2023:

The CCG and NHSE & I are seeking a financial contribution towards infrastructure support to ensure the new population has access to good quality primary health care services (Oundle Surgery)

Amount requested: £25,420.23

5.14 Cambridge and Peterborough Clinical Commission Group

Comments received 02.05.2023:

Please be advised that Oundle no longer falls within Cambridgeshire and Peterborough's ICB boundary and therefore we shall not be seeking any health mitigations.

5.15 Environment Agency

Comments received 04.06.2021 and 19.05.2023:

No objection

5.16 North Northants Housing Strategy

Comments received 25.06.2021 and 18.05.2023:

We understand that the application is proposing 50 dwellings of which 11 (22%) will be provided as affordable housing. As previously stated in our earlier responses under Policy 30 of the Joint Core Strategy, 40% of dwellings on major developments in Oundle must be provided as affordable housing as defined by NPPF. We understand that the applicant has submitted a viability appraisal to demonstrate why an affordable housing contribution under this amount is not viable. We understand that this has now been independently assessed.

General comments in regard to preference of internal layout of the affordable housing units.

5.17 North Northants Badger Group

Comments received 09.05.2023:

No objection subject to a pre commencement condition requesting that a survey is completed and if necessary, mitigation put in place to ensure that Badgers are protected fully as per the 1992 Protection of Badgers Act.

5.18 North Northants Archaeology

Comments received 21.06.2023 and 16.05.2023:

No objection subject to a condition requiring the implementation of a programme of archaeological work in accordance with a written scheme of investigation

5.19 Anglian Water

Comments received 14.07.2023:

Anglian Water records show that there are no assets owned by Anglian Water or those subject to an adoption agreement within the development site boundary.

Wastewater Treatment - The foul drainage from this development is in the catchment of Oundle Water Recycling Centre that will have available capacity for these flows.

Used Water Network - This response has been based on the following submitted documents: Flood Risk Assessment April 23 E3740-frareport-Rev8; The sewerage system at present has available capacity for these flows, a connection to the 150mm foul sewer in Stoke Doyle Road is acceptable.

Surface Water Disposal - The preferred method of surface water disposal would be to a sustainable drainage system (SuDS) with connection to sewer seen as the last option. Building Regulations (part H) on Drainage and Waste Disposal for England includes a surface water drainage hierarchy, with

infiltration on site as the preferred disposal option, followed by discharge to watercourse and then connection to a sewer.

Anglian Water has reviewed the submitted documents, Flood Risk Assessment April 23 E3740-frareport-Rev8, and can confirm that these are acceptable.

5.20 Independent Viability Assessment

Comments received 16.08.2022:

On the basis of the scheme as submitted, the recommendation would be that the review concurs with the Applicant that:

- The Policy Compliant scheme is not viable, but
- That the scheme provides 11 units / 22% affordable housing

Further comments received 20.11.2023:

I have run everything and concur with the Applicant that 40% is unviable.

The result of the 22% AH appraisal is effectively breakeven so the offer of 22% can't be improved and would represent a viable appraisal based on the benchmarking approach I have adopted.

5.21 Neighbours / Responses to Publicity

56 objections have been received and summarised as follows:

- Land ownership issues in providing pedestrian way across Warren Bridge
- Increased pedestrian use across Warren Bridge
- Increased vehicular use across Warren Bridge
- No linked pavements on Warren Bridge
- Road safety issue on Warren Bridge
- Impact on the amenity of neighbouring dwellings (Clifton Drive and Stoke Doyle Road) – overlooking and overbearing
- Houses built too close to trees
- Cemetery land extension has been moved
- Oundle has filled its housing quota – no need for this development
- Infrastructure needs upgrading before anymore development in the town
- Flood risk of the brook
- Warren Bridge should be re-built and widened rather than traffic lights
- Traffic will get worse
- Car lights/streetlights will shine directly at the rear of properties on Clifton Drive
- The development will make flooding in the area worse
- The site is a hill that faces the rear of Clifton Drive – impact on amenity
- Claustrophobic impact on Clifton Drive properties
- Trees and hedges on boundary are not good enough to shield the development – in winter there is limited screening
- Construction traffic and noise/dust issues

- Development is not in the Oundle Plan (there is no Oundle Plan)
- Affordable housing pushed into bottom corner of the site
- It is a wildlife corridor
- Not enough sufficient landscaping
- Pumping station in wrong position
- Drainage plans are not sufficient
- Local Plan Part 2 (that allocates this site for housing) is not adopted yet
- Poor site layout which has an impact upon Clifton Drive
- Concerns with viability assessment
- Open space on site needs to be looked after
- Wildlife and ecology impacts
- Visual impact on Clifton Drive
- Light pollution
- Want properties re-orientated so they do not face Clifton Drive
- Increase pollution
- Brownfield sites should be developed instead
- Self-build plots?
- Development would increase flooding of the brook
- Site is a far distance from shops
- Should remain as greenspace
- Schools cannot cope with additional pupils
- No provision for play equipment
- No cemetery parking
- Access needs to run the boundary of the Bierton site, so it is not land locked
- Potential impact of dwellings on the Bierton site
- Not enough affordable housing provided
- Poor connectivity to the local amenities and services
- Piecemeal development of site (separation of application site and Bierton site)
- Risk of more crime
- Sewerage system inadequate
- We do not need more housing in Oundle
- Development should proceed but no access should be from Warren Bridge and the Warren Bridge should be improved

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 and Guidance

National Planning Policy Framework (NPPF) (2023)
 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 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 28 - Housing Requirements
Policy 29 - Distribution of New Homes
Policy 30 - Housing Mix and Tenure

- 6.4 East Northamptonshire Local Plan Part 2: 2023
Policy EN1 – Spatial Development Strategy
Policy EN11 – Design of Buildings/Extensions
Policy EN21 – Land Rear of Cemetery, Stoke Doyle Road, Oundle
Policy EN 25 – Delivering Wheelchair Accessible Housing
Policy EN26 – Housing Mix and Tenure to Meet Local Need
Policy EN27 – Older Peoples Housing Provision
Policy EN28 - Self and Custom Build Housing

- 6.5 Other Documents
Northamptonshire County Council - Local Highway Authority Standing Advice for Local Planning Authorities (2016)
Northamptonshire County Council - Local Highway Authority Parking Standards (2016)
Northamptonshire County Council - Planning Out Crime Supplementary Planning Document (December 2003)
Joint Planning Unit - Design Supplementary Planning Document (March 2009)
East Northamptonshire Council - Domestic Waste Storage and Collection Supplementary Planning Document (July 2012)
Biodiversity Supplementary Planning Document (February 2016)
Planning Document (2016) Technical Housing Standards – Nationally Described Space Standards

7. Evaluation

7.1 Evaluation of Evidence

7.1.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990, require that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The following considerations are relevant to the determination of this application:

- Principle of Development
- Character and Appearance of the Area
- Residential Amenity
- Highway Safety and Parking
- Flood Risk
- Ecology
- Archaeology
- Other Issues

7.2 Principle of Development

7.2.1 In terms of planning policy, the starting point for considering the principle of the proposed development is the development plan, which at the current time comprises the North Northants Joint Core Strategy (2016) and saved policies of the Rural North Oundle and Thrapston Plan (2011). Material considerations including the National Planning Policy Framework 2023 (NPPF), as well as the guidance within the NPPGs are to be taken into consideration. For the former East Northamptonshire area, the East Northants Local Plan Part 2 was adopted by Council on 7 December. A legal challenge period of 6 weeks commenced from this date, though the Plan remains adopted and full weight should be given to its policies.

7.2.2 The site is located upon agricultural land on the edge of the existing settlement of Oundle in a location that would not normally accord with the spatial planning principles as set out within the North Northants Joint Core Strategy (2016) however, in this instance, the land in question is a proposed allocation in the district-wide Local Plan Part 2 for housing delivery as part of a slightly larger allocation to the rear of the cemetery, Stoke Doyle Road, for 'around 70 houses' (Policy EN21). Policy EN21 sets out the site specific requirements to be brought forward that will allow for the comprehensive development of the proposed housing allocation Policy EN21.

7.2.3 *'Land at Stoke Doyle Road, as shown on the Policies Map and indicated above, is allocated for 3.5ha. It is expected that the proposed allocation will deliver around 70 houses. Development should be delivered in accordance with the criteria below:*

- a) The site is owned by two separate landowners but should be subject to a scheme that allows comprehensive development of the site.*
- b) It will be expected to provide a housing mix which included provision for older persons, on site affordable housing provision and 5% of the plots should be made available as serviced building plots for self and/or custom housebuilding, in line with other policy requirements.*

- c) *Upgrades to Stoke Doyle Road, including appropriate mitigation measures to address the impact of development upon the single track Warren Bridge, a significant heritage asset.*
- d) *Connections will be provided to the adjacent Public Rights of Way network, providing access to Benefield, Stoke Doyle and the town centre.*
- e) *Suitable structural landscaping will be provided to mitigate any potential adverse impacts of the development.*

The site will be required to set aside land to allow for an extension to Oundle Cemetery, as indicated in Figure 14, in order to meet future requirements.'

7.2.4 Taking each point in turn, *'a) The site is owned by two separate landowners but should be subject to a scheme that allows comprehensive development of the site'*. Although the site is allocated as part of a wider policy allocation, it is noted that a portion of the site, known as the 'Bierton land' benefits from a permission in principle for a maximum of 9 dwellings (19/01827/FUL). In this sense, this section of the site already has a principle of development established for up to 9 dwellings separate from the site area allocation as a whole. An outline planning application is also currently under consideration (22/01304/OUT) for Erection of up to nine dwellings (All matters reserved except access) on this portion of the site.

7.2.5 Despite numerous attempts previously, it has not been possible to bring the two landowners together and submit a single planning application for the site. This is unfortunate, however the policy states that the allocation should be *'subject to a scheme that allows comprehensive development of the site'*. However, in this instance David Wilson Homes have now submitted a full planning application for 50 dwellings and have ensured that the site as a whole can be comprehensively developed through the proposal of a public highway that extends right up to the boundary of the application site (in front of plot 24) to allow for an unrestricted connection to the Bierton land. It is considered that although the landowners could not be brought together to bring the allocation forward as one, David Wilson Homes have ensured that the site could be comprehensively developed in the future.

7.2.6 *'b) It will be expected to provide a housing mix which included provision for older persons, on site affordable housing provision and 5% of the plots should be made available as serviced building plots for self and/or custom housebuilding, in line with other policy requirements'*. The NPPF definition of older persons is *'People over or approaching retirement age, including the active, newly-retired through to the very frail elderly; and whose housing needs can encompass accessible, adaptable general needs housing through to the full range of retirement and specialised housing for those with support or care needs'*. In this sense the proposal includes suitable provision for older persons with all of the dwellings meeting at least the equivalent of Category 2 (Accessible and Adaptable Lifetime homes) and one dwelling Category 3 (Wheelchair User). There are also two bungalows proposed as part of the affordable housing mix. Policy EN25 of the Local Plan Part 2 (2023) deals with the delivery of wheelchair accessible housing and sets a target on residential developments of over 20 dwellings to deliver 5% wheelchair accessible

housing. The policy is clear in stating that this is only required for dwellings where the Local Authority is responsible for allocating or nominating a person to live in that dwelling. In this instance the affordable housing provision is 11 dwellings and the Category 3 (wheelchair accessible) provision is 1 dwelling which complies with the policy.

- 7.2.7 The policy requires 5% custom-build plots which equates to 2.5 dwellings. The applicant is proposing 2 custom-build plots identified on the site plan as plots 36 and 37. It is considered that this level of provision is acceptable and will be secured a planning obligation through a Section 106 agreement.
- 7.2.8 *'c) Upgrades to Stoke Doyle Road, including appropriate mitigation measures to address the impact of development upon the single track Warren Bridge, a significant heritage asset.'* A number of off site highway works are proposed that include widening of part of Stoke Doyle Road and various traffic calming measures. In terms of Warren Bridge, the applicant is proposing additional tarmac footway margins, a change in speed limit and signal controlled traffic lights to enable one way traffic movement over the bridge with a pedestrian crossing. The Local Highway Authority have been working with the applicant to ensure that the off site highway works are suitable and effective for the delivery of the development. The result is an improved public highway for not just the residents of the development, but all road users who travel along Warren Bridge and Stoke Doyle Road. The proposed works are considered to meet this aspect of the policy.
- 7.2.9 *'d) Connections will be provided to the adjacent Public Rights of Way network, providing access to Benefield, Stoke Doyle and the town centre.'* The applicant explored options to connect to the surrounding footpaths, however the site is quite constrained in this aspect. There is a brook to the north separating the site from Benefield Road and there are other landowners to the east and west. The applicant proposes a footpath down onto the Stoke Doyle Road that gives opportunities to use the existing footpaths to the centre of town or the existing public right of way that extends over a private field, across a footbridge over the brook and onto the Lytham Park Estate off Benefield Road. There are also future opportunities to connect through the Bierton site onto Warren Bridge. In this sense, the development is considered to comply with this element of the policy.
- 7.2.10 *'e) Suitable structural landscaping will be provided to mitigate any potential adverse impacts of the development.'* The proposal has been developed in a sensitive manner that takes into account its edge of settlement position. Dwellings were removed from the front section of the site (adjacent to the cemetery) and good quality landscaping is proposed to help the transition of urban to rural form, especially on the more exposed western boundary.
- 7.2.11 To the north of the site are the rear of the properties on Clifton Drive (No.11 through to No.23). According to the site plan 11 of the proposed dwelling would face towards the rear elevations of these identified properties on Clifton Drive. The separation distances range from approximately 50 metres to 80 metres, however the land levels give the impression of a closer relationship due to the gradient of both the land on the application site and those properties on Clifton Drive that sit on higher ground than their rear gardens. At present the majority of the properties do not have close boarded fencing as the

currently enjoy an open aspect over the fields. There is however a good level of existing structural tree and hedgerow vegetation in place along the rear boundary of the Clifton Drive properties.

- 7.2.12 It is acknowledged that views can be achieved through the trees and hedgerows, particularly in the winter months, therefore additional landscaping is proposed on the application site to help mitigate and filter views into and out of the site. The applicant has proposed additional structural woodland planting along the northern boundary close to the SUDS feature as well as tree planting along the edge of the estate road. This is considered acceptable with detailed landscaping proposals to be secured via condition. This part of the policy is therefore considered to be met.
- 7.2.13 The final sentence of the policy states '*The site will be required to set aside land to allow for an extension to Oundle Cemetery, as indicated in Figure 14, in order to meet future requirements*'. The initial plan was to provide a cemetery extension to the north of the existing cemetery, however due to the significant constraints of the site (topography, countryside impact and flood/drainage) the applicant has proposed a cemetery extension to the west of the cemetery. The location of the cemetery land was driven through numerous re-designs of the site with the Local Planning Authority not content with housing on the sloping southern section of the site due to its significant impact on the character and appearance of the area given its approach to Oundle. The end result was to locate the extension to the west of the cemetery and develop houses on the flat part of the site to the north of the cemetery. The proposed location of the cemetery maintains the openness of this section of the front of the site and is therefore acceptable in planning terms.
- 7.2.14 It is noted that Oundle Town Council request more cemetery land and in the initial identified northern position, however no evidence has been produced to indicate the level that this is required. The applicant is providing land for an extension to the cemetery and is proposing that a planning obligation is entered into restricting full occupation of the site until the cemetery land is offered to Oundle Town Council, such planning obligation to be secured through a section 106 agreement. The proposal is therefore considered to meet this part of the policy.
- 7.2.15 It is considered that the proposal is in accordance with the specific site allocation policy in the adopted Local Plan Part 2 (Policy EN21)

Housing Mix

- 7.2.16 The application proposes the following housing mix:

Market Housing

8 x 2 bedroom dwellings
9 x 3 bedroom dwellings
12 x 4 bedroom dwellings
10 x 5 bedroom dwellings

Total: 39 dwellings

Affordable Housing

2 x 1 bedroom dwellings

5 x 2 bedroom dwellings

4 x 3 bedroom dwellings

Total: 11 dwellings

- 7.2.17 Policy 30 of the JCS and Policy EN26 of the adopted Local Plan Part 2 set out that the mix of house types within a development should reflect the need to accommodate smaller households with an emphasis on the provision of small and medium sized homes with 1-3 bedrooms. Importantly, it does not preclude bigger units. In this instance, the proposed dwellings would provide an even mix of mainly 2, 3, 4 and 5 bedroom dwellings and provides development that would make the most effective and efficient use of the land available given the constraints. In proposing 50% of the dwellings as 5 and 4 bed roomed units, the proposal does not sit strictly in line with Policy 30 of the JCS that aims to provide smaller 2-3 bedroom dwellings but it is considered that, on balance, the proposed adds to the mix of housing type on the site and in the area, furthermore the Councils Housing Strategy team have no objection to the size of the dwellings and are in fact finding increased demand for 4 bed properties. Therefore, in this regard, the proposed dwellings will add to the local mix. Policy 30 also goes on to state that the internal floor areas of all new dwellings must meet the National Space Standards as a minimum in order to provide residents with adequate space for basic furnishings, storage and activities. The proposed dwellings meet the National Space Standards set out in the Planning Document (2016) Technical Housing Standards – Nationally Described Space Standards.

Affordable Housing

- 7.2.18 Policy 30 of the North Northants Joint Core Strategy stipulates that on private sector developments of 15 or more dwellings in Oundle, the affordable housing provision on site should be 40%. From the above housing mix it is clear that only 11 affordable homes are proposed. This equates to a 22% provision with a policy compliant affordable rent and ownership split to be secured as a planning obligation in the Section 106 agreement
- 7.2.19 The amount of new affordable homes proposed has been arrived at following the site viability assessment which has been independently assessed by an expert viability consultant who agrees with the conclusions. The site is allocated in the Local Plan Part 2 and there are abnormal costs for the developer to pay in order to deliver the allocated site, the Council are therefore content with the 22% provision.
- 7.2.20 The affordable homes are to be located in one group in the northwest of the site. As informed by local needs and discussions with the Local Authority these affordable homes include a range of smaller properties, they are most suited to terraced or semi-detached arrangements. The new affordable home types include bungalows, houses and maisonette types thereby catering to a wide spectrum of residents.

- 7.2.21 Following the review of the viability appraisal, the Councils Housing Strategy team have no objection to the proposal and its mix of unit type.

Viability

- 7.2.22 According to Policy 30 of the North Northamptonshire Joint Core Strategy (2016), residential developments of 15 or more dwellings in Oundle should provide 40% provision.
- 7.2.23 As indicated above in paragraph 7.2.19, the applicant is proposing a 22% provision of affordable housing (11 dwellings) due to viability issues due to abnormal costs for the delivery of the allocated site. A full viability assessment has been submitted to the Local Planning Authority and a full independent review of this assessment has been conducted by a viability expert. The conclusion is that a 22% provision is effectively breakeven and cannot be improved upon.
- 7.2.24 In conclusion, following a detailed independent assessment of the submitted viability appraisal, the Council accept the findings of the viability appraisal and recommend that that there is a 22% affordable housing provision.

Open Space

- 7.2.25 In terms of open space provision, the site is required to provide 3012sqm of open space. Within the development three areas of open space are proposed, as identified. In total these amount to approximately 10147 sqm, which is over three times the amount required by the Local Plan Part 2 policy. This is in part due to the amendments that the applicant has carried out in providing additional buffer planting, increased space against existing landscape, a Local Area of Play (LAP) and retention of the green character when approaching Oundle from the west.
- 7.2.26 The LAP is to be located toward the front of the site in a sensitive area, as a result it is important that it is of good quality, a condition is therefore recommended for details of the play area to be submitted to and agreed by the Council. In terms of the more informal large areas of public open space, these will be offered for adoption, or a Management Company appointed to ensure they are correctly maintained.
- 7.2.27 In conclusion, as detailed above, the principle of development is considered to be acceptable subject to the material planning considerations as assessed below.

7.3 Impact on the Character and Appearance of the Area

- 7.3.1 The site is in a relatively sensitive location on the edge of the town and as such a careful high quality approach to the design will be critical to the success of the scheme.
- 7.3.2 The proposal is for 50 new homes on a site of 3.4 ha gross. The land available for development after the cemetery expansion and public open space have been removed is approximately 2.37 ha which generates a density of 22d/ha. This is lower than the JCS standard density: 35 dwellings per ha. However, it

is considered that the reduced density is appropriate for the peripheral built up location, the flood zone, the cemetery extension and gives opportunity for more spacing and landscaping on the edge of the settlement.

- 7.3.3 As detailed in paragraph 3 of the report, the site is located at the settlement edge with open countryside to the south and west. The site would be the first development to take place west of Oundle Cemetery, which has itself a robust green edge and mature landscaped setting. This site is therefore very important in maintaining the landscape character of the approach to Oundle from Stoke Doyle and it is consequently critical to manage the interface between countryside and settlement effectively and to soften the transition between the two uses.
- 7.3.4 The settlement edge has historically been screened when approaching from the west by a significant landscape boundary containing a number of mature trees which is present along the cemetery edge. Therefore, the change between open countryside and town has been gentle and gradual rather than an abrupt one, as expected from a long established town that has grown over time. It was therefore important to maintain this soft entrance to the town and limit a hard edge built form that would significantly impact the openness and character and appearance of the edge of the town.
- 7.3.5 During the process of the planning application the applicant removed all proposed built development from the front section of the site (directly west of the cemetery edge) as this was considered to cause significant harm to the openness of the countryside and severely erode the soft edge of the settlement. Due to the quite significant rising land level, the front section of the site would have been very visible and harmful to the open countryside, however the main rectangular section to the north of the site is relatively out of view from Stoke Doyle Road and the approach into Oundle. This section of the site is now proposed to be left open with only the access road, cemetery extension, play area and landscaping on this land.
- 7.3.6 The built development is to be located predominantly to the north of the cemetery and well contained on a rectangular piece of land that is well screened on three sides, these being the north, east and south. The western edge is against the open countryside, and whilst there is a hedgerow currently in place, the proposal is to strengthen this edge with further hedge and tree planting to create a landscape buffer in order to screen and soften the impact of the development upon the open countryside. Although demonstrated on the landscaping plan, further details would be secured as part of a proposed landscaping plan condition.
- 7.3.7 It is therefore considered that the overall form and location of the development on the northern section of the site (behind the existing hedgerow) is the most suitable location for development that has the least impact on the open countryside.
- 7.3.8 The site is in a sensitive location on the edge of the town and as such a careful high-quality approach to the design will be critical to the success of the scheme. Due to the layout changes the development would not be readily visible from Stoke Doyle Road, particularly when exiting Oundle. Good levels

of landscaping will be retained and enhanced on the western edge to further shield the development from the open Countryside.

- 7.3.9 The main change to the character of this section of road will be the changes to the road layout which include a wide engineered vehicular access to the site. It is considered that this will be a change to the verdant character that runs the length of Stoke Doyle Road, however it is required to enable safe access to the site and on balance the road layout entrance to the site is considered to be acceptable and largely free of any significant development with as much hedgerow as possible being retained along Stoke Doyle Road.
- 7.3.10 In terms of the detailed appearance of the dwellings on site, the proposed homes are traditional in their proportions and design to enable them to be respectful of the surrounding local vernacular.
- 7.3.11 The majority of the homes are arranged so that their eaves are parallel to the highway. Roofs are pitched or hipped with frequent gables for variety. Within the roofscape there are occasional dormers and chimneys have been added to provide interest for long range views into the site.
- 7.3.12 Wall and roof materials have been proposed to harmonise with the nearby homes and wider settlement. The materials therefore mainly have a soft tone with the use of a mixture of Forticrete Shearstone Cotswold Buff (stone) in sensitive areas on the site (approximately 10 dwellings), whilst the remaining dwellings would be constructed of 'cream' gilt stock and multi gilt stock facing brick. The roofing materials would be a mixture of anthracite grey and rustic red tile. It is considered that these materials would create an attractive development with its own identity whilst blending in with the surrounding development of Warren Bridge and Clifton Drive.
- 7.3.13 In terms of fenestration, the dwellings would have sash style casements with traditional style patterns of glazing bars in white. Window heads would have a plain stone lintel or brick arch type on public fronting elevations. Eaves and verge details will be brick with dentil detailing and boxed eaves on hipped roof types. Front doors will have a traditional pattern of panels and glazing with decorative surrounds or lean-to canopies above. False chimneys are present on dwellings at selected key locations to add variety and interest to the roofscape.
- 7.3.14 A detailed landscape plan has been submitted that details areas of open spaces, tree and hedgerow planting, whilst the principles of the landscaping proposed are acceptable, it is considered that full landscaping details would be secured via condition. This is to allow specific assessment of the tree species that are proposed and to ensure their effective planting is secured.
- 7.3.15 In conclusion the site is allocated in Policy EN21 of the Local Plan Part 2 for residential development, as such the site has a commitment for housing delivery on the sensitive edge of the settlement. During the process of the planning application the layout has undertaken numerous amendments to address the harm on the open countryside with a key change in removing built form from the southern section of the site that leads down towards Stoke Doyle Road. The applicant has been very flexible and co-operative during the

application process and the end result is a scheme that sits comfortably in its sensitive location.

- 7.3.16 Overall the applicant has managed to develop a scheme that has no significant impact upon the character and appearance of the area through the careful design and layout of the proposal. It is therefore concluded that the proposed development of 50 dwellings on the allocated housing site would not have a detrimental impact upon the existing street scene and wider open countryside by virtue of its scale, form, design and appearance which is considered to sit comfortably within its surrounding context and not harm the general character of the area. The proposal respects the character and appearance of the area in accordance with the NPPF (2023), Policies 3 & 8 of the North Northamptonshire Joint Core Strategy 2016 and Policies EN11 & EN21 of the Local Plan Part 2 (October 2023).

7.4 Residential Amenity

- 7.4.1 The NPPF and Policy 8 of the Joint Core Strategy (2016) seek to protect amenity of neighbouring users. The policy also seeks to ensure residential amenity is not harmed as a result of development; the NPPF within the core principles states that planning should "always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings".
- 7.4.2 As established in the principle of development section of the report, the site is allocated for around 70 dwellings (Policy EN21 of the Local Plan Part 2). The development of the site would undoubtedly alter the outlook for a number of dwellings on Clifton Drive (No.11 through to No.23) from rural countryside views to views of an urban housing development. Whilst it is understood that this is a considerable change in outlook to what the residents have previously enjoyed, given that it is an allocated site and on the balance of probability, residential development was always likely to come forward at some point in the future.
- 7.4.3 In terms of the relationship with the identified properties on Clifton Drive to the north of the site, the proposed site layout indicates that 11 of the proposed dwellings would face towards the rear elevations of Nos.11, 13, 15, 17, 19, 21 & 23 Clifton Drive whilst 2 properties (Nos 30 & 38) would have side elevations fronting Clifton Drive. The separation distances between the proposed dwellings and those of Clifton Drive would range from approximately 50 metres to 80 metres, however the land levels give the impression of a closer relationship due to the gradient of both the land on the application site and those properties on Clifton Drive that sit on higher ground than their gardens.
- 7.4.4 It is noted that the majority of the properties on Clifton Drive do not have any form of close boarded fencing on their rear boundary as they currently enjoy an open aspect. There is however a watercourse that runs along the rear of the gardens with a good level of structural tree and hedgerow vegetation in place. It is acknowledged that currently the vegetation does allow for views onto the site from the rear gardens of the properties on Clifton Drive, especially during the winter months, but this is largely due to the fact that there is no substantial boundary treatment in place such as a 2 metre close boarded

fence. The landscaping proposals include additional landscaping on the application site to help mitigate and filter views into and out of the site. The applicant has also proposed additional structural woodland planting along the northern boundary close to the SUDS feature as well as tree planting along the edge of the estate road. This is considered acceptable and would limit the opportunity for direct overlooking with detailed landscaping proposals to be secured via condition.

- 7.4.5 It is therefore concluded that whilst it is unfortunate that the identified properties on Clifton Drive will inevitably experience a change in their outlook, the site allocation for housing has been through all relevant consultation exercises to get to the point of inclusion within the Local Plan Part 2. The allocation would always lead to a change in circumstance for the outlook of the Clifton Drive properties which is not a material planning consideration.
- 7.4.6 The site layout addresses the neighbour relationship through orientation, separation distances and enhanced structural landscaping. Whilst it is not contested that there will be some impacts on the amenity of the identified properties of Clifton Drive, it is considered that this would be low level and typical of normal urban residential relationships such as infrequent light impacts, noise impacts and possibly some minor overlooking at longer distances. It is noted that whilst the applicant is proposing significant structural landscaping to reduce any overlooking impacts, the residents of Clifton Drive can also erect suitable boundary fencing on their land such as 2 metre high close boarded fences or plant trees and hedgerows if they wish.
- 7.4.6 To the east of the site is an existing housing development known as Warren Bridge. This housing development is separated by the Bierton land and as such there is a separation distance of approximately 50 metres between the proposed dwellings and Nos. 9, 10 and 12 Warren Bridge. Furthermore, the relationship is one of side elevations so the opportunity for overlooking is limited. It is therefore considered that the development would have no significant impact upon the residential amenity of the identified properties on Warren Bridge by virtue of overlooking and overbearing impacts.
- 7.4.7 To the south of the site is the Oundle Cemetery which has two private dwellings within its grounds. The Chapel is a former chapel turned residential dwelling and is located to the northern part of the cemetery. According to the site plan 2 proposed dwellings would be relatively close to The Chapel, these being plot numbers 10 and 11. However it is only the side elevation of these plots that would face towards The Chapel with no principle windows facing the property (a secondary bedroom window is present on the first floor southern elevation of plot 10 that is deemed to have no overlooking impact due to orientation and separation distance). There is also a dense boundary of established trees and cemetery land in between the plots and The Chapel. As such it is not considered that the proposal would give rise to any undue overlooking or overbearing impacts.
- 7.4.8 Cemetery Lodge is situated adjacent to Stoke Doyle Road at the southern extent of the site. Following the amendments to the layout that removed residential development from the southern section of the site there is

considered to be no significant impact upon the residential amenity of this property.

- 7.4.9 Internally the proposal has been laid out in a manner that comfortably fits the 50 dwellings on site whilst retaining good levels of open space, including the wide open access from Stoke Doyle Road up to the site. The layout allows for no significant issues of overlooking or overbearing with each house being provided with adequate levels of private garden. It is therefore concluded that the site layout does not give rise to any conflict between the proposed properties in terms of impacts upon private residential amenity.
- 7.4.10 Objections have been received by Oundle Town Council and neighbouring residents regarding the impact of the development on residential amenity, however as discussed above these impacts are considered to be minor and part and parcel of the development of a housing allocation that has been through due consultation and scrutiny prior to its inclusion in the Local Plan Part 2. Notwithstanding this, the assessment of residential amenity for this detailed planning application results in limited harm to neighbouring residential amenity that can be further mitigated through suitable conditions. In terms of construction nuisance, it is acknowledged that this is a disruptive part of any new housing development build, but one that can be managed through an effective construction management plan that will be conditioned to mitigate any potential adverse impacts.
- 7.4.11 Overall, the proposal is considered to have no significant detrimental impact upon neighbouring amenity and is therefore in accordance with the NPPF and Policy 8 of the North Northamptonshire Joint Core Strategy (2016).

7.5 Highway Safety and Parking

- 7.5.1 The site has a single point of pedestrian and vehicular access from Stoke Doyle Road. This is the only location where adoptable highways adjoin the site boundary. The parcel of land (Bierton land) that separates the site from the Warren Bridge housing development is not within the applicant's ownership or control, however the applicant has ensured that the public highway (road and footpath) run directly to the site boundary without any ransom strips so that if the Bierton land comes forward in the future for development, it can be linked to the application site via vehicular or pedestrian access to improve the connectivity of the site.
- 7.5.2 The applicant explored options to connect to the surrounding footpaths, however the site is quite constrained in this aspect. There is a brook to the north separating the site from Benefield Road and there are other landowners to the east and west. As detailed above, the applicant is providing unrestricted pedestrian and vehicular access to the parcel of land to the east (Bierton land). The applicant also proposes a footpath down onto the Stoke Doyle Road that gives opportunities to use the existing footpaths to the centre of town or the existing public right of way that extends over a private field, across a footbridge over the brook and onto the Lytham Park Estate off Benefield Road. In this sense, the applicant has explored all options for connectivity given the quite challenging location of the allocated site that in locational terms would be considered to be accessed from a rural part of the town, albeit surrounded by residential dwellings that have easier and more direct access

to the town centre. Future development of the Berton land could provide an opportunity for some improved connectivity.

- 7.5.3 Stoke Doyle Road is rural in nature and currently a national speed limit road where the entrance to the site is proposed. The proposal requires significant improvements to the public highway in this area including the formation of a priority T-junction of the development access road with Stoke Doyle Road. Footways on the eastern side of the junction will provide pedestrian access to the town from the site with cycle access gained via the carriageway of the access.
- 7.5.4 It is proposed to widen Stoke Doyle Road to 5.5m in width from the Oundle Cemetery access to the proposed development access with a 2.0m wide footway between the two accesses also provided. A signalised crossing is proposed across the bridge over Lyveden Brook to provide a continuous footway link to the centre of Oundle. The speed limit is also proposed to be changed and moved further out of the town with the installation of new traffic calming measures. The Highway Authority Speed Limit Review Panel agreed to accept the proposals with the change in speed limit coming into force after the first occupation on the development. This would result in the speed limit of this section of Stoke Doyle Road being 30mph and as such the highway safety concerns expressed by Oundle Town Council and neighbours have been sufficiently addressed.
- 7.5.5 In terms of public transport, the nearest bus stop is located on West Street approximately 820 metres walking distance from the centre of the proposed development. Due to the break in the footway along Stoke Doyle Road at the bridge over Lyveden Brook, a continuous footway link currently does not exist to the bus stops. However, the proposed signalised crossing at the bridge will join the footways and provide a safe link to the stops.
- 7.5.6 The X4 bus service operated by Stagecoach provides a direct link from Oundle to Corby to the west and Peterborough to the east. The Local Highway Authority have requested that improvement to the existing bus stops in the form of a real time display will require a suitably worded condition to be secured under a Section 278 agreement (this element is separate to the planning process and is pursuant to the Highways Act 1980) alongside a 4-week or one-month Megarider ticket for the local area (one per unit on first occupation) and a financial contribution in order to enhance the current X4 gold service of £1000 per dwelling, totalling £50,000 across the development. This would be secured by a planning obligation within a Section 106 Agreement.
- 7.5.7 In terms of parking provision, off road vehicle parking has been provided for every home and is arranged in a convenient and practical location. This may be alongside the home, garden or located at the front where passive surveillance will also provide security. Visitor parking spaces have also been provided throughout the site. These are spread evenly across the scheme for convenience.
- 7.5.8 There is a total of 183 parking spaces provided across the site for the proposed 50 dwellings. This is considered to be adequate with allocated off street parking being the main form of parking. There are also a number of

private garage blocks assigned to the larger dwellings that also provide internal parking provision that complies with the Local Highway Authority Parking Standards.

- 7.5.9 In regard to sustainable transport options, Secure cycle storage is provided to every home either within garages if provided or in cycle stores/sheds within private gardens. Given the location of the development on the periphery of a town with an abundance of services and amenities, the bicycle is a realistic method of transport for the residents of the development to access the town centre.

Refuse and Recycling

- 7.5.10 All properties would be provided with a location for the storage of their waste and recycling containers. This will be a 1 x 2m hard standing area linked to the collection point or adoptable highway.
- 7.5.11 The road layout has been tracked and tested with a suitable refuse vehicle and it has been demonstrated that the vehicle can navigate the development safely.
- 7.5.12 In conclusion subject to the identified highway improvements, the proposal is considered to provide suitable and safe access to the site. It is considered that no significant material highway safety harm has been identified by the Local Highway Authority, the proposal is considered to be acceptable in this regard.

7.6 Flood Risk

- 7.6.1 The majority of the proposed development is in Flood Zone 1, which is land assessed as having a less than 0.1% annual probability of river flooding in any year. In accordance with the Environment Agency (EA), a flood risk assessment is required for developments of more than 1 hectare (ha) in Flood Zone 1.
- 7.6.2 A small area of the site in the north adjacent to Lyveden Brook is in Flood Zones 2 and 3 - land with between 1%-0.1% annual probability of river flooding and land with a greater than 1% probability of river flooding in any year. It is proposed that there will be no residential development taking place in these areas.
- 7.6.3 The topographic survey shows that the high point sits approximately in the middle of the site at 33.75m Above Ordnance Datum (AOD). The high point falls to approximately 33.00m AOD to the west, 32.00 AOD to the east and 24.50m to the north. The lowest point on site is approximately 23.40m AOD to the north-east corner of the site.
- 7.6.4 To the south, the site falls at a steep gradient from 32.00m near the centre the site to approximately 23.50m AOD at Stoke Doyle Road. At the boundary with Stoke Doyle Road, a ditch runs parallel to the road in a west-east direction, with a depth of approximately 0.8m deep.

- 7.6.5 To the north, the Lyveden Brook runs parallel to the site's northern boundary in a west-east direction. The stream is 23.43m AOD at the west and falls to 22.28m AOD to the east.
- 7.6.6 Existing surface water on site falls in the local topography into the brook to the north and the ditch to the south. Anglian Water (AW) Asset Record Mapping shows that there is a 225mm diameter AW surface water sewer 250m east of the site beneath the junction of Warren Bridge and Stoke Doyle Road. The surface water sewer outfalls into the Lyveden Brook approximately 130m east of the site. Lyveden Brook connects into the River Nene approximately 400m to the south.
- 7.6.7 An assessment of potential flood risks has been carried out making use of a variety of sources. The submitted Flood Risk Assessment highlights that there is a low risk of flooding from these sources, with a moderate risk at the small area to the north adjacent to Lyveden Brook as the majority of the proposal located in Flood Zone 1 with only a small area (adjacent to the brook) being in Flood Zone 3. However, to better understand the level of fluvial flood risk, a detailed hydraulic model of Lyveden Brook was undertaken. The results of the modelling gave very similar extent of flooding to that represented by the EA's fluvial flood maps, and this work provides greater confidence in the extent of flooding represented in the Drainage Strategy Plan produced for the scheme.
- 7.6.8 EA flood maps, and the NPPF identifies that a site within Flood Zone 1 is suitable for residential development. To mitigate the risk of flooding for the small part of the site within Flood Zones 2 and 3, no residential development or infrastructure is proposed in this area.
- 7.6.9 Importantly surface water flows from the site will be restricted the 1 in 1 year greenfield run off rate of 3.6 l/s, with sufficient attenuation provided on site in the form of attenuation ponds and permeable paving. Restricting the flow will provide a betterment from the current unrestricted greenfield runoff rate from the site. Levels will be set such that any exceedance flows will be directed to garden, landscaped areas and attenuation areas.
- 7.6.10 In terms of foul water flows, they will be conveyed to a pumping station downstream to the north and pumped uphill into manhole at the south within the site. The foul sewer will be discharged into the existing Anglian Water foul sewer. Anglian Water have confirmed there is sufficient capacity within their system to accommodate the proposed flows.
- 7.6.11 The Lead Local Flood Authority and Anglian Water have reviewed the details contained within the Flood Risk Assessment and have no objection to the acceptability of the proposed surface water drainage scheme for the proposed development subject to a number of conditions relating to the surface water drainage scheme, ground stability assessment, maintenance and upkeep and verification report.
- 7.6.12 It is noted that Oundle Town Council and neighbours have objections and concerns about flood risk and drainage. However the development of the site and the implementation of the proposed surface water drainage works would provide a betterment to the current drainage situation and should therefore

reduce the risk of flooding or other surface water drainage problems. A comment has been received about the location of the pumping station close to the watercourse. The location of the pumping station has been determined to be suitable by the Lead Local Flood Authority and no significant issues should arise given the improvement to the drainage on site.

- 7.6.13 In terms of drainage, the proposal adequately demonstrates acceptability in both surface water and foul water drainage. The proposal is therefore considered acceptable, subject to the recommended conditions and complies with Policy 5 of the North Northamptonshire Joint Core Strategy 2016.

7.7 Ecology

- 7.7.1 Policy 4 of the North Northamptonshire Joint Core Strategy 2016 requires all development to safeguard existing biodiversity. The proposal relates to a site that has limited ecological value in the sense that it is an open field. The majority of the ecological value is contained within the hedgerows and trees that form the boundary of the site and are being largely retained as part of the proposal.

- 7.7.2 Nonetheless a detailed ecological appraisal was carried out by the applicant to evaluate the current ecological value of the site. From this appraisal it was able to establish that the present species on site do not pose a constraint to development and a baseline ecological value was established.

- 7.7.3 Biodiversity measures are proposed to be embedded into the design and landscape scheme which would result in a biodiversity net gain of approximately 13% on site. A detailed landscaping plan/scheme is therefore conditioned to be agreed to ensure suitable and adequate mitigation and provide an enhancement to onsite biodiversity as required by Policy 4 of the North Northamptonshire Joint Core Strategy 2016.

- 7.7.4 In terms of consultation, the North Northamptonshire Wildlife Officer has no objection to the proposal subject to a Construction Environmental Management Plan (CEMP) and a Landscape and Ecological Management Plan (LEMP) being secured via condition.

- 7.7.5 The Wildlife Trust have objected to the proposal due to the presence of a population of a rare plant called Wild Clary (*Salvia Verbenaca*) that is located within the verge of the road (Stoke Doyle Road). Whilst it is clearly unfortunate to disturb the plants to allow for the access into the site, this needs to be weighed into the planning balance as a whole. Furthermore, the Wildlife Trust have agreed with the applicant's ecologist a translocation strategy for the Wild Clary plants. The translocation strategy would effectively relocate this section of verge that may contain the Wild Clary into another part of the site, thus attempting to save any Wild Clary that may be present in this section of the verge.

- 7.7.6 The North Northants Wildlife Officer acknowledges the Wild Clary species but confirms that it is not a 'Section 41 Species' under the Natural Environment and Rural Communities (NERC) Act 2006 and therefore is not afforded any specific protection. In this instance the translocation strategy is considered a suitable approach to mitigate the harm to the Wild Clary in this location.

- 7.7.7 In conclusion a translocation strategy would be conditioned to ensure that the Wild Clary harm is mitigated. This is considered to be a proportionate approach considering the allocated nature of the site and the benefits of the development that weigh heavier in the planning balance.
- 7.7.8 As per the subtext of Policy EN21 of the Local Plan Part 2 (2023) the applicant has investigated potential of wintering birds on site. The Upper Nene Valley Gravel Pits Ramsar and SPA is situated 6.5km south of the Site or a 7.5km mile drive from the Site. The intervening distance between the Site and this Ramsar/SPA and the habitat composition of the Site (small field compartments of managed agricultural land) means that the site is very unlikely to contribute to the integrity or supporting habitat of the SPA/Ramsar. Furthermore Natural England, The Wildlife Trust and the North Northamptonshire Ecologist are satisfied and request no further information in this regard.
- 7.7.9 It is therefore considered that subject to conditions relating to landscape proposals, LEMP, CEMP and a translocation strategy, the proposal would provide an enhancement to on-site biodiversity and be in accordance with Policy 4 of the North Northamptonshire Joint Core Strategy 2016 and the Biodiversity SPD 2016.

7.8 Archaeology

- 7.8.1 The application site is located on the western side of Oundle. Bronze Age burials have reportedly been found in the cemetery, and remains of Saxon settlement were found during development to the east.
- 7.8.2 An evaluation using geophysical survey and trial trenching has been carried out. This has shown that there is a small area of archaeological sensitivity within the site, where the remains of Saxon structures were identified. The remains are concentrated in the area allocated for expansion of the cemetery. Any mitigation therefore needs to be completed before the land can be used for burials.
- 7.8.3 On this basis a condition would be attached to any consent to secure a full investigation of the area of Saxon activity, followed by publication and the preparation of an archive.

7.9 Section 106 Heads of Terms

7.9.1 Education

Early Years Services - £124,883

Primary and Secondary Education (combined) - £237,373

Libraries - £11,553

NHS - £25,420.23

Affordable Housing Provision – 22% (11 dwellings)

Custom Build Dwellings – 5% (2 dwellings)

Open Space – Provide a Minimum of 3012sqm

Public Transport Bus – Provision of a 4 week ‘Megarider’ (one per dwelling – Total of 50) and £1000 contribution per dwelling to enhance X4 gold bus service (Total - £50,000)

Cemetery Land to be Conveyed to Town Council (Restriction on the full occupation of the site until the land has been offered to Oundle Town Council)

8. Other Matters

8.1 Equality Act 2010: It is not considered that the proposal raises any concerns in relation to the Equality Act (2010).

9. Conclusion / Planning Balance

9.1 In this instance the proposed erection of 50 dwellings is in accordance with the Local Plan Part 2 (2023) housing allocation (Policy EN21). The proposal is not considered to cause significant harm that would outweigh the economic, social and environmental benefits of the proposal, therefore given the current policy position, the proposed development is considered to be compliant with relevant national and local planning policy as:

- Is of an appropriate scale and design
- Would not have a harmful impact upon the character and appearance of the area
- Would not have a significantly detrimental impact upon the amenity of neighbours
- Would not have a significant harmful impact upon highways safety and provide sufficient off-road parking
- Would be acceptable in terms of flood risk
- Would safeguard existing biodiversity
- There are no other material planning considerations which have a significant bearing on the determination of this application

10. Recommendation

10.1 That members of the Planning Committee approve the recommendation set out in paragraph 1 of the report.

11. Conditions

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

Reason: To ensure compliance with Section 91 of the Town and Country Planning Act 1990 (as amended).

2. The residential development shall consist of 50 x C3 dwelling units.

Reason: In order to clarify the terms of the consent.

3. The development hereby permitted shall be carried out strictly in accordance with following plans received by the Local Planning Authority on 27th April 2023 (unless otherwise indicated):

1025_001 - Site Layout – Rev T (08.01.2024)
1025_002 - Location Plan
1025_003 - Boundary Treatment Plan – Rev F
1025_004 - Tenure Plan – Rev F
1025_005 - Storey Heights Plan – Rev F
1025_006 - Materials Plan – Rev F
1025_007 - Coloured Site Layout – Rev S
1025_010 - Refuse Collection Plan – Rev A

H311-SP Elevations – Rev B
H311-SP Plans – Rev B
H311-SP Stone Elevations – Rev A
H342-SP Plans – Rev C
H342-SP Elevations – Rev B
H386-SP Plans – Rev B
H386 Stone & Chimney Elevations – Rev B
H421-SP Elevations – Rev B
H421-SP Plans – Rev B
H421-SP Stone Elevations – Rev A
H456-SP Chimney Elevations
H456-SP Plans – Rev B
H456-SP Stone & Chimney Elevations – Rev B
H469-SP Elevations – Rev C
H469-SP Plans – Rev C
H469-SP Stone Elevations – Rev A
H577-SP Elevations – Rev C
H577-SP Plans – Rev C
H588-SP Plans – Rev C
H588-SP Stone & Chimney Elevations – Rev C
H588-SP Elevations – Rev A
H533-SP Plans – Rev A
H533-SP Elevations – Rev A
P241-SP Chimney Elevations – Rev B
P241-SP Plans – Rev B
P249-SP Elevations – Rev C
P249-SP Plans – Rev C
P282-SP End Elevations – Rev C
P282-SP End Plans – Rev C
H584-SP Elevations

H584-SP Plans
DWB22--7 Belton – Rev B
SF58.59 WC Elevs – Rev B
SF58.59 WC Plans – Rev B
SH50-SP End - Rev C
SH50-SP Inner – Rev B
SH52-SP End – Rev B
SH52-SP Inner – Rev B
SH55-SP Semi Elevs – Rev B
SH55-SP Semi Plans – Rev B

Double Garage Elevations – Rev B
Double Garage Plans – Rev B
Shared Garage Elevations – Rev B
Shared Garage Plans – Rev B
Single Garage – Rev B

08039-FPCR-ZZ-WW-DR-L-0001 - POS Landscape Proposals – P14
08039-FPCR-ZZ-WW-DR-L-0002 - On Plot Landscape Proposals – P11

TR01 - Refuse Tracking – Rev L
18597-LSDR-5-SK007 - Fire Vehicle Tracking – Rev G

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

4. No development above slab level shall take place until sample details of the materials to be used in the construction of the external surfaces of the proposed dwellings hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details and retained in the approved manner in perpetuity.

Reason: In the interests of visual amenity in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy 2016.

5. No development (excluding demolition works) shall begin until drawings showing the slab levels and finished floor levels of the buildings in relation to the existing and proposed ground levels of the site, the ground levels of the surrounding land and the slab and finished floor levels of the surrounding properties as well as identifying the proposed ridge height levels and the ridge heights of all neighbouring properties have been submitted to and approved in writing by the Local Planning Authority. Development shall thereafter be implemented in accordance with the approved details.

Reason: In the interests of visual and residential amenity. A pre-commencement condition is necessary in order to ensure that potential harm is minimised before development reaches an advanced stage.

6. Notwithstanding the submitted details, no development above slab level shall take place in connection with the development hereby approved until full details of:

- i. Hard landscape works, to include but not be limited to, full details of boundary treatments (including the position, height, design, material) to be erected and paved surfaces (including manufacturer, type, colour and size).
- ii. Soft landscape works, to include planting plans (which show the relationship to all underground services and the drainage layout), written specifications (including cultivation and other operations associated with plan and grass establishment), schedules of plants and trees noting species, plant sizes, proposed numbers and densities, tree pit details (where appropriate) including, but not limited to, locations, soil volume in cubic metres, cross sections and dimensions.
- iii. Full details of landscape maintenance regimes.
- iv. An implementation programme for the landscape works.

have been submitted to and approved in writing by the Local Planning Authority. These works shall be carried out in full, in accordance with the approved details.

The works shall be carried out in the first planting season and maintained in perpetuity.

Any trees or plants planted in connection with the approved soft landscape details which within a period of five years from planting die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of the same size and species as those originally approved.

Reason: To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Policies 3 & 8 of the North Northamptonshire Joint Core Strategy 2016.

7. No demolition or construction work (including deliveries to or from the site) shall take place on the site outside the hours of 0800 and 1800 Mondays to Fridays and 0800 and 1300 on Saturdays, and at no times on Sundays, Bank Holidays or Public Holidays unless otherwise agreed with the local planning authority.

Reason: To ensure the protection of the local amenity throughout construction works.

8. There shall be no burning of any material during construction or site preparation works.

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

9. Precautions shall be taken to prevent the deposit of mud and other debris on adjacent roads by vehicles travelling to and from the construction site. Any mud refuse etc. deposited on the road as a result of the development must be

removed immediately by the operator/contractor to the satisfaction of the Local Planning Authority.

Reason: In the interests of residential amenity, highway safety and visual amenity in accordance with Policy 13 and 16 of the North Northamptonshire Core Spatial Strategy (2016).

10. Prior to the commencement of any part of the development hereby permitted, details of the air quality mitigation measures shall be submitted to and approved in writing by the local planning authority.

Reason: To protect people's health and the environment from adverse effects of air pollution in the interests of residential amenity.

11. Prior to the commencement of any part of the development hereby permitted, a Construction Management Plan shall be submitted to and approved in writing by the local planning authority. The Construction Management Plan shall include as a minimum and specify the provision to be made for the following:

- i) Overall strategy for managing environmental impacts which raise during construction;
- ii) Measures to control the emission of dust and dirt during construction;
- iii) Control of noise emanating from the site during the construction period;
- iv) Hours of construction work for the development;
- v) Contractors' compounds, materials storage and other storage arrangements, cranes and plant, equipment and related temporary infrastructure;
- vi) Designation, layout and design of construction access and egress points;
- vii) Internal site circulation routes;
- viii) Directional signage (on and off site);
- ix) Provision for emergency vehicles;
- x) Provision for all site operatives, visitors and construction vehicles loading and unloading plant and materials
- xi) Provision for all site operatives, visitors and construction vehicles for parking and turning within the site during the construction period;
- xii) Details of measures to prevent mud and other such material migrating onto the highway from construction vehicles; and other similar debris on the adjacent public highways;
- xiii) Routing agreement for construction traffic.
- xiv) Storage of plant and materials used in constructing the development;
- xv) Enclosure of phase or development parcel development sites or development parcels and the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- xvi) Waste audit and scheme for waste minimisation and recycling/disposing of waste resulting from demolition and construction works.

The approved Construction Management Plan shall be adhered to throughout the construction period and the approved measures shall be retained for the duration of the construction works.

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

12. Prior to the construction commencing, a scheme for the control of noise and vibration of any plant (specifically air source heat pumps) or ducting system to be used in pursuance of this permission shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details. The equipment shall be maintained in a condition so that it does not exceed background noise level whenever it is operating as agreed with the Local Planning Authority. After installation of the approved plant no new plant or ducting system shall be used without the written consent of the Local Planning Authority.

Reason: To protect the residential amenity of the locality.

13. The construction of any new estate street shall not be commenced until an estate street phasing and completion plan has been submitted to and approved in writing by the local planning authority. The estate street phasing and completion plan shall set out the development phases and the standards that estate streets serving each phase of the development will be completed.

Reason: To ensure that the estate streets serving the development are completed and thereafter maintained to an acceptable standard in the interest of residential / highway safety; to ensure a satisfactory appearance to the highways infrastructure serving the development; and to safeguard the visual amenities of the locality and users of the highway.

14. Prior to construction of any dwellings, the access arrangements as shown on drawing no. E3740/105/C will need to be completed in accordance with the technically approved audit process and approval which is separate the planning process.

Reason: To ensure that the access serving the development is completed and thereafter maintained to an acceptable standard in the interest of residential / highway safety; to ensure a satisfactory appearance to the highways infrastructure serving the development.

15. Prior to first occupation the proposed traffic calming and bridge crossing scheme at Stoke Doyle Road (drawing no. E3740/740/B) will need to be completed prior to first occupation and subject to a technical audit process and approval.

Reason: To ensure footway links the development is completed and thereafter maintained to an acceptable standard in the interest of residential / highway safety.

16. The construction of any new estate street shall not be commenced until full engineering, drainage, street lighting and constructional details of the streets proposed for adoption have been submitted to and approved in writing by the

local planning authority. The development shall, thereafter, be constructed in accordance with the approved details, unless otherwise agreed in writing with the local planning authority.

Reason: In the interest of highway safety; to ensure a satisfactory appearance to the highways infrastructure serving the approved development; and to safeguard the visual amenities of the locality and users of the highway.

17. The proposed improvement to the existing bus stops on Benefield Road in the form of a real time displays will require completion prior to first occupation.

Reason: To ensure satisfactory enhancement to the existing public transport services serving the approved development.

Note: The audit process and delivery via suitable agreements is separate to the planning process.

18. Prior to the first occupation of the development, a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The submitted details shall provide full details of all recommendations for the proposed development. The development shall be carried out in accordance with the approved details.

Reason: In the interest of highways safety.

19. No dwelling shall be occupied until cycle parking facilities have been provided in accordance with detailed drawings to be submitted to and approved in writing by the Local Planning Authority, such drawings to show the position, design, materials and finishes thereof.

Reason: In the interest of sustainable travel

20. No development shall take place (including demolition, ground works, vegetation clearance) until a construction environmental management plan (CEMP: Biodiversity) has been submitted to and approved in writing by the local planning authority. The CEMP (Biodiversity) 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.

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details.

Reason: To safeguard biodiversity in accordance with Policy 4 of the North Northants Joint Core Strategy 2016.

21. A landscape and ecological management plan (LEMP) shall be submitted to, and be approved in writing by, the local planning authority prior to the commencement of the development. The content of the LEMP shall include the following:
- a) Description and evaluation of features to be managed.
 - b) Ecological trends and constraints on site that might influence management.
 - c) Aims and objectives of management.
 - d) Appropriate management options for achieving aims and objectives.
 - e) Prescriptions for management actions.
 - f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
 - g) Details of the body or organization responsible for implementation of the plan.
 - h) Ongoing monitoring and remedial measures.

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery.

The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme.

The approved plan will be implemented in accordance with the approved details.

Reason: To safeguard biodiversity in accordance with Policy 4 of the North Northants Joint Core Strategy 2016.

22. The development shall be carried out in strict accordance with the Wild Clary Translocation Mitigation Strategy by FPCR Environmental and Designs Ltd received by the Local Planning Authority on 27.04.2023. The ecological measures shall be maintained in perpetuity.

Reason: To safeguard biodiversity and ecology in accordance with Policy 4 of the North Northants Joint Core Strategy 2016.

23. The development shall be carried out in strict accordance with the Arboricultural Assessment by FPCR Environmental and Designs Ltd dated April 2023 and received by the Local Planning Authority on 27.04.2023. The tree protection measures and recommendations shall be carried out and maintained in perpetuity.

Reason: To safeguard trees and landscape in accordance with Policy 4 of the North Northants Joint Core Strategy 2016.

24. The development shall be carried out in strict accordance with the Ecological Appraisal by FPCR Environmental and Designs Ltd dated April 2023 and received by the Local Planning Authority on 27.04.2023. The ecological measures and recommendations shall be carried out and maintained in perpetuity.

Reason: To safeguard biodiversity and ecology in accordance with Policy 4 of the North Northants Joint Core Strategy 2016.

25. Prior to the commencement of development, a badger survey of the development site is to be submitted and approved in writing by the Local Planning Authority. Any recommendations or necessary mitigation measures shall be put in place to ensure that Badgers are protected fully as per the 1992 Protection of Badgers Act.

Reason: To safeguard protected species.

26. Before any above ground works commence full details of the surface water drainage scheme for the site, based on the drainage Strategy Plan, drawing reference: E3640/501/M prepared by Wormald Burrows Partnership Ltd on the 23rd March 2023 and the Micro-Drainage network simulation results produced by WBP Ltd on the 8th March 2023 and the 2nd February 2023 which stipulate a maximum flow discharge rate of 2.6 l/s, will be 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 and so on) 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.
- III. Cross sections of the control chambers (including site specific levels mAOD) and manufacturers' hydraulic curves should be submitted for all hydrobrakes and other flow control devices

Reason: To prevent the increased risk of flooding, both on and off site, by ensuring the satisfactory means of surface water attenuation and discharge from the site.

27. Before any above ground works commence, a pre and post development ground stability assessment of the land surrounding the attenuation basin shall be conducted by a suitably qualified and experienced geotechnical engineer to be submitted to and approved in writing by the Local Planning Authority

Should it not be possible to geotechnically engineer the earthworks to ensure that the land surrounding the proposed attenuation basin will not be compromised, then the surface water drainage strategy shall be redesigned accordingly.

Reason: To ensure that the proposed earthworks do not undermine the stability of the ground surrounding the attenuation basin. For further information, please refer to the informative at the foot of this consultation response.

28. No development shall take place until a detailed scheme for the maintenance and upkeep of every element of the surface water drainage system proposed on the site has been submitted to and approved in writing by the Local Planning Authority and the maintenance plan shall be carried out in full thereafter. This scheme shall include details of any drainage elements that will require replacement within the lifetime of the proposed development.

Details are required of which organisation or body will be the main maintaining body where the area is multifunctional (e.g. open space play areas containing SuDS) with evidence that the organisation/body has agreed to such adoption.

The scheme shall include, a maintenance schedule setting out which assets need to be maintained, at what intervals and what method is to be used.

A site plan including 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 arisings generated from the site.

Details of expected design life of all assets with a schedule of when replacement assets may be required.

Reason: To ensure that the drainage systems associated with the development will be adopted and maintained appropriately in perpetuity of the development, to reduce the potential risk of flooding due to failure of the proposed drainage system.

29. No Occupation shall take place until a Verification Report for the installed surface water drainage system for the site based on the approved drainage Strategy Plan, drawing reference: E3640/501/M prepared by Wormald Burrows Partnership Ltd on the 23rd March 2023 and the Micro-Drainage network simulation results produced by WBP Ltd on the 8th March 2023 and the 2nd February 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) Any 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.

30. 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.

31. Prior to commencement of works on site, details of Building Regulation M4(2) and M4(3) wheelchair accessible units shall be submitted to and approved in writing by the Local Planning Authority. The relevant units shall thereafter be constructed in accordance with the approved details.

Reason: In order to clarify the permission and to ensure suitable provision of lifetime homes

32. Notwithstanding the approved plans, details of the play areas (the central LAP and informal play area adjacent to the SUDS) including full details of the play equipment for the development hereby approved shall be submitted to and agreed in writing by the Local Planning Authority and the play areas (including equipment) as agreed shall be implemented prior to occupation of the 25th dwelling on the development and therein maintained in perpetuity.

Reason: In the interests of residential amenity in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy 2016.

33. Within 6 months of the date of approval a Custom Build Marketing Strategy to deal with the custom build dwellings shall be submitted to and agreed in writing by the Local Planning Authority.

Reason: In order to secure the mechanism of delivery in accordance with Policy EN28 of the East Northamptonshire Local Plan Part 2 (2023).

12. Informatives

Broadband

1. The North Northamptonshire Joint Core Spatial Strategy 2011-2031 policy 10 (e), Provision of Infrastructure, encourages developers to provide for fast broadband to new buildings (including but not exclusive to housing, commercial, retail or leisure). This should be gigabit capable and where possible, full fibre broadband connectivity. Early agreement with a telecoms provider is key to being able to enhance your asset. The network capability delivered by full fibre technology supports the fastest broadband speeds available, is considered future proof, and will bring a multitude of opportunities, savings and benefits. It may also add value to the development and is a major selling point to attract potential homebuyers and occupiers, with many people now regarding fast broadband as one of the most important considerations. Proposals should be compliant with Part R, Schedule 1 of the Building Regulations 2010 (soon to be amended to strengthen requirements for gigabit connectivity to new dwellings) and the Approved Document R.

Some telecoms network providers have dedicated online portals providing advice for developers, including:

Openreach Developer Portal (openreach.co.uk)

Virgin Media

Gigaclearnetworkbuildcare@gigaclear.com (rural areas and some market towns)

OFNL (GTC) <http://www.ofnl.co.uk/developers>

CityFibre <http://cityfibre.com/property-developers>

Details of other fibre network providers operating locally can be found here <http://www.superfastnorthamptonshire.net/how-we-are-delivering/Pages/telecoms-providers.aspx>.

For help and advice on broadband connectivity in North Northamptonshire please email bigidea.ncc@northnorthants.gov.uk

Drainage

2. A planning application for 9 dwellings has been submitted for the site (Warren Bridge Oundle, planning application reference: NE/22/01304/OUT) located adjacent to the sites eastern boundary.

The adjacent planning application received an LLFA objection response on the 8th March 2023.

The attenuation basin for this application, planning reference NE/21/00742/FUL is proposed to extend to the sites eastern boundary.

The attenuation basin for the adjacent development, planning application reference NE/22/01304/OUT proposes to install an attenuation basin towards the sites north western boundary extents.

It is essential that the proposed earthworks of both sites do not undermine the stability of the ground surrounding the entirety of the attenuation basins.

Whilst there may be technical and legal reasons why it would not be feasible to combine the attenuation feature for both sites, the LLFA did want to pose the question as to whether it was feasible and viable to provide a single attenuation basin for both sites?

The reason for potentially combining the sites would be to overcome any potential ground stability issues and should enable the site to become less constrained.

Section 106

3. This planning permission is linked to a Section 106 agreement.