

## North Northamptonshire Planning Committee (North) 30<sup>th</sup> October 2024

<b>Application Reference</b>	<b>23/00409/DPA</b>
<b>Case Officer</b>	<b>Farjana Mazumder</b>
<b>Location</b>	<b>Co Operative Retail Services Ltd, Alexandra Road, Corby, NN17 1PE</b>
<b>Development</b>	<b>Proposed mixed use residential-led development comprising 150 dwellings (C3 Use Class), 2,165sqft of Class E Use floor space including external soft and hard landscaping, opens space provision, car and cycle parking, renewable energy provision and ancillary infrastructure.</b>
<b>Applicant</b>	<b>Glenrowan Homes</b>
<b>Agent</b>	<b>Mr Sav Patel</b>
<b>Ward</b>	<b>Central</b>
<b>Overall Expiry Date</b>	<b>22/01/2024</b>
<b>Agreed Extension of Time</b>	<b>20/12/2024</b>

### List of Appendices

Appendix A – Site Plan

### 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 10 neighbour objections which constitute substantive material planning considerations and the Chair and Vice Chair of the Committee agree that the objections received contain substantive material planning considerations determination of which cannot be resolved outside of a committee resolution

### **1. Recommendation**

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1.1 It is recommended that:

- (a) planning permission be **GRANTED** subject to conditions listed in paragraph 15 of the report and subject to completion of a satisfactory Section 106 agreement which secures appropriate planning obligations; and

- (b) should a satisfactory Section 106 agreement securing appropriate planning obligations not be completed by 31 January 2025, or any further extension of time agreed in writing between the applicant and the Local Planning Authority, that it be delegated to the Executive Director of Place and Economy to **REFUSE** planning permission.

## **2. The Proposal**

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- 2.1 The applicant for the present application is Glenrowan Homes, seeks consent for outline planning permission for erection of 150 dwellings (Use Class C3) and 2,165sqft of commercial floorspace (Use Class E) including external soft and hard landscaping, opens space provision, car and cycle parking, renewable energy provision and ancillary infrastructure.
- 2.2 Maximum height of the proposed block of flats would be 6 storeys.
- 2.3 Vehicular access into the site is to be taken from Wood Street, which runs in a straight line from Alexandra Road.

## **3. Site Description**

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- 3.1 The application site is located to the West of Wood Street and North of Alexandra Road and comprises a total area of 0.8 hectare. The proposal site is identified in the Part 2 Local Plan for Corby 2021 and situated within Corby Town Centre. The land is relatively flat and even within the application site and comprises the former Co-operative retail unit with parking spaces. The area is separated by hedge boundaries from the adjoining residential dwellings at the west side. The surrounding area of the site includes some commercial land uses which comprises Oasis Retail Park to the South and some small retail units to the West.
- 3.2 The site does not fall within a conservation area or under an article 4 Direction. Additionally, there are no listed building in the vicinity.

## **4. Relevant Planning History**

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- 4.1 List all previous planning applications as follows:

96/00222/CO- Midlands Co-Op Alexandra Road Corby - Installation of roller shutters to doors and windows. Application Permitted on 30.09.1996.

01/00202/ADV - Erection of signs. Application Permitted on 06.08.2001.

01/00321/DPA - To construct a (in only) access road, from Alexandra Road into the existing car park. Application Permitted on 01.11.2001.

02/00063/DPA- Installation of 1m satellite dish for use with Co-Op Bank. Application Permitted on 18.04.2002.

02/00100/DPA- Installation of ATM machine. Application Permitted on 08.05.2002.

02/00101/ADV- Projecting sign and illuminated ATM Surround. Application Permitted on 08.05.2002.

02/00190/ADV- Illuminated post signs. Application Permitted on 20.08.2002.

10/00363/ADV- 3 No. externally illuminated fascia signs, 2 No. non illuminated projecting signs, 1 No. externally illuminated panel to existing totem sign, including digitally printed graphics. Application Permitted on 11.11.2010.

12/00106/ADV- Replacement signs to front and side. Application Permitted on 21.05.2012.

16/00245/DPA- Retention of 3no Automatic Number Recognition Cameras. Application Permitted on 03.11.2016.

16/00248/ADV- Retention of a total of 28 informative signs for a car park. Application Permitted on 03.11.2016.

20/00155/OUT- Demolition of existing building. Determination on access and scale for development of 110no. dwellings (Use Class C3) and flexible A1/A2/B1a/D1/D2/Coffee Shop [A1/A3] use (up to 170sqm) with associated car and cycle parking, refuse storage and landscaping. All other matters including layout, appearance and landscaping are reserved. OUTLINE APPLICATION. Application withdrawn.

NC/22/00195/PADEM - Prior Approval for demolition of vacant Co-Operative building. Approved.

NC/22/00346/CON- Details pursuant to Condition 1 (Demolition Method Statement) of Planning Permission NC/22/00195/PADEM. Discharged.

## **5. PRE-APPLICATION Consultation**

Pre-application meetings were held in June 2022, followed by a formal pre-application letter in July 2022. During this process the applicant sought to address concerns and made amendments to redistribute and reduce block heights about the site, revising the site layout to ensure active frontage along Alexandra Road, increasing the amenity space, extent of public realm and footway widening.

## **6. Community and Stakeholder Engagement**

The applicant has undertaken the following consultation events involving:

- a. Key stakeholders,
- b. Local businesses,
- c. The community.

The applicant sent out 840 letters and public exhibition invitations to homes and businesses emailed/posted locally, advertised in local newspaper and

workshops using in-person events and on-line consultation via a dedicated website for the application.

The submitted Statement of Community Involvement (SCI) indicates that key stakeholders were contacted about the proposal on 12 July 2022 and the public consultation took place between 13 July and 4 September 2022. The consultation invited key stakeholders, residents and local businesses to share their feedback about the proposal and included two public exhibitions. The first exhibition was held on 20 July. Following the exhibition, the proposal was reviewed in light of the feedback received and a revised proposal was presented at the second exhibition on 17 August.

Previews for key stakeholders and for Richmond Road residents were held before the start of both public exhibitions at the Living Faith International Ministries Former Connaught Centre, Cottingham Road Corby, Northamptonshire, NN17. A total of 26 people attended the previews and exhibition on 20 July, and 28 people attended the previews and exhibition on 17 August.

The applicant's SCI records the key feedback across the various consultations undertaken as follows:

- Concern about the height of the proposed development
- Concern about the number of proposed flats/ density of the proposed development
- Concern about parking provision
- Concern about the visual / privacy impact of the development on Richmond Road residents

Officers have negotiated a number of amendments to the scheme, as follows: -

Reduce the amount and scale of development along the eastern boundary to mitigate the impact on residents in Richmond Road

- Pull development away from the northern boundary to mitigate the impact on the block of flats in Woodleigh Place;
- To retain and protect the existing trees within the site and along the eastern and northern boundary where possible;
- Increased open space within the site through changes to the layout and reduced car parking provision;
- Provide extensive soft landscaping including tree planting;
- Provide increased permeability and accessibility within and through the site;
- Relocation of the main access from Alexandra Road to Wood Street to reduce traffic along Alexandra Road;
- Internalise the bin and cycle stores;
- Create an attractive frontage along Alexandra Road and Wood Street;
- Provide a focal building in the south-west corner of the site.

## **7. Consultation Responses**

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A full copy of all comments received can be found on the Council's website.

### **7.1 Environmental Services-**

(06.11.2023) The Senior Environmental Health Officer (EHO) was consulted on this application and confirmed that the *Air Quality Assessment reference AQ\_assessment/2023/AlexandraRd V1 dated 15th June 2023 by Aether Ltd* is accepted. The potential risk of dust impacts during the demolition and construction phase of the development can be adequately addressed through use of an appropriately worded condition, should consent be given.

EHO has reviewed *Preliminary investigation report reference STV6066-R01 Rev A dated June 2023 by Soiltechnics* and advised that it is accepted. The Officer agrees with the recommendations for further works contained in chapter 4 of the report.

(08.11.2023) In terms of the Noise Impact, Environmental Protection Officer has provided the following comments-

*The noise assessment has only recommended additional ventilation requirements for bedrooms in phases which depend on façade insulation (including keeping windows closed) to achieve guideline internal levels. I would recommend that All habitable rooms which depend on façade insulation should be fitted with additional ventilation.*

*The noise assessment details that the flats in the façade facing onto Wood street would be exposed to noise level between 51-59 dB(A) in the daytime. However, no acoustic treatment has been specified for the outdoor amenities in the higher end of this range (the flats closer to the Alexandra Road end). I would recommend that the balconies exposed to higher than guideline noise levels should be given the same treatment as the balconies on the Alexandra Road façade.*

*A the end use of the proposed commercial phase of the development is not know it'd be prudent to require a further noise assessment before the use is begun, should there be a requirement for any external plant to be installed, to ensure its operation did not impact upon the residential flats above.*

(13.05.2024) EHO have reviewed the additional information submitted and on behalf of Environmental Health within Regulatory Services provided the following comments:

*Amendments to the Noise Assessment revision 2.0 dated 4th April 2024 to reflect the additional ventilation requirements for all habitable rooms which depend on façade insulation are noted, however the recommendations given by my colleague Mr Olaf on 8th November 2023, included acoustic treatment regarding the external amenity for the dwellings on Wood Street towards the Alexandra Road façade and this does not appear to have been taken on board.*

*I would reiterate that the recommendation made by Mr Olaf regarding external amenity for the dwellings on Wood Street towards the Alexandra Road façade remains pertinent and is outstanding.*

*A suitably worded condition will be provided to ensure the recommended mitigation measures will be implemented and which may require post completion testing, should consent be given.*

*A suitably worded condition will be provided to ensure a noise impact assessment is required for any future occupier of any commercial unit where external plant or any other source of noise that has the potential to have a negative impact on residential amenity are proposed should consent be given.*

(17.09.2024) EHO has reviewed the additional information provided by the applicant in regards to noise issue and accepted it.

7.2 Waste Team- (30.10.2023) Waste Team requested additional information to fully assess the proposal.

(23.09.2024) Extensive discussion has been carried out with the Waste Management Officer and it has been agreed that imposition of a planning condition for a Waste Management Strategy would be sufficient to deal with this matter at this stage of the application. The Officer also added that –

- *Bin stores should be separated off for use as either recycling or refuse and colour coded / signed accordingly.*
- *The development management company will be responsible for the movement and presentation of the relevant bins on collection days.*
- *The developer will need to order and pay for all bins from North Northants Council.*
- *It should be noted that in line with Government policy there is likely to be a requirement for the provision of food waste bins in the future.*

7.3 Housing Strategy- (15.01.2024) Housing Strategy department were consulted on this application and the officer offers the following comments:

**Overall Housing Mix**

*The market housing should provide an appropriate mix of property sizes and types in line with Policy 30 of the North Northamptonshire Joint Core Strategy which emphasises the need for small and medium sized dwellings (1-3 bedrooms) and the need to avoid an over-emphasis on large properties, or an over concentration on a single type of housing.*

*All properties must be built to Nationally Described Space Standards and meet at least Category M4(2) of the Building Regulations, as detailed under Policy 30 of the North Northamptonshire Joint Core Strategy.*

**Tenure and Property Mix**

*We note that the scheme is providing the following breakdown of apartments*  
*74 x 1 bedroom apartments*  
*75 x 2 bedroom apartments*  
*1 x 3 bedroom apartments*

**Affordable Housing**

*Under Policy 30 of the North Northamptonshire Joint Core Strategy, the development is required to provide 30% of all dwellings as affordable housing on site. Based on an intended total of 150 dwellings this would equate to 45*

*units (rounded up). Among the affordable housing, the tenure mix should be 70% (32 homes) for rent, and 30% (13) other low-cost home ownership. This should now include 25% provided as First Homes, which when rounded would equate to 11 homes.*

*We note that a Financial Viability Statement (FVS) has been submitted outlining the viability position for the proposal, which considers the site to be unviable when tested at the policy compliant level of affordable housing (30%), but also if all dwellings are delivered as private market housing.*

*We would therefore require this to be independently tested by the council's viability consultant to confirm that no affordable housing can be provided.*

(30.09.2024) Further consultation has been carried out with Housing Strategy Services after Applicant offered 5% of proposed flat units dwellings to be provided as discounted market sales flats, which would be sold with a 25% discount of market value. Housing Officers referred to their original response where it was set out that the primary need for affordable housing is for affordable housing for rent. Discounted Market Sale does not effectively meet that need. Therefore, it is recommended that the applicant would contact Registered Providers to confirm if any would be interested in providing any affordable housing on site.

- 7.4 Local Plan Section- (08.11.2023) Local Plans Section was consulted in relation to this proposal and concluded that *the redevelopment of this prominent town centre site and continued regeneration and transformation of Corby town centre is welcomed subject to meeting specific policy requirements for this site. Advice from the Council's Design team is recommended along with seeking independent viability analysis for the proposal.*

(07.05.2024) Further consultation has been carried out with the Local Plan's Officer in relation to viability appraisal submitted by the applicant and the independent assessment of the appraisals. No comments received from Local Plans Section in relation to viability.

- 7.5 Environmental Agency- (14.11.2023) The Agency originally objected to the proposed development due to its unacceptable risk to the environment. It is also stated that insufficient information has been provided to demonstrate that the risks of pollution posed to surface water quality can be safely managed, therefore recommend that planning permission is refused.

(19.04.2024) Environment Agency has provided further comments after reviewing revised comments from Anglian Water –

*The Environment Agency has reviewed its advice regarding the capacity of the receiving Water Recycling Centre (WRC) for this development. The evidence available to us demonstrates that the WRC is at or near its permitted limits and that additional flows could lead to it exceeding these, which could cause pollution of the receiving watercourse. Anglian Water Services (AWS) is legally obliged to operate within permit limits and the Environment Agency will take all necessary action to ensure that the receiving watercourse is protected.*

*AWS has not yet demonstrated how it would manage the additional flow from this development if there is no capacity at the WRC to treat it. This appears to be contrary to your Local Plan Policy 5. We encourage the council to liaise with AWS and ensure that acceptable plans are in place for how foul water, which cannot be treated at the WRC without causing pollution, would be managed in advance of planning permission being determined.*

*In this instance, we have decided to **withdraw our objection** to the proposal on the basis that we have fully explained our concerns to you, for you to have regard to when deciding whether it is appropriate to grant planning permission and if that permission should include planning conditions to ensure compliance with your local plan policies.*

(07.05.2024) No additional comments received.

- 7.6 Local Highways Authority (LHA)- (15.11.2023): Highways team has been consulted in relation to this application and requested additional information to fully assess the proposal. The comments are as follows:

*Transport Statement (P22-2161 TR/01, Pegasus Group, June 2023)*

*1. Please note that the future year for modelling is 2031 in line with the Local Plan Period. Junction modelling is required for any junction likely to experience more than 30 two-way trips within a peak hour. Whilst acknowledged the trips may be less than that of the extant permitted use, this is by no means a certainty given the extant use does not currently take place and therefore, more accurate, site-specific data is not obtainable, the trips outlined within the Transport Statement for the proposed use show peak hour 2-way flows over 30. The future year of assessment is 2031 in line with the current adopted local plan.*

*2. The proposals are for 150 flats. As per Northamptonshire Parking Standards (2016), which outline minimum parking requirements;*

*a. 1-bed flats require 1 car parking space and 1 secure, covered cycle parking space each. A total of 74 car and 74 cycle parking spaces are required.*

*b. 2- & 3-bed flats require 2 car parking spaces and 2 secure, covered cycle parking spaces each. A total of 150 car and 150 cycle parking spaces are required.*

*c. Visitor parking is required at 0.25 spaces per dwelling/flat - a total of 38 visitor spaces are required.*

*d. The LPA must satisfy itself as regards EV charging provisions.*

*3. A total of 262 car parking spaces are required. This is for the residential use (above) only. It is noted the exact nature of the commercial element is not at present known. From a parking perspective, it would need to accord with the minimum requirements as per Northamptonshire Parking Standards (2016). Reduced car parking in town centre developments can be achieved however, the LPA must take a view as to what this would be. We would typically expect that 1 car parking space could be acceptable for each of the 1/2/3 bed dwellings and cycle parking provision to our full specification i.e. 1 secure, covered space per bedroom per dwelling. The LPA should take a view as to whether the above is a reasonable approach or indeed whether the minimum quantum required as per the Northamptonshire Parking Standards (2016) is required. A view must*



*also be taken on the need for parking for the commercial element. This may to a degree depend on the specific nature of the commercial use.*

*4. The closure of any existing access on Wood Street and Alexandra Road with the associated reinstatement of the footway and kerbing will be subject to a S278 agreement along with the works to the site access itself. Pedestrian crossing points must be provided at all new junctions consisting of two dropped kerbs and two tapered kerbs. To be provided in accordance with the LHA's approved details. The colour must be buff.*

*5. The access must be tracked with the largest vehicle likely to use it opposed by a large private car. Tracking is provided of a refuse vehicle. It is not thought such a vehicle would enter the site. Confirmation is required on this. If indeed it will, then tracking of the 4-axle refuse vehicle as operates in North Northamptonshire (specification attached) opposed by a large private car is required. The applicant/LPA are strongly advised to also seek the views of the local Fire Chief as regards the proposals.*

*6. The walking proximity to numerous bus stops on George Street and Elizabeth Street is also acknowledged to be reasonable. To further encourage their use, the LHA would seek the provision of 4-week or one-month Megarider ticket for the local area, one per unit/dwelling on first occupation. Refer to Stagecoach zones for guidance. The LPA should take a view as to whether this should be secured over a longer time periods i.e. more than just 1 month given the highly urban location of the site, its scale, the possibility of reduced parking provision being provided and the site's proximity to bus facilities.*

*7. A development of this scale should include multiple points of pedestrian access from the surrounding public highways.*

*8. Any prospective development proposed to be adjacent to public highways requires a minimum offset of 1m unless details can be provided at the planning stage to ensure that all foundations, opening doors/ windows, drainage (guttering/ pipes) and any overhang (e.g. roof) does not extend into, under or over the highway. If this can be demonstrated, the absolute minimum offset is 600mm.*

*9. The applicant/LPA would be strongly encouraged to consider provision of electric vehicle charging facilities. Typically, this would be at a provision of 10% of the car parking spaces with infrastructure in place to retrofit the remaining spaces. The LPA must take a view on this.*

*10. Cycle parking should be covered, secure, overlooked and easy to use, laid out in accordance with the diagram below, with a minimum 1.2m clear access including gate widths. No lifting of cycles should be required. It is imperative the minimum requirements for residential and commercial uses as stated within Northamptonshire Parking Standards (2016) are provided.*

*11. The LHA would accept a suitably-worded pre-commencement condition for a Travel Plan.*

(28.05.2024) Highways Authority has been reconsulted on the additional information submitted by the applicant. The Officer provided the following comments-

Transport Statement Revision A (P22-2161 TR/01 Rev.A, Pegasus Group, April 2024)

1. Please note that the future year for modelling is 2031 in line with the Local Plan Period. Junction modelling is required for any junction likely to experience more than 30 two-way trips within a peak hour. Whilst acknowledged the trips may be more than that of the extant permitted use, this is by no means a certainty given the extant use does not currently take place and therefore, more accurate, site-specific data is not obtainable, the trips outlined within the Transport Statement for the proposed use show peak hour 2-way flows over 30. The future year of assessment is 2031 in line with the current adopted local plan.

2. The proposals are for 150 flats. As per Northamptonshire Parking Standards (2016), which outline minimum parking requirements;

a. 1-bed flats require 1 car parking space and 1 secure, covered cycle parking space each. A total of 74 car and 74 cycle parking spaces are required.

b. 2- & 3-bed flats require 2 car parking spaces and 2 secure, covered cycle parking spaces each. A total of 150 car and 150 cycle parking spaces are required.

c. Visitor parking is required at 0.25 spaces per dwelling/flat - a total of 38 visitor spaces are required.

d. The LPA must satisfy itself as regards EV charging provisions.

3. A total of 262 car parking spaces are required. This is for the residential use (above) only. It is noted the exact nature of the commercial element is not at present known. The LPA must take a view on the parking required i.e. whether a reduction is permissible or, whether the minimum requirements as per Northamptonshire Parking Standards (2016) should be provided. A view must also be taken on the need for parking for the commercial element. This may to a degree depend on the specific nature of the commercial use. Alternative/off-street parking arrangements are identified although these are thought to be predominantly suitable for visitor parking. Should a reduced parking provision be acceptable to the LPA, then they must also consider how this would be allocated and enforced to prevent indiscriminate parking on-street.

4. The closure of any existing access on Wood Street and Alexandra Road with the associated reinstatement of the footway and kerbing will be subject to a S278 agreement subject to planning permission being granted, along with the works to the site access itself. Pedestrian crossing points must be provided at all new junctions consisting of two dropped kerbs and two tapered kerbs. To be provided in accordance with the LHA's approved details. The colour must be buff. The closure of the existing access and the proposed access works would be subject to an RSA 1/2 with the audit members and brief to be agreed.

5. Revised access tracking plans are said to be provided but cannot be seen on the planning portal. The applicant/LPA are strongly advised to also seek the views of the local Fire Chief as regards the proposals and the refuse collection team.

6. The Megarider bus passes are to be secured via a suitably worded Section 106 agreement, not condition.

7. The LPA must satisfy itself as regards EV charging facilities.

8. The residential use alone requires a minimum of 232 spaces cycle parking spaces in line with their minimum requirements as per Northamptonshire Parking Standards (2016). It is thought having the appropriate provision in each building would make for a more practical and well used cycle parking facility. If a reduced level of on-site parking is acceptable to the LPA then the LHA would advise cycle parking provision is provided to the minimum levels and indeed perhaps exceed these minimum requirements and in a manner which is attractive for all residents across the site to use in terms of layout and proximity to the stores.

9. The LHA do not object and would accept a suitably-worded pre-commencement condition for a Travel Plan. A CTMP would also need to be conditioned prior to commencement.

7.7 Crime Prevention Officer- (02.01.2024) No Objection. The Crime Prevention Officer were consulted in relation to the designing out crime. The officer provided the following comments:

*Northants Police has no objection to the redevelopment of the site for housing as the site is derelict and attracts anti social and nuisance behaviour. As it is so close to the centre of town measures are needed to ensure that the site can be used solely by the residents and that their quality of life is not compromised by inappropriate use by non residents making use of the space due to it's convenient location. The following crime prevention measures are therefore recommended:*

*Vehicular access to the site should be secured with a drop arm fob-controlled barrier set back from the highway. The existing height restriction barrier should be retained to reduce the potential for the site to be used for illegal encampments.*

*The pedestrian access onto Alexandra Road adjacent to the bin store should not be available to all comers but should be solely for the use of residents to avoid the site being 'cut through' by non-resident pedestrians. The access/egress point should be access controlled with a slam to lock gate and the area secured with railings similar to those used elsewhere on site.*

*The use of a colonnaded covered area around the commercial unit should be reconsidered. Covered corner areas lead to inappropriate congregation and potentially nuisance.*

*The use of defensible space to the ground floor units is excellent although to reduce opportunities for sitting on the wall/rail frontages the railings should be positioned flush with the front face of the wall.*

*The bike stores should be brick built, fitted with a security rated door to PAS24:2022 standard or similar, lockable with a key to thumb turn combination lock to prevent persons being locked inside and internally lit. Each bike should have a security rated anchor point or stand – see [www.soldsecure.com](http://www.soldsecure.com) for details of security rated products to use. Any windows in the bike store should be non-openable and glazed with laminate or polycarbonate glazing to reduce opportunities for entry.*

*Bin stores should be similarly constructed and secured.*

*Access into each block of flats should be controlled with an audio visual access control system with NO trades buttons. Due to the number of flats per block the use of compartmentalisation is strongly recommended with additional fob access provided where each floor is reached from the stair core. The lifts should also be fob controlled. This reduces opportunities for unauthorised free flowing access throughout the buildings and reduces opportunities for burglary as well as the colonisation of the blocks by the homeless or persons wishing to deal drugs out of public view. Further details about the level of compartmentalisation and associated security can be found in the Secured by Design New Homes 2023 guidance document section 29 – see [www.securedbydesign.com](http://www.securedbydesign.com) for further details.*

*I am concerned to note that the lobby on each of the blocks houses the letter boxes for each resident. This is only acceptable if the postal delivery service has access to the block with a fob otherwise if the front door is left open it will be used as a place of shelter and/or congregation by non residents with all of the attendant nuisance and intimidation that brings with it. Our recommendation would be for external letter boxes which meet the requirements of TS009 standard.*

*All ground floor windows, flat entrance front doors and the communal entrance doors should meet the requirements of a 3rd party accredited security standard such as PAS24:2022 or similar.*

*The communal spaces offer the developer the opportunity to provide biodiversity on the site and anything more than that should be kept to a minimum. Seating and 'play opportunities' have the potential to create nuisance for the residents especially if they are used or abused by others in such close proximity to the bedrooms of residents. There is no real control over how they are used or by whom which can create nuisance and anti-social behaviour problems.*

(15.05.2024) Re-consultation was carried out with the Crime Prevention Officer in relation to additional information submitted by the applicant. The officer provided the following response:

- *The agent states that the installation of a barrier at the site entrance is not considered appropriate but does not detail why this is. Northamptonshire Police recommend that vehicular access to the site is secured with a drop arm fob controlled barrier and height restriction barrier to reduce the potential for the site*

*to be used for illegal encampments which would have an adverse impact on the residential amenity of the occupants of the dwellings and require police intervention. In addition, the site could be attractive as a free parking area for the retail park opposite and town centre, which could result in residents having difficulty parking within the site. If the design of the drop arm barrier is a concern, then the use of vehicular gates across this entrance would be an acceptable alternative.*

- *Thank you for confirmation that the pedestrian access onto Alexandra Road will be secured by a lockable gate. This gate should be slam to lock and included within the access control system at the site.*
- *We appreciate that the colonnade is a design feature of the scheme however this feature fronts onto the public domain in an area where anti-social and nuisance behaviour is evident. Experience tells us that covered corner areas such as this lead to inappropriate congregation, nuisance and anti-social behaviour as they provide large shaded areas to shelter out of the elements. They can also be a magnet for street drinking and colonisation by homeless persons. We strongly suggest that this is reconsidered. If retention of the colonnade is supported by the planning officer, then mitigating measures such as higher rated doorsets and windows, lighting and CCTV will need to be considered.*
- *Thank you for confirmation that the railings will be amended to sit flush with the front face of the wall. Please can this be shown on the amended plans.*
- *Thank you for confirmation that the bike stores will be constructed of brick and will be lockable with each resident having a key. These could be included within the access control system at the site. Recommend a condition requiring details of the bike stores.*
- *Recommend a condition requiring details of the audio visual access control system and compartmentalisation at the site.*
- *Recommend a condition requiring details of external letter boxes which meet the requirements of TS009 standard.*
- *As previously advised the communal spaces with seating and 'play opportunities' have the potential to create nuisance for the residents especially if they are used or abused by others in such close proximity to the bedrooms of residents. Please provide a management plan to detail how these areas will be managed. The potential for nuisance within these areas could be further reduced by gating the pedestrian and vehicular access into the site from Wood Street. This would ensure that only residents or resident's visitors could easily access the site, rather than the current situation whereby anyone can walk in.*
- *The security ratings for doors and windows in the commercial element of the building will be dependent on the retention or otherwise of the colonnade and we would like to comment further on this once we are clear what the final design is for this area.*

- *There are currently no details of lighting, and a lighting plan should be provided or conditioned - Lighting is required to illuminate all elevations containing a doorset, car parking and footpaths leading to the apartments. Overall Lighting Uniformity (Uo) levels should be no lower than 0.25. External public lighting should be mast mounted white lighting with dusk till dawn sensors. Bollard lighting is not appropriate as it does not project sufficient light at the right height making it difficult to recognise facial features and causing an increase in the fear of crime. PIR lighting is not recommended as this causes pools of very bright light and contrasting very dark areas, can increase the fear of crime and cause neighbour disputes.*

7.8 Anglian Water- (16.11.2023) No objection. In summary Anglian Water confirms that –

- There are assets owned by Anglian Water or those subject to an adoption agreement within or close to the development boundary that may affect the layout of the site.
- The foul drainage from this development is in the catchment of Corby Water Recycling Centre which currently does not have capacity to treat the flows the development site. Anglian Water are obligated to accept the foul flows from the development with the benefit of planning consent and would therefore take the necessary steps to ensure that there is sufficient treatment capacity should the Planning Authority grant planning permission.
- The sewerage system at present has available capacity for these flows.
- The surface water strategy/flood risk assessment submitted with the planning application relevant to Anglian Water is unacceptable. Anglian Water would therefore recommend one condition related to surface water management strategy, if the Local Planning Authority is mindful to grant planning approval.
- The planning application includes employment/commercial use. To discharge trade effluent from trade premises to a public sewer vested in Anglian Water requires our consent. It is an offence under section 118 of the Water Industry Act 1991 to discharge trade effluent to sewer without consent. Anglian Water would ask that the following text be included within your Notice should permission be granted.  
*“An application to discharge trade effluent must be made to Anglian Water and must have been obtained before any discharge of trade effluent can be made to the public sewer.*

Anglian Water recommends that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of such facilities could result in pollution of the local watercourse and may constitute an offence.

Anglian Water also recommends the installation of a properly maintained fat traps on all catering establishments. Failure to do so may result in this and other properties suffering blocked drains, sewage flooding and consequential environmental and amenity impact and may also constitute an offence under section 111 of the Water Industry Act 1991.”

(16.01.2024) Anglian Water has provided a revised response confirming that the foul drainage from this development is in the catchment of Corby Water Recycling Centre that will have available capacity for these flows.

- 7.9 Lead Local Flood Authority (LLFA): (09.01.2024) The Drainage engineer advised that there is insufficient information available to comment on the acceptability of the proposed surface water drainage scheme for the proposed development.

(28.05.2024) Applicant has provided additional information to overcome concerns raised by the drainage officer. The officer have reviewed the submitted surface water drainage information located within *LLFA response on 9th January 2024 and Flood Risk Assessment and Drainage Strategy, Hexa ref: 600584 Date: 9th June 2023, Revision: V02 produced by Hexa Consulting*, and considered that further information is required to fully assess the proposal.

(05.09.2024) Further re-consultation has been carried out in relation to additional information provided by the applicant. The drainage officer reviewed the applicant's submitted details located within LLFA response on 28th May 2024, Applicant's Response to LLFA on 12th June 2024 and Flood Risk Assessment and Drainage Strategy, Hexa ref: 600584, Revision: V03, updated on 11.06.2024, produced by Hexa Consulting and advised that there is sufficient information available to comment on the acceptability of the proposed surface water drainage scheme for the proposed development.

They have suggested a planning condition to control the impacts of surface water drainage at this stage.

- 7.10 Ecological Advisor: (06.01.2024 and 07.06.2024) Council's Ecological Advisor requested additional information in relation to potential bat roosting and BNG package to fully assess the proposal.

- 7.11 Place Shaping Services: (28.11.2023) Place Shaping Services was consulted in relation to the urban design aspects of the proposed scheme, including how the site fits in with its context, setting and surroundings as well as a review and commentary on the scale of the proposals as per the application. The Design Officers concluded their comments as follows-

*In summary, whilst there are improvements to the scheme towards the layout and landscaping strategies in comparison to the previous submission, there are still a number of strategies that require further review and justification in order to progress the design. Our judgement is that the proposals need to clearly justify the maximum allocation of 150 dwellings on this site is achievable in design terms, given the scale and massing relative to the context.*

*A clear justification behind the proposed massing strategy is required to ensure the suitability of the proposed apartment units and existing character of the street is largely unimpacted. Additionally, there is potential to think more creatively in terms of massing to reduce the scale of the built form, such as recessed top floors with alternative materials, which would significantly enhance the quality of design and tie into the aspirations of a contemporary approach for Corby town centre.*

*Finally, there appears to be an overemphasis on apartments at the expense of other topologies such as housing, which could further reduce the large courtyard to more intimate spaces.*

(28.05.2024) Further consultation has been carried out in relation to the revised plans and documents. Place Shaping Services has provided the following observation-

*Following on from engaging in multiple design discussions and letters with the applicant team, it is clear that the major points of design interest have been addressed wherever possible within the amended proposals.*

*From the most recent design response issued, it was suggested to explore opportunities to frame the entrance vista from Wood Street with more ground floor fenestration on each public facing façade of the apartment blocks. It is clear this has been achieved on PH1 and PH2.1, with the relocation of the internal bin storage facing the internal courtyard, as opposed to the main entrance, within PH2.1. This has helped to provide a better framed approach into and out of the new development. Whilst the bin storage in PH2.2 has remained in its position, at the end of the entrance view into the site, there are still opportunities to provide surveillance and overlooking from the upper-level window openings.*

*Additionally, the increase in dual aspect units to the third and fourth floors are commended, with the addition of obscured windows to the elevations of the end units on each block.*

*As a result, we are satisfied to support this scheme from an urban design perspective.*

- 7.12 Tree Officer: (07.11.2023) No objection. Tree officer provided the following observations:

*I agree with the reasoning behind removing the majority of the existing trees within the site, and the methodology for protecting those to be retained. The trees for removal, are mostly of poor quality and would interfere with any practical development proposal. Also, the landscaping plan shows a greater number of more suitable species/locations and some green spaces within the development.*

*Therefore, from a soft landscaping perspective, I would have no objection to the proposed development.*

- 7.13 Northamptonshire Key Services (Education, Libraries, Broadband):

(13.11.2023) The key services section was consulted in relation to the proposed scheme.

The officer has recommended the following s106 contributions:

- If there is a lack of capacity identified for Early Years, a s106 contribution of £133,591 would be required, based on the dwelling mix.
- A Primary Education contribution of £213,685 will be required, based on the dwelling mix.



- A s106 contribution towards Secondary Education of £94,638 will be required, based on the dwelling mix.
- A Libraries Contribution of £21,505 is required, to contribute towards the improvement, enhancement or expansion of Library facilities to serve the development.

7.14 Northamptonshire Fire & Rescue Service (NFRS): (05.03.2024) Northants Fire and Rescue Services provided the following comments:

- The minimum width of the roads should be 3.7m.
- Any turning circles between kerbs should be 15.7m.
- It is noted that there is a turning head provided in between spaces 06 and 07, this is required as the dead end access route appears to be greater than 20m.
- The road carrying capacity should be a minimum of 15 tonnes to accommodate a Northants Fire and Rescue Service pumping appliance.
- Access to the furthest point of any building from the road should be no more than 45m.
- No comment can be made regarding the internal layout until the Building Regulations consultation stage.
- If the highest habitable storey level is 18m or above then the submission will have to go through the Building Safety Regulator.

(19.09.2024) Applicant has provided a swept path assessment along with the confirmation that the pavements carrying capacity will be as required for a fire tender. Fire Officer has assessed the submission and confirmed that there are no further comments or objections from Northamptonshire Fire & Rescue Service (NFRS).

7.15 Corby Town Council: No comments received.

7.16 Neighbours/Responses to Publicity

Letters were sent to 89no. neighbouring units. LPA has received 22 letters of objection from neighbouring residents at the first round and 21 letters of objection along with an MP objection at the second round. The issues raised are summarised below:

- Against planning policy
- Planning contribution
- Risk of creating a precedent
- Overdevelopment of the site
- Overbearing and oppressive impact due to proposed buildings height
- Loss of privacy/overlooking
- Loss of sunlight and natural light
- Size and Scale
- Highway safety
- Increased traffic and parking related impact within the area
- Potential pollution during the demolition and construction period
- Visual impact and out of keeping with the established neighbourhood
- Impact on the existing trees near the eastern boundary
- Increased risk of flooding

- Impact on local services and emergency vehicles due to increased traffic and congestion
- Air pollution
- Noise pollution
- Odour impact
- Light pollution
- Potential nuisance due to Heat Pump

MP for East Corby and East Northants

- Concerns about design height density of population light pollution, traffic and impact on local amenities and infrastructure
- Parking provision and allocation and parking management concerns
- Noise intrusion not properly assessed

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

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### 8.1 Statutory Duty

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

### 8.2 National Policy

National Planning Policy Framework (NPPF) (2023)

2- Achieving Sustainable Development

5- Delivering a Sufficient Supply of Homes

8- Promoting Healthy and Safe Communities

9- Promoting Sustainable Transport

12- Achieving well-designed places

National Planning Practice Guidance (NPPG)

National Design Guide (NDG) (2019)

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

Policy 1 – Presumption in Favour of Sustainable Development

Policy 3 (Landscape Character)

Policy 5 (Water Environment, Resources and Flood Risk Management)

Policy 7 (Community Services and Facilities)

Policy 8 (North Northamptonshire Place Shaping Principles)

Policy 9 (Sustainable Buildings)

Policy 10 (Provision of Infrastructure)

Policy 12 (Vitality and Viability of the Town Centre)

Policy 19 (Delivery of Green Structure)

Policy 28 (Housing Requirements)

Policy 29 (Distribution of New Homes)

Policy 30 (Housing Mix and Tenure)

### 8.4 Part 2 Local Plan (P2LP) 2021

Policy 1- Open Space, Sport and Recreation

Policy 6- Green Infrastructure Corridors

Policy 12- Custom and Self-Build

Policy 15- Specialist Housing and Older People's Accommodation

Policy 22- Regeneration Strategy for Corby Town Centre  
Policy 24- Corby Town Centre Redevelopment Opportunities  
Policy TC3 – Former Co-Op, Alexandra Road

NNC Local Highway Authority Standing Advice for LPAs 2016  
NNC County Council Local Highway Authority Parking Standards 2016  
NCC Planning Out Crime SPD 2023  
Joint Planning Unit SPD 2009  
Technical Housing Standards National Space Standards 2017  
Corby Planning Obligations SPD 2017  
Creating Sustainable Communities Planning Obligations Framework 2015

## **9. Evaluation**

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The key issues for consideration are:

- Principle of Development
- Layout, Design and the Effect on the Character and Appearance of the Surrounding Area
- Neighbouring Amenity
- Housing Supply
- Standard of Accommodation
- Access and Parking
- Flood Risk and Drainage
- Ecology
- Planning obligations

### **9.1 Principle of Development**

9.1.1 Section 38(6) of the Planning and Compulsory 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:

9.1.2 Policy 1 of the North Northamptonshire Joint Core Strategy (JCS) 2016 outlines the presumption in favour of sustainable development that is contained within National Planning Policy Framework (NPPF) 2023, and that the Local Planning Authorities should be taking a positive and proactive approach to applications as a result.

9.1.3 Policy 7 of the North Northamptonshire Joint Core Strategy (JCS) 2016 supports the retention and enhancement of open space, allotments, playing fields and other sports and recreation buildings and land, which are identified as key community assets. P2LP Policy 1 requires new developments of 10 or more dwellings to provide new or improved open space, sport and recreational facilities in accordance with the latest Open Space, Sport and Recreational Facilities Assessment to meet the needs arising from the development. Where possible new open spaces, sports and recreational facilities should be linked to

the wider green infrastructure corridor network to encourage physical activity, social cohesion and promote healthier and more active lifestyles.

- 9.1.4 Policy 12 sets out the requirements for supporting the vitality and viability of the town centres in North Northamptonshire, which include securing and maintaining a vibrant mix of retail, employment, leisure and cultural facilities and supporting the provision of additional residential uses. The site is within the main town centre of the growth town of Corby, which is identified within the adopted North Northamptonshire Joint Core Strategy (JCS, 2016) as the focus for infrastructure investment and higher order facilities to support major employment, housing, retail and leisure development.
- 9.1.5 Policy 24 within the submitted Part 2 Local Plan (P2LP) for Corby identifies this site as one of four mixed use redevelopment opportunity sites within the town centre, which are expected to be the main locations for new development growth and contribute towards the provision of comparison shopping floorspace requirements as set out within JCS Policy 12. P2LP Policy 24 is accompanied by Policy TC3, which sets out detailed guidance for this site to provide a mixed-use development including a range of town centre uses and a policy compliant mix of around 150 dwellings to continue the positive transformation and regeneration of the town centre.
- 9.1.6 The above policy supports higher density development to maximise the town centre location and in doing so make the most efficient use of land; however, this should include innovative and contemporary proposals with high standards of architectural design to continue the regeneration and compliment the other modern buildings within the town centre.
- 9.1.7 The site is within an identified sub-regional green infrastructure corridor. JCS Policy 19 and P2LP Policy 6 seek to protect and enhance the identified green infrastructure corridors by ensuring new development does not compromise their integrity, and where possible new development should aim to provide connections to existing corridors.
- 9.1.8 JCS Policy 30 sets out the requirements for housing developments to provide a mix of dwelling sizes and tenures to meet current and forecast accommodation needs. P2LP Policy 12 seeks a proportion of serviced building plots to enable the delivery of custom and self-build housing to meet local demand on sites of 20 or more dwellings, subject to viability and the nature of the proposed development.
- 9.1.9 Policy 30 also encourages housing development for market and affordable housing to make provision to meet the specialised housing requirements of older households. P2LP Policy 15 requires developments of 50 or more dwellings to design a proportion of the housing specifically to meet the identified needs of older households and others with a need for specialist housing; subject to evidence of local need; the scale and location of the site; and viability.
- 9.1.10 The applicant has submitted a scheme for the erection of 150 dwellings (Use Class C3) and 2,165sqft of commercial floorspace (Use Class E) including external soft and hard landscaping, opens space provision, car and cycle parking, renewable energy provision and ancillary infrastructure.

9.1.11 The redevelopment of this key opportunity site within Corby town centre for a mix of residential and commercial uses is supported in principle as outlined within P2LP Policy TC3; however, there are a number of policy requirements which is considered in more detail in the following sections.

## 9.2 **Layout, Design and the Effect on the Character and Appearance of the Surrounding Area**

9.2.1 Chapter 12 of NPPF attaches great importance to the design of the built environment. It goes on to advise that good design is a key aspect of sustainable development, is indivisible from good planning and should contribute positively to make places better for people.

9.2.2 The site is within the main town centre of the growth town of Corby, which is identified within the adopted North Northamptonshire Joint Core Strategy (JCS, 2016) as the focus for infrastructure investment and higher order facilities to support major employment, housing, retail and leisure development.

9.2.3 JCS Policy 8 advocates developments to create local character by responding to the site's immediate and wider context and local character to create new streets, spaces and buildings which draw on the best of that local character without stifling innovation.

9.2.4 Policy 12 - Town Centres and Town Centre Uses of the JCS stipulates that the vitality and viability of the town centres in North Northamptonshire will be supported through the provision of well-connected places – particularly focused on connections to the centre through the use of street and green space connections. The Policy also states that town centres are required to have a mix of uses – with services and jobs located where people can get to them easily, including by foot, bicycle and public transport and that town centres will provide streets for all which are designed to be safe, pleasant, lively and characterful.

9.2.5 P2LP Policy 24 is accompanied by Policy TC3, which sets out detailed guidance for this site to provide a mixed-use development including a range of town centre uses and a policy compliant mix of around 150 dwellings to continue the positive transformation and regeneration of the town centre.

9.2.6 Policy TC3 defines the site as being allocated for around 150 dwellings and outlines that applications on this site should take account the following key principles:

- *Include a range of appropriate town centre uses;*
- *Layout and density maximises the town centre location;*
- *Provision of flats or apartments with varying heights that complements the surrounding mix of uses. A scheme involving the stepping down of building blocks from the south-western corner towards the eastern boundary would be welcomed in design terms to minimise the impact on neighbouring residential properties;*
- *High quality architectural design;*
- *Proposals should improve the overall appearance of The Site, in particular fronting Alexandra Road;*

- *Connectivity within and beyond The Site is of key importance, particularly links to the town centre with connected from this site to the Cube;*
- *Proposals should consider incorporating innovative solutions such as basement parking or deck parking;*
- *Proposals should maximise opportunities for biodiversity enhancement and habitat connectivity by improving green infrastructure links to the nearby Hazel and Thoroughsale woodland;*
- *Noise attenuation measures due to proximity to neighbouring commercial uses and Alexandra Road.*

9.2.7 The current proposal introduces mixed use development within the established context and endeavours to create a sense of place. The details for the residential elements are as follows:

<b>Type</b>	<b>Size (sq.m)</b>	<b>Total</b>
1 Bed Flats	40.34- 57.90	73
2 Bed Flats	61.30-81.64	76
3 Bed Flats	99.00	1
		<b>150</b>

9.2.8 Overall, the site layout is positive. The above mixes will enable the site to offer a range of unit sizes, from 1 to 3 bed apartments. This will ensure that the development is accessible to all users and will offer a range of property sizes to attract a range of demographics to the live at the site. The approach to the architecture, and in identifying the principle of reflecting the traditional building materials in a modern idiom which will allow the development to sit comfortably within its surroundings. The submitted Design and Access Statement demonstrates how the proposed contemporary design and style of the development is complementary at the Alexandra Road site.

9.2.9 The proposal comprises three blocks, the main block (PH 1) facing Alexandra Road, wraps around Wood Street, providing character to the streetscene with its prominent corner of six storeys high and stepping down to up to two/three storeys at the ends. The second block (PH 2.1) follows the main block along Wood Street creating a gateway entrance to the site. The third block (PH 2.2) is located in front of the mentioned gateway also stepping down to three storeys on its end near the existing dwellings to the east of the site, this block divides the internal courtyard into two different spaces providing surface parking, amenities, and green areas in both. The main building also consists of a commercial unit at ground level located in the main corner.

9.2.10 The proposed blocks of flats are located to south-east corner of the site. The proposals are for up to six storey buildings fronting Alexandra Road and gradually steps down to 3-2 stories to the eastern part of the site. The DAS demonstrates that a height analysis of buildings in the vicinity has been carried out and it is considered that the approach to height is sound, with the lower height elements proposed for the most sensitive edges and the tallest on the key prominent corner location. This aligns with earlier design comments at the pre-application stage. This height represents an acceptable transition between the commercial buildings to the west (on the other side of Wood Street) with 2 storey dwellings to the east, on Richmond Road.

9.2.11 This site is a sustainable location suitable for higher density development. Density is an indicator of the scale and intensity of a development. Higher density involving a tall building, places greater emphasis on the environmental quality for new and existing residents, compatibility with the existing character of the area and transport impacts.

9.2.12 Policy 24 (in line with the NPPF) highlights that development must make the best use of land by following a design-led approach that optimises the capacity of sites, particularly small sites like this (Policy TC3), through careful consideration of issues such as form and layout, appearance, alongside consideration of quality and character.

9.2.13 In terms of materials, limited palettes are proposed to enhance the contrast between the different masses in the development. The variation in tones of bricks on the façade recesses, mainly dark brick for the ends and central elements and buff for the predominant areas, creates an increase sense of depth and contrast in the elevation. Canopies, railings, and joinery will be painted in grey for contemporary look.

9.2.14 The Applicant's Design and Access Statement (DAS ) states that the roofs will be utilised to allow for on-site renewable electricity generation, provided in the form of photo voltaic panels which will be able to feed into the landlord's supply and/or be exported to the grid. High-efficiency air source heat pump compounds, supplemented by the above-mentioned PV panels, will also be installed in the roof. Some of the roof area is proposed as green roofs for an enhance on-site biodiversity.

9.2.15 Extensive consultation has been carried out with Place Shaping Services in regards to the proposed scheme. The following key amendments have been made-

- **Rebalanced proposed massing**-Changes to the massing of the three apartment blocks, which now transitions more sympathetically to the existing properties along Richmond Road, and steps down more gradually along the western boundary.
- **New bin storage location** – The bin stores in Phase 1 and Phase 2.1 have been relocated and replace with flats to provide a more attractive entrance to the site and better natural surveillance from Wood Street.
- **Dual aspect units** – The increase in dual-aspect units. The windows facing Richmond Road for the duel aspect units will be obscure glazed.
- **Rearranged North parking** – The parking moved to the north end of the site is a welcomed change to the layout, which allows PH2.2 to be surrounded by green spaces and create a more suitable domestic setting to the block.

9.2.16 Urban Design Team has confirmed in their final response that the proposals have moved in a positive direction, where it is clear how their minor comments made from previous responses and discussions with the design team have been taken on board and implemented into the scheme wherever possible. As a

result, the Urban Design Team supports this scheme from an urban design perspective.

9.2.17 It is considered that the revised proposal generally accords with Policy 8 and Policy 12 of the JCS as well as Policy TC3 which stipulates the requirements to be considered for any development at this site.

### **9.3 Neighbouring Amenity**

9.3.1 Policy 8 of the Joint Core Strategy stresses the need for the protection of amenity of neighbouring occupiers. Chapter 12 of the NPPF 2023 requires new development to provide a good standard of amenity for all existing and future occupants of land and buildings. The submitted DAS has demonstrated how the proposed scheme has been carefully designed to minimise the impact upon the adjacent properties, particularly to the residential properties along Richmond Road with the highest element of the development positioned to the south-west corner of the site.

9.3.2 Neighbours concerns regarding the prospect of overlooking and loss of privacy from the development are noted but not considered likely to give rise to significant adverse impacts. The blocks of Phase 1 and 2.2 have been set off the eastern boundary by between approximately 5 and 10 metres. The residential separation distances exceed 29m to the nearest neighbouring property on Richmond Road. Therefore, the proposed development would achieve acceptable separation distance and be partially screened by the existing tree belt (which will be further enhanced) along the eastern boundary.

9.3.3 No habitable room windows are proposed in the elevations nearest the eastern boundary and so the proposed development would not result in any unacceptable levels of overlooking or loss of privacy.

9.3.4 The applicant's submission analyses the impacts in regard to loss of light having regard to the NPPF, NPPG and local policy, BRE guidance and the character of the area and site. It has been demonstrated through the shadow studies that the proposed development would not cause any significant shadowing of the rear gardens of the properties in Richmond Road. Due to the level of separation between the proposed development and Richmond Road properties, the neighbouring residents will not have any loss in daylight or sunlight from the proposed development. Overall, there will be no significant levels of shadowing beyond that already experienced by the occupiers.

9.3.5 It is considered that the assessments, for existing neighbours and proposed occupants, are that the impacts of development are generally within acceptable limits.

9.3.6 Overall, this development will not give rise to a significant unacceptable loss, or the perception of loss, of privacy or amenity between existing and proposed residential accommodation. Furthermore, the relationship between the proposed built elements of the scheme is considered to be acceptable in planning terms in its amended form.

9.3.7 The proposal is therefore considered to be in accordance with Policy 8 of the Joint Core Strategy in terms of neighbouring amenity and acceptable.



## 9.4 Residential Amenity

- 9.4.1 In terms of standards of accommodation, Policy 30(b) on Housing Mix and Tenure from the North Northamptonshire Joint Core Strategy (2016) emphasises that the internal floor area of 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. In both affordable and market sectors, adaptable housing designs will be encouraged in order to provide flexible internal layouts and to allow for cost-effective alterations (including extensions) as demands and lifestyle changes. The proposed scheme is in accordance with the National Space Standards.
- 9.4.2 In terms of the residential amenity of future occupiers, the site would provide communal areas to foster interaction between residents and each apartment would have its own private amenity space. The courtyards will also enable the retention of existing vegetation and new trees will be planted.
- 9.4.3 In terms of privacy, protective railing and/or planting is proposed to the front of the units which have direct access to the street and courtyard area in order to ensure privacy and reducing the risk of theft/property damage. The pedestrian access onto Alexandra Road will be secured by a lockable gate.
- 9.4.4 Appropriate lighting strategy will also improve community safety and design-out crime. Crime Prevention Officer has assessed the scheme and suggested that lighting is required to illuminate all elevations containing a doorset, car parking and footpaths leading to the apartments. Overall Lighting Uniformity (Uo) levels should be no lower than 0.25. External public lighting should be mast mounted white lighting with dusk till dawn sensors.
- 9.4.5 Planning conditions related to access control, lighting strategy, open space management plan, details for letter boxes and bike stores have been suggested to ensure high-quality and secure environment.
- 9.4.6 Overall, the proposal provides acceptable amenity and environmental standards and can therefore be concluded to accord with Joint Core Strategy (2016), Part 2 Local Plan for Corby (2021) and NPPF (2023).

## 9.5 Access and Parking

- 9.5.1 The application site benefits from existing vehicular access points on Wood Street along with a secondary access-only entry junction from Alexandra Road. The site consists of a vacant building, previously occupied by the Co-op, with a Gross Floor Area (GFA) of around 3,334sqm. It also includes 150 car parking spaces.
- 9.5.2 The proposed development will comprise 150 residential flats and a flexible commercial land use unit comprising 223 sqm approx. The existing vehicular access points on Wood Street and Alexandra Road will be closed, with the footway and full height kerbs being reinstated over the accesses. New vehicular access to the site is proposed via Wood Street only, which will comprise a dropped kerb vehicle footway crossover, with a six metres wide carriageway,

six metre bellmouth radii and two metres wide footway on both sides of the junction.

- 9.5.3 It is proposed that the internal street should comprise a shared surface that encourages safe pedestrian movement. There will be the potential for changes of surface to provide traffic calming opportunities that slows vehicular movement and provides a safer environment for pedestrians and cyclists. A turning facility is also illustrated, which will allow refuse and emergency vehicle access whilst providing access to additional parking.
- 9.5.4 In terms of pedestrian and cycle access, the provision of safe and direct routes has been made within the site. Submitted Design and Access Statement (DAS) demonstrates that the layout has been arranged as a clear and secure internal road, with pedestrian priority and shared surfaces ensuring a safer and more secure development through a low speed home-zone neighbourhood.
- 9.5.5 For the new dwellings, the scheme proposes 76 car parking spaces along with two disabled parking bays, 3 motorcycle spaces and 228 cycle parking spaces. The proposed car parking provision is substantially below Northamptonshire Parking Standards (2016), which would require 224 car parking spaces and 38 visitor parking spaces, a total of 262. However, the development is in a sustainable location in the Town Centre with emphasis placed on residents and visitors walking, cycling and using public transport (bus routes and Corby Station) and public parking areas. Therefore, a reduction on on-site parking provision is considered acceptable subject to an appropriate apportionment of parking spaces related to the mix of development.
- 9.5.6 The applicants' propose to make the car parking spaces available on a "first come first serve" license basis. The car parking spaces will be offered as an optional extra for each flat, and will be a fixed cost at the point of sale, so future occupiers will have the option to choose whether or not to buy a car parking space. This process will be managed through a Management Company. In the event there are unassigned spaces, then these would be retained by the applicant Glenrowan Homes and managed by its development Management Company. This way, the spaces can either be sold in the future should future occupiers require them, or rented out to plots on an annual basis with such rental income going to the Management Company.
- 9.5.7 No parking provision for the commercial unit is proposed. Highways Authority has assessed the scheme and raised no objection. It is considered that given the accessible location of the site which is adjacent to the Primary Shopping Area and associated parking provision, this would not cause significant pressure on the surrounding parking capacity. It is also understood that the commercial aspects of the site will be serviced from Wood Street.
- 9.5.8 The construction period would inevitably cause disruption and inconvenience to road users and residents living nearby. A Construction Traffic Management Plan (CTMP) is therefore necessary to mitigate adverse effects as far as possible. There are a number of conditions relating to access, car parking management and cycle storage, provision of Car Club bays and a Travel Plan. These are considered necessary in the interests of highway safety and in order to encourage sustainable travel choices.

9.5.9 The site is in a Town Centre location with access to amenities and public transport. As such, a reduced parking provision is considered appropriate in this case. Overall, the proposal is considered to be acceptable on highway safety and parking grounds in this case and therefore accords with Policy 8 and 15 of the Joint Core Strategy.

## 9.6 Flood Risk and Drainage

9.6.1 The applicant has submitted a Flood Risk Assessment along with a Drainage Strategy. Consultation has been carried out with Lead Local Flood Authority (LLFA) to resolve issues related to flood risk. Furthermore, Anglian Water and Environment Agency was also consulted in relation to drainage issue. No objection has been raised by the consultees and confirms acceptance of the submitted information at this stage of the application. However, recommends planning condition which will require submission of a verification report for the installed surface water drainage system prior to occupation.

9.6.2 Overall, the proposed development conforms to Policy 5 of the North Northamptonshire Joint Core Strategy (2016) as well as the National Planning Policy Framework (2023).

## 9.7 Ecology

An Ecological Appraisal of the Site has been submitted, following an Extended Phase 1 Habitat survey including initial observations of any suitable habitats for, or evidence of, protected species. The appraisal indicated that the site has low conservation value and therefore it is not deemed that the loss of the limited habitat on site would pose a constraint to development. However, the appraisal does make several recommendations for enhancements in terms of bird and bat boxes, planting native trees and shrubs and creating log piles. The proposal has incorporated the enhancement measures such as bird and bat boxes within the fabric of the building and planting native trees and shrubs.

Although no evidence of bat roosts were recorded by applicant in the existing building, it is considered that appropriately worded planning condition would be sufficient to control matters related to bird and bat roosting potential plus other safeguarding or enhancements measures.

## 9.8 Other Matters

- Nuisance during construction period: Should consent be granted, a Construction Traffic Management Plan would likely be conditioned. This would ensure that possible impacts that may arise from the works are appropriately identified, managed, and minimised.
- Impact on existing tree's: The applicant carried out a Topographical Survey which mapped the exact location of all trees within, and on, the boundary of the site. This, in turn, informed the Tree Survey and Constraints Plan. It is proposed that these trees will be retained, as shown on the submitted Landscape Plan.

## 10. Provision of Affordable Housing

- 10.1 Policy 1 states where a development otherwise acceptable but an independent viability appraisal demonstrate that certain policy standards cannot be achieved the Local Planning Authority will work with the applicant to consider alternative approaches to deliver the desired policy outcomes .  
Policy 30 in the JCS expects residential development on brownfield sites such as this to provide 30% affordable housing. There is no dispute that there is a considerable need for affordable housing in the Borough and that this need is increasing year on year. However, the policy makes clear that the proportion to be delivered is determined by viability. This accords with the NPPF and the Planning Practice Guidance, which indicates that it is up to the applicant to provide the necessary justification. The Planning Obligation SPD (2017) reiterates this principle and gives more detail of how viability assessments should be undertaken. A residual method of valuation was used for the proposal, in accordance with the Council's guidance.  
Financial Viability
- 10.2 A financial viability assessment (FVA) was submitted by the Applicant, and this was assessed by independent consultants (White Land Strategies Ltd (WLSL)) on behalf of the Council. Whilst the assessor did not agree with all of the inputs and variables, he came to the conclusion that the costs of the scheme would be significantly greater than the values. The Assessor has concluded the assessment as follows:
- *The Applicant's scheme as presented is considered unviable in relation to the full policy compliant contribution.*
  - *That the FVA shows no surplus available for S106 contributions or affordable housing when FVA benchmarks are adopted.*
  - *The assumptions are generally sound and reasonable and adjusted where different from expected benchmarks.*
  - *Sales values adopted are in accordance with comparable values.*
  - *Fees have been adjusted downwards as have external costs and abnormal costs.*
  - *Target profit is at a midpoint NPPF range allowance.*
  - *The BLV is reduced in the Residual Land Value target appraisals.*
  - *Profit would be reduced to enable the benchmark scheme to progress and only if land value is written off.*
- 10.3 Notwithstanding the viability position, after extensive negotiation with the Applicant they originally offered to provide 5% discounted market sales flats, which would be sold at a discounted rate of below 25% of market value. One of the reasons Applicant has considered this offer is because it would enable them to achieve a significant difference in values compared to affordable rent, which has implications on viability. Secondly, they have stated that registered providers will not be interested as this is below 10 units.
- 10.4 Further consultation has been carried out with Housing Strategy Services after Housing Officer referred to their original response where it was set out that the primary need for affordable housing is for affordable housing for rent. Discounted Market Sale does not effectively meet that need. Therefore, it is recommended that the applicant would contact Registered Providers to confirm if any would be interested in providing any affordable housing on site.

- 10.5 However, Applicant has requested Council to reconsider their previous offer for 5% discounted market sale. Further discussion with Council's legal and Housing team has been carried out. The Housing Officer has stated that the proposal for providing 7 units of discounted market sale does not meet the principal need for affordable housing for rent. As at the end of September 2024, North Northants Council currently has around 6,500 active applicants on its Keyways housing allocation Scheme. This is an increase of over 15% from the same period last year.
- 10.6 In the light of the above, Officers requested that if Applicant is unable to provide the affordable housing for rent (identified need for the Area) we consider that an equivalent financial contribution for affordable housing will be acceptable in this case to support urban regeneration and/or the creation of sustainable mixed and inclusive communities in accordance with the Policy 30 of the Core Strategy. The applicant has agreed to pay £210k for affordable housing as this amount translates as a financial reduction for 7no. one bed dwellings at 25% market sale discount to qualifying purchasers.
- 10.7 Whilst on the face of it such an offer is difficult to understand given the viability position, this type of development is a long-term investment project that does not necessarily expect to make immediate returns. In the circumstances it is reasonable to surmise that the Applicant was willing to take a long-term view.

## **11. Public Benefits of the Proposal**

### Housing Supply

- 11.1 The Council's housing land supply position is set out in the North Northamptonshire Authority's Monitoring Report (AMR) 2022/23 (June 2024) which confirms that the Council is able to demonstrate a five year supply of housing land. According to the above Report North Northamptonshire has 6.69 years housing land supply. The application site (TC3) has been identified as one of the four locations for new development growth within Corby Town Centre and is allocated for mixed-use redevelopment within Part 2 Local Plan for Corby (2021). This site is considered to have capacity for 150 dwellings. The application would make a significant contribution to the Council's housing targets.
- 11.2 It is considered that the proposed development utilises the site fully as the site is identified as being able to accommodate around 150 dwellings along with mixed use within the Part 2 Local Plan for Corby (2021).

### Other public benefits

- 11.3 The proposal would include a good quality communal amenity space.
- 11.4 The built development proposed along the Alexandra Road frontage would be a considerable visual enhancement to what exists at present. It would include

modern ground floor retail unit/s. This element of the proposal would provide an active frontage and contribute to the vitality and viability of the town centre.

- 11.5 The existing site is within the town centre but contributes little to the public realm. The proposal would open up the site and the residents could enjoy a landscaped courtyard area and a pedestrianised link to surrounding area.
- 11.6 The proposed development would generate employment opportunities during the construction period. In the operative phase the new occupiers would generate additional spend in the local economy.
- 11.7 Each of these factors would provide a benefit of moderate weight.

## **12. Planning Obligations Heads of Terms**

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### 12.1 Non-Financial Obligations:

- Provisions for the first occupying household of each unit to get a three-year pre-paid membership of Car Hire Company or similar (subject to further negotiation )
- Employment and Construction Training
- Mega-rider Bus Ticket provision

### 12.2 Financial Obligations:

- £210,000 towards the provision of off-site Affordable Rented Housing
- £150,000 towards Education Services Primary Secondary
- £5,000 Travel Plan Monitoring Fee to encourage/research alternative modes of travel to and from the development in view of the proposed lower provision of on- site car parking

Taking into account the viability outcomes, the above planning obligations would redress the planning balance in favour of a grant of permission subject to safeguarding planning conditions.

## **13. Conclusion**

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- 13.1 The proposed re-development would be acceptable in principle on this allocated Town Centre site. The scheme would provide an appropriate density of residential and commercial land uses that meet national space standards and provide adequate amenity space.
- 13.2 The proposal will deliver an acceptable level of place shaping and an optimal development of this allocated urban site. In summary it would not be prejudicial to the amenities and character of the area. The urban design of the scheme will create a high-quality sense of place that accords with the Council's development plan. It proposes a high quality, multi-storey building in a rational and well-planned form that has been analysed and scrutinised by the Council's external design group Place Shaping Services.

- 13.3 The site is expressly allocated in Part 2 Local Plan for Corby aiming to maximise the town centre location and to make the most efficient use of land. Having assessed the scheme against the relevant policies including Policy TC3 design principles and other material considerations as set out in, it is concluded the height of the corner element of the building (PH 1) will not give rise to a significant harmful adverse impact upon the surrounding the area.
- 13.4 Identified non-compliance with specific Development Plan Policies is satisfactorily balanced with the benefits of the development in complying with other key Policies of the Local Plan as listed above. It would secure the development of this allocated site to provide a high-quality scheme with commercial space, as well as environmental improvements.
- 13.5 Other matters, including amenity impacts, affordable housing, transport and resident parking concerns, environmental health, energy and s106 matters have been assessed and are considered to be acceptable. Objections from adjoining residents have been reviewed and carefully considered. However, on balance, these are not considered to outweigh the benefits of developing this brownfield site and recommending approval subject to safeguarding conditions together with mitigation secured through planning obligations as set out in this report.
- 13.6 Having established there are clear and substantial benefits, it is demonstrated that, taking the development plan as a whole, the Planning Balance and NPPF sustainability criteria officers are able to support this application.
- 13.7 It is therefore recommended that Planning Permission be granted subject to conditions and following completion of a s106 agreement as set out in the officer recommendation.

## **14. Recommendation**

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

## **15. Condition**

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

Reason: As required by Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development shall conform in all aspects with the plans and details shown in the application as listed below, unless variations are agreed by the Local Planning Authority in order to discharge other conditions attached to this decision:

- Site Location Plan, Dwg No.- CSC01 MCB ZZ ZZ DR A 0200, Rev-P1
- Site Plan, Dwg No.- CSC01 MCB ZZ ZZ DR A 0220, Rev-P5
- Boundaries and surfaces plan, Dwg No.- CSC01 MCB ZZ ZZ DR A 0221, Rev-P3

- Shadow Study-Spring Equinox, Dwg No.- CSC01 MCB ZZ ZZ DR A 0222, Rev-P1
- Shadow Study-Summer Solstice, Dwg No.- CSC01 MCB ZZ ZZ DR A 0223, Rev-P1
- Shadow Study-Autumn Equinox, Dwg No.- CSC01 ZZ ZZ DR A 0224, Rev-P1
- Shadow Study-Winter Equinox, Dwg No.- CSC01 ZZ ZZ DR A 0225, Rev-P1
- Shadow Study-Spring Equinox (Existing), Dwg No.- CSC01 MCB ZZ ZZ DR A 0226, Rev-P1
- Shadow Study-Summer Equinox (Existing), Dwg No.- CSC01 MCB ZZ ZZ DR A 0227, Rev-P1
- Shadow Study-Autumn Equinox (Existing), Dwg No.- CSC01 ZZ ZZ DR A 0228, Rev-P1
- Shadow Study-Winter Equinox (Existing), Dwg No.- CSC01 ZZ ZZ DR A 0229, Rev-P1
- Site Plan\_Proposed Levels, Dwg No.- CSC01 MCB ZZ ZZ DR A 0250, Rev-P1
- Ground Floor Plan, Dwg No.- CSC01 MCB ZZ 00 DR A 0300, Rev-P3
- First Floor Plan, Dwg No.- CSC01 MCB ZZ 01 DR A 0301, Rev-P2
- Second Floor Plan, Dwg No.- CSC01 MCB ZZ 01 DR A 0302, Rev-P1
- Third Floor Plan, Dwg No.- CSC01 MCB ZZ 03 DR A 0303, Rev-P2
- Fourth Floor Plan, Dwg No.- CSC01 MCB ZZ 04 DR A 0304, Rev-P2
- Fifth Floor Plan, Dwg No.- CSC01 MCB ZZ 05 DR A 0305, Rev-P2
- Roof Plan, Dwg No.- CSC01 MCB ZZ RF DR A 0306, Rev-P3
- Front Elevations\_PH1, Dwg No.- CSC01 MCB ZZ ZZ DR A 0500, Rev-P2
- Rear & Side Elevations\_PH1, Dwg No.- CSC01 MCB ZZ ZZ DR A 0501, Rev-P2
- Elevations\_PH2.1, Dwg No.- CSC01 MCB ZZ ZZ DR A 0502, Rev-P2
- Elevations\_PH2.2, Dwg No.- CSC01 MCB ZZ ZZ DR A 0503, Rev-P2
- Flat Types, Dwg No.- CSC01 MCB ZZ ZZ DR A 0600, Rev-P1
- Flat Types, Dwg No.- CSC01 MCB ZZ ZZ DR A 0601, Rev-P1
- Flat Types, Dwg No.- CSC01 MCB ZZ ZZ DR A 0602, Rev-P1
- Flat Types, Dwg No.- CSC01 MCB ZZ ZZ DR A 0603, Rev-P1
- Existing Plan & Elevations, Dwg No.- CSC01 MCB ZZ ZZ DR A 0605, Rev-P2
- Swept Path Assessment Fire Tender, Dwg No.- P22-2161\_FIGURE 3.2, Rev-A
- Design & Access Statement, Ref: CSC01-MCB-XX-XX-DA-A-0020-S3-P2, 26.06.2023
- Topographical Survey, Ref: GH-23-02-22-01, 23.02.22
- Accommodation Schedule
- Arboricultural Survey and Impact Assessment
- Air Quality Assessment, Ref: AQ\_assessment/2023/AlexandraRd, June 2023
- Ecological Appraisal, June 2023
- Energy Statement, Ref: 7/10074,
- Fire Statement Form, June 2023
- Flood Risk Assessment and Drainage Strategy, Ref: 600584, V03
- Drainage Strategy Plan, Ref:9200, P03
- Health Impact Assessment, June 2023
- Landscape Masterplan, Ref: GLY000301A,



- Noise Assessment, V-03
- Planning Statement, June 2023
- Preliminary Investigation Report, Ref: STV6066-R01, June 2023
- Statement of Community Involvement, June 2023
- Townscape Visual Setting Study, June 2023
- Transport Statement, Ref: TR/01 Rev.A, April 2024
- Viability Report and Appendices, June 2023

Reason: For the avoidance of doubt.

3. No works other than below ground works, groundworks and the erection of the lift/stair core(s) and structural frame, shall take place until sample panels of the external materials have been prepared on site for inspection and approved in writing by the Local Planning Authority. The sample panels shall include the proposed material, bond, pointing technique and palette (including roofing, cladding and brickwork) to be used in the development. The development shall be constructed in accordance with the approved samples, which shall not be removed from the site until completion of the development.

Reason: To ensure that the external appearance of the building is satisfactory in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

4. Notwithstanding the details shown on the approved plans, no works other than below ground works, groundworks and the erection of the lift/stair core(s) and structural frame, shall take place until drawings at 1:50 scale (including sections showing all external construction detailing) have been submitted to and approved in writing by the Local Planning Authority. The drawings shall include details of:

- a• The facade of the buildings including typical bay details
- b• Main entrances
- c• Balconies and terraces, including balustrades
- d• Roof and parapets including the detailed design of plant
- e• Windows and doors including service entrances
- f• Photovoltaic panels and flues
- g• Facade cleaning apparatus

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

Reason: To ensure that the external appearance of the building is satisfactory in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

5. Notwithstanding the details shown on the approved plans, no above ground development shall commence (excluding demolition and site clearance) until a scheme for soft landscaping has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

- Details of the trees, shrubs and other planting to be undertaken in all external amenity areas, including those at and above ground level
- Details of tree pits including underground structured cell rooting systems.
- A timetable for implementation

The landscaping scheme shall be carried out in accordance with the approved details and timetable.

Reason: To protect and enhance the character of the site and the area, and to ensure its appearance is satisfactory in accordance with Policies 3 and 8 of the North Northamptonshire Joint Core Strategy

6. Any trees, shrubs or other planting which, within a period of 5 years after planting, are removed, die or become seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To protect and enhance the character of the site and the area, and to ensure its appearance is satisfactory in accordance with Policies 3 and 8 of the North Northamptonshire Joint Core Strategy

7. Notwithstanding the details shown on the approved plans, no above ground development shall take place (excluding demolition) until a hard landscaping scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

- a• Details of materials to be used in areas of hard surfacing
- b• Details of proposed finished levels
- c• Details of means of enclosure, balustrades, screens and other minor structures
- d• Street furniture

The development shall be carried out in accordance with the approved hard landscaping scheme prior to the first occupation or use of any part of the development hereby permitted.

Reason: To protect and enhance the character of the site and the area, and to ensure its appearance is satisfactory in accordance with Policies 3 and 8 of the North Northamptonshire Joint Core Strategy

8. Before the development is first occupied or brought into use a Landscape Management and Maintenance Plan for the approved landscaped areas shall be submitted to and approved in writing by the Local Planning Authority. The Landscape Management and Maintenance Plan shall be carried out as approved and the amenity areas shall be retained for their designated purpose for the lifetime of the development.

Reason: To protect and enhance the character of the site and the area, and to ensure its appearance is satisfactory in accordance with Policies 3 and 8 of the North Northamptonshire Joint Core Strategy

### **9. Protection from Noise/Vibration**

The noise mitigation measures including ventilation arrangements outlined in the Noise Assessment revision 2.0 dated 4th April 2024 and in the letter to the planning department dated 20 June 2024 by Sav Patel of Lanpro shall be carried out in full before occupation of the residential units. Where the development is phased, any residential units identified as providing a noise barrier for other units shall be completed first. Following completion, no alterations shall be made to the approved structure of the units including roof, doors, windows and external facades, layout of the units or noise barriers without prior written approval from the Local Planning Authority.

Reason: In the interest of residential amenity

#### **10. Plant, Machinery and ducting systems**

Prior to the operation of the proposed commercial units, a noise impact assessment should be undertaken to demonstrate that noise from the commercial units will not negatively impact adjoining/nearby residential units. If identified as necessary, a scheme for the control of noise and vibration of any identified source i.e. plant (including ventilation, refrigeration, and air conditioning) or ducting system to be used shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interest of residential amenity

#### **11. Air Quality Mitigation Measures**

The air quality mitigation measures outlined in the Noise Assessment revision 2.0 dated 4th April 2024 and in the letter to the planning department dated 20 June 2024 shall be carried out in full before occupation of the residential units.

Reason: To ensure the development is in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

#### **12. Unexpected Contamination**

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

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

Reason: To ensure that risks from land contamination to the future users of the development and neighbouring land are minimised and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

### **Highways**

#### **Access**

13. Before the development is first occupied or brought into use the vehicular access shall be constructed and made available for use in accordance with the approved plans. These shall be retained for their designated purpose and the visibility splays shall be kept permanently clear of any obstruction over 0.6m high. The closure of the existing access and the proposed access works would be subject to audit by highways.

Reason: In the interests of highway safety in accordance with Policies 8 and 15 of the North Northamptonshire Joint Core Strategy.

14. Pedestrian crossing points must be provided at all new junctions consisting of two dropped kerbs and two tapered kerbs in accordance with the Local Highway Authority's requirements.

Reason: In the interests of highway safety in accordance with Policies 8 and 15 of the North Northamptonshire Joint Core Strategy.

#### Car Club bays

15. Details of the provision for Car Club bays shall be submitted to and approved in writing by the Local Planning Authority. The bays shall be provided in accordance with the agreed details before the development is first occupied or brought into use and shall be retained for their designated purpose thereafter.

Reason: To ensure the provision and availability of adequate parking in accordance with Policies 8 and 15 of the North Northamptonshire Joint Core Strategy.

#### Parking

16. Before the development is first occupied or brought into use space shall be laid out within the site to enable vehicles to be parked and turn so that they may enter and leave the site in a forward gear. Thereafter the parking and turning areas shall be retained for their designated purpose.

Reason: To ensure the provision and availability of adequate parking in accordance with Policies 8 and 15 of the North Northamptonshire Joint Core Strategy.

#### Cycle storage

17. Before the development is first occupied or brought into use details of the cycle storage facilities shall be submitted to and approved by the Local Planning Authority and thereafter shall be retained for their designated purpose.

Reason: To ensure the provision and availability of adequate cycle parking in accordance with Policies 8 and 15 of the North Northamptonshire Joint Core Strategy.

#### Travel Plan

18. Before the development is first occupied or brought into use a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall include details of an Information Pack to be provided to residents which details the availability and whereabouts of local public transport, sustainable transport links and the Car Club. The development shall thereafter be carried out in accordance with the approved details.

Reason: In order to deliver sustainable transport objectives including a reduction in single occupancy car journeys and the increased use of public transport, walking & cycling in accordance with Policies 8 and 15 of the North Northamptonshire Joint Core Strategy.

#### CTMP

19. No development shall take place including any works of demolition until a construction management plan or construction method statement has been submitted to and been approved in writing by the Local Planning Authority. The approved plan/statement shall be adhered to throughout the construction period. The statement shall provide for:

- a. Detailed work programme / timetable.
- b. Site HGV delivery / removal hours to be limited to between 10:00 – 16:00
- c. Supply of pre-journey information i.e. a map suitable in scale for printing on routeing and site restrictions to contractors, deliveries and visitors, demolition, excavation, construction and abnormal loads.
- d. Detailed plan showing the location of on-site stores and facilities including the site compound, contractor & visitor parking and turning as well as un/loading point, turning and queuing for HGVs.
- e. Breakdown of number, type, size and weight of vehicles over demolition & construction period.
- f. Details of debris management including location of wheel wash shown on plan, programme to control debris spill/ tracking onto the highway to also include sheeting/sealing of vehicles and dust management.
- g. Details of public impact and protection to include road, footway, cycleway and PRow. Details of TROs and road / footway / cycleway / PRow closures and re-routeings as well as signage, barriers and remediation.
- h. Public liaison position, name & contact details.
- i. Details of temporary construction accesses and their remediation post project.
- j. Provision for emergency vehicles.

Reason: In the interests of safe operation of the highway in the lead into development both during the demolition and construction phase of the development accordance with Policies 8 and 15 of the North Northamptonshire Joint Core Strategy.

## **Crime Prevention**

### Lighting Strategy

20. No above ground development shall take place (excluding demolition and ground clearance) until a lighting strategy for the external areas, including the new pedestrian link to Alexandra Road, has been submitted to and approved in writing by the Local Planning Authority. The approved lighting strategy shall be carried out before the first occupation or use of any part of the development and shall thereafter be permanently retained in accordance with the approved details.

Reason: To design out crime and promote the well-being in the area. In accordance with policy 8 of the North Northamptonshire Joint Core Strategy

### CCTV and Security

21. Before the development is first occupied or brought into use, the following details on or around the building and within the adjoining public realm, shall be submitted to and approved in writing by the Local Planning Authority:

- CCTV
- General external lighting
- Security lighting
- Access control measures for residential core entrances
- External letter boxes

The details shall include the location and specification of all lamps, light levels/spill, illumination, cameras (including view paths) and support structures including type, materials and manufacturer's specifications.

The details shall include an assessment of the impact of any such lighting on the surrounding residential environment and the environment of Corby Town Centre. Development shall be carried out in accordance with the approved details before the first occupation or use and shall be retained and maintained in accordance with the manufacturer's instructions for the lifetime of the development.

Reason: To design out crime and promote the well-being in the area. In accordance with policy 8 of the North Northamptonshire Joint Core Strategy

#### Open space management plan

22. A detailed Management Plan for the open space area/courtyards shall be submitted to and approved in writing by the local planning authority before it is first occupied. The Management Plan shall be carried out as approved and continue to operate for the lifetime of the development.

Reason: To design out crime and promote the well-being in the area. In accordance with policy 8 of the North Northamptonshire Joint Core Strategy

#### Internal amenity areas

23. Before any residential unit is first occupied the internal amenity areas shall be made available and thereafter be retained for their designated purpose.

Reason: To promote the well-being in the area. In accordance with policy 8 of the North Northamptonshire Joint Core Strategy

#### Biodiversity

24. Within 3 months of any above ground works (excluding demolition and ground clearance) in connection with the development hereby permitted, details of the measures including surveys for the enhancement of biodiversity on the site, a timetable for provision and a plan for future management, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out, retained and maintained in accordance with the approved measures.

Reason: To ensure that the development makes a contribution towards a net gain in biodiversity across the plan period, in accordance with Policy 4 of the North Northamptonshire Joint Core Strategy.

#### LLFA

25. No occupation shall take place until a Verification Report for the installed surface water drainage system for the site based on the approved Flood Risk Assessment and Drainage Strategy has been submitted in writing by a suitably qualified 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) 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.

### **Waste**

26. Before the development is first occupied or brought into use, details of the provisions for waste and recycling storage and a strategy for its management shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details and retained thereafter.

Reason: In the interests of the amenities to accord with Policies 8 and 15 of the North Northamptonshire Joint Core Strategy.

### **Permitted Development**

27. Notwithstanding the provisions of The Town and Country Planning (Use Classes) Order 1987 (as amended) or Article 3, Schedule 2 of The Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any order revoking and re-enacting those Orders with or without modification) the use of the commercial unit at ground floor level on the approved plans shall be restricted solely to uses falling within Use Classes E (Commercial, Business and Service) of the Town and Country Planning (Use Classes) Order 1987 (as amended).

Reason: To safeguard the amenities and character of the area and in the interest of highway safety and to accord with Policies 8 and 15 of the North Northamptonshire Joint Core Strategy.

## **16. Informatives**

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16.1 In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the Joint Core Strategy Adopted July 2016, Part 2 Local Plan for Corby, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.