

**North Northamptonshire Area Planning Committee
(Thrapston)
21 February 2022**

Application Reference	21/00966/REM
Case Officer	Peter Baish
Location	OP0038 TL0389, Cotterstock Road, Oundle, Northamptonshire
Development	Reserved matters: siting, scale, appearance and landscaping of 126 dwellings pursuant to 19/01327/OUT - Outline planning application for the erection of up to 130 dwellings with public open space, landscaping, sustainable drainage (SuDS) and vehicular access points from Cotterstock Road and St Peters Road. (All matters reserved except for site access) (Condition 1)
Applicant	Vistry Homes (East Midlands)
Agent	N/A
Ward	Oundle
Overall Expiry Date	27 th September 2021
Agreed Extension of Time	28 th February 2022

List Of Appendices

Appendix A – Decision notice for outline planning permission 19/01328/OUT.

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 three neighbour objections and an objection has been received by the Oundle Town Council and Glapthorn Parish Council.

1. Recommendation

1.1 That Reserved Matters Approval is GRANTED subject to conditions.

2. The Proposal

- 2.1 The proposal is for the approval of the reserved matters pursuant to outline planning permission reference number 19/01327/OUT for *'the erection of up to 130 dwellings with public open space, landscaping, sustainable drainage (SuDS) and vehicular access points from Cotterstock Road and St Peters Road. (All matters reserved except for site access)'* which was granted approval at the former East Northamptonshire Council's Planning Management Committee on 26th February 2020. The decision was released once the Section 106 Agreement was completed on 12th June 2020. Access was agreed at outline planning stage with the appearance, landscaping, layout and scale to be determined under this current reserved matters application. A copy of the outline planning permission is attached at Appendix A.
- 2.2 The application contains the following housing mix:

Market Housing

12 x 2 Bedroom
31 x 3 Bedroom
21 x 4 Bedroom
10 x 5 Bedroom

Total = 74 Dwellings

Affordable Housing

10 x 1 Bedroom
20 x 2 Bedroom
20 x 3 Bedroom
2 x 4 Bedroom

Total = 52 Dwellings

Self Build Plots

Total = 4 Dwellings

Overall Total = 130 Dwellings

3. Site Description

- 3.1 The site is located on the northern edge of Oundle and is approximately 6.7 hectares in area. The site is bounded to the south by the residential properties of St Peters Road and Oundle Rugby Club. To the west of the site are five residential properties which front Cotterstock Road as well as the primary school. To the north, west and east is open countryside. An electricity sub-station and sewerage treatment works are located north of the site and Snipe Meadows Local Wildlife Site is to the south-east, with the River Nene to the east, which runs in a north-south direction.

- 3.2 Existing public Right of Way footpath UF1 crosses through the eastern edge of the site. This edge of the site is also located within Flood Zone 2. The site is also located within the Nene Valley Nature Improvement Area (NIA). The Oundle Conservation Area is located approximately 900 metres south of the site and there are no Tree Preservation Orders within or immediately adjacent to the site.
- 3.3 The primary access onto Cotterstock Road was agreed by way of the outline planning permission. Conditions 24 and 26 of the outline approval deal with the proposed pedestrian and cycle crossing, right hand turn ghost island vehicular access junction and speed limit reductions secured via a Traffic Regulation Order (TRO). The full engineering and construction details of the continuation of St Peters Road into the site are secured via Condition 25.

4. Relevant Planning History

- 4.1 19/01327/OUT - Outline planning application for the erection of up to 130 dwellings with public open space, landscaping, sustainable drainage (SuDS) and vehicular access points from Cotterstock Road and St Peters Road. (All matters reserved except for site access) – APPROVED – 12.06.2020
- 4.2 19/00604/SCR - EIA screening opinion for proposed residential development of up to 130 dwellings – ANSWERED – 16.04.2019
- 4.3 14/01603/SCR - Screening Opinion request for development of the site - ANSWERED – 05.09.2014
- 4.4 06/01735/OHL - Erection of 11,000 volt overhead line on wooden poles – APPROVED – 19.09.2006

5. Consultation Responses

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

5.1 Oundle Town Council

Original comments received 22.07.2021:

Objection for the following reasons:

DELINEATION OF PARISH BOUNDARIES

As the site extends beyond the parish of Oundle and into the parish of Glapthorn the boundary between the two parishes needs to be immediately visually apparent and no properties should be constructed which straddle (either in terms of the dwelling or any garden with it) the parish boundaries.

SITE ACCESS

The site has proposed access from both Cotterstock Road and St. Peters Road. The original outline planning permission indicated that during construction all construction vehicles entering the site should do so from Cotterstock Road with appropriate safety works being put in place. This application suggests site

access during construction would be along St. Peters Road. This is unacceptable as it will have a significant adverse impact on the existing residential properties in St. Peters Road. Due to the number of properties on the stretch of road from the junction of St. Peters Road with New Road to the site without any off street parking there are a significant number of vehicles parked along the road which would make it difficult for construction traffic to use this road. There would be difficulties with the junction with New Road and the junction with Station Road. The plans for traffic calming measures in St. Peters Road prior to the proposed site access would be unsuitable for construction traffic and any traffic calming measures installed should only be put in place after all construction on site has been completed.

The proposed site access from St. Peters Road crosses land which is in the ownership of Oundle Town Council which has not given the developer permission to use it nor agreed to sell it to the developer.

Without access from St. Peters Road the scale of development proposed with all traffic entering or leaving from Cotterstock Road would be unsustainable. Even if there could be access from St. Peters Road any traffic calming measures should be located within the development so as not to impact existing properties in St. Peters Road and there should be no houses constructed on site in locations where any traffic calming measures would adversely impact them.

INFRASTRUCTURE

There should be no through road across the development enabling traffic to drive through the new development from the Cotterstock Road and join St. Peters Road or vice versa to prevent the development becoming a rat run.

Before construction starts on site the developer should install both a footpath from the development to link to the existing footpath in Cotterstock Road and a designated cycle way from the new development to the Glaphorn Road. There should be a further cycleway within the development linking it to St Peters Road.

There needs to be more publicly accessible green space within the development site and there should be a play are with suitable play equipment located within the development to be maintained by the developer or by a resident operated management company.

AMELIORATION OF ODOUR NUISANCE

65 No properties should be constructed in locations on the development where they would be adversely impacted by the water treatment plant and the developer should be required to adequately screen the water treatment plant from the development.

AMELIORATION OF NUISANCE FROM CONSTRUCTION

In addition to ensuring that no construction traffic accesses the site from St. Peters Road the hours of construction operation should be restricted to no more than 0800 to 1800 Monday to Friday (bank holidays and other public holidays

excepted) and on Saturdays from 0800 to 1300. There should be no construction works undertaken on a Sunday and no construction traffic should enter or leave the site on a Sunday for any reason.

IMPACT ON EXISTING DWELLINGS IN ST. PETERS ROAD AND COTTERSTOCK ROAD

There should be an adequate green screen in terms of trees and hedging between the development site and the existing dwellings bordering the site. Street lighting installed on the new development should be located so as not to adversely impact any existing dwellings.

The density of housing to be constructed bordering the existing dwellings should reflect the densities in the relevant stretches of St Peters Road and Cotterstock Road. The existing de facto right of way enjoyed by the existing properties in St Peters Road and linking to the public footpath should be maintained.

HOUSING DESIGN AND MATERIALS

To reflect the local vernacular some properties should be at least part constructed in stone particularly those visible from the proposed site entrance off Cotterstock Road. To ensure a diversity of street scenes it is important that there is a good variety of designs used and that there are not - as appears to be the case from the application - any areas where a single or very similar design of property is constructed.

Properties where only tandem parking is possible should not be permitted. All roads should be constructed to adoption standards and be adopted with no private roads/ cul de sacs.

It is essential that all new dwellings are built to the most energy efficient specifications possible and there should be appropriate planning conditions to ensure that this is achieved.

SOCIAL/AFFORDABLE HOUSING

There should be at least 40% social/affordable housing included within the development.

CONTRIBUTION TOWARDS SCHOOLING

Although the development site is located on the other side of the road to the state primary school it is unclear whether children living in that part of the development located in the parish of Glapthorn would attend this school or the Glapthorn primary school. On the assumption that there may be a significant number of children travelling to the Glapthorn primary school improvements should be made to the junction of Cotterstock Road and Glapthorn Road and to the footpath linking Oundle and Glapthorn.

FUTURE PROOFING

If it is possible, we would seek the imposition of conditions to cover two specific situations:

- a. A condition preventing any houses from being converted to become houses in multiple occupation
- b. A condition preventing the subsequent distortion of the housing mix by preventing extensions or alterations which increase the number of bedrooms to ensure that the supply of two and three bedroomed homes on the development in particular is not adversely impacted by such changes and remains constant in line with the original permission granted.

Further comments received 07.12.2021:

The council's response remains as originally submitted subject to the variations set out below.

DELINEATION OF PARISH BOUNDARIES

The revised application again fails entirely to recognise or reflect the fact that only part of the development site is located within the parish of Oundle with a significant part of the site located within the parish of Glapthorn.

SITE ACCESS

The revised application continues to have an access from St Peters Road wholly reliant upon access across land that is not in the ownership of the site owner but in the ownership of Oundle Town Council which has not agreed to make its land available for this purpose. The application continues to state that all construction traffic will access the site from St Peters Road which, even if it were available, is unsuitable for such use. Site access should be from Cotterstock Road. Subject to these points OTC welcomes the abandonment of the proposed traffic calming measures at the St Peters Road entrance to the development site.

INFRASTRUCTURE

While the new proposed road layout on the development site is an improvement and the council is pleased that the developer has recognised that a through 'rat run' from Cotterstock Road to St Peters Road and vice versa is undesirable the measures proposed will not alleviate the problem and the council continues to maintain that there should be no vehicular route allowing vehicles to travel through the site from Cotterstock Road to St Peters Road or vice versa.

The council notes and appreciates the green space improvements in the revised application and welcomes the inclusion of grassed verges and tree lining along the spine road (subject to the above).

AMELIORATION OF ODOUR NUISANCE

The council is not reassured by the developer's assertions in this connection nor by the extent of the works proposed to ameliorate the existing odour

nuisance which has continued to impact existing homes beyond the development site. The odour nuisance should be carefully monitored throughout the construction phase and beyond with further steps taken to deal with this issue if the nuisance persists.

AMELIORATION OF NUISANCE FROM CONSTRUCTION

It is insufficient to state that 'every effort' will be made to prevent construction traffic arriving at or leaving the site between 0800 and 0930 and 1500 and 1630. The council should impose a site construction plan which forbids such movements completely and must enforce it.

The construction plan's provisions with regard to noise nuisance suggesting that 'noise levels will be kept to a minimum' are inadequate as there is nothing to indicate what actual noise limits will apply nor how the noise emanating from the site will be effectively monitored during the hours of construction. The council should impose a site construction plan which deals robustly with this issue and must enforce it.

The council is concerned by the developer stating that there will be no impact upon footpath UF1 'once the works are complete' suggesting that during construction there will be an impact. Ideally there would be no impact at all upon the footpath which would remain open during the construction phase. The council accepts, however, that this might be impractical but the construction management plan should include a provision requiring the minimum disruption possible to the footpath with it being closed, if required, only for so long as there is no realistic alternative.

IMPACT ON EXISTING DWELLINGS IN ST PETERS ROAD AND COTTERSTOCK ROAD

The revised application fails to deal adequately with the issues highlighted in our original response.

HOUSING DESIGN AND MATERIALS

We welcome the greater diversity of house design proposed in the new application as well as other attempts to improve the visual appearance of the dwellings.

SOCIAL/AFFORDABLE HOUSING (HOUSING MIX)

The changes proposed to provide at least two single bedrooomed dwellings on the development is welcomed.

CONTRIBUTION TOWARDS SCHOOLING

The points made in our original submission are specifically repeated.

5.2 Cotterstock Parish Council

Comments received 09.08.2021:

I have looked closely at the 'reserved matters' detailed planning documents, and there is nothing here that gives us confidence that concerns about the scale and impact of the proposed development have been taken on board. This is a large development that is simply seeking to maximise density. The size of the construction phase will have a huge impact on our village, even before homes are occupied,

In principle, the village was very strongly opposed to the development and voiced these concerns at the planning stage. Although we cannot now fight the decision to give planning permission, even though we believe that the evidence for road safety and odour were deeply flawed, the residual concerns persist, and are not ameliorated by the detailed plans:

1. Exponential increases in traffic volume along the Cotterstock Road and the concomitant escalation of accidents at the Cotterstock crossroads, which - over the last 10 years - has become something of an accident black spot (including of course the overturning of a school bus) are not addressed in the detailed plans. The 'crash map' only shows three of these accidents, but there are many many more incidents and 'near misses'. It is only a matter of time before there are more serious accidents. <https://www.crashmap.co.uk>
2. The dangerous access point on Cotterstock Road, which although ameliorated by an extension of the 30 mph zone, remains very dangerous and potentially lethal; visibility is obscured. I do not believe that a highway specialist could have undertaken a site visit before agreeing this access point. As someone who walks, runs, cycles and drives this road regularly, I can sadly predict that, given the speed of oncoming vehicles using this road and the bend and dip in the road, serious road accidents are inevitable here.
3. Most of the development is in Glapthorn parish. Given that the ENC planning committee completely ignored the Glapthorn Neighbourhood Plan, it is vital that detailed planning considers the established wishes of Glapthorn Parish, that are set out clearly in these statutory requirements in that part of the development that sits in the parish boundary. The parish boundary should be marked on the plans.

The wider issue that we face in North Northants, is that in considering each planning application on its specific merits, we lose sight of the wider impact on the community and locality. Oundle simply does not have the infrastructure capacity to cope with these large developments that have been foisted on the town; the health centre is simply one example. Villages like Cotterstock are dependent on Oundle, and the sprawling town, traffic increases on narrow roads and through small villages, reflects a critical lack of strategic planning.

5.3 Glapthorn Parish Council

Comments received 30.07.2021:

The council objects to the application for the following reasons:

It is difficult to see that any aspect of the proposed developments complies with the vision for Glapthorn at the heart of its adopted neighbourhood plan which states:

Suitable developments will be accepted provided the village's linear character and its perimeters are protected, the current extent of separation from Oundle is respected and the total number of new homes accords with the community's wish for only modest and sustainable development.

Even though outline planning permission for residential development of the site has been granted the provisions of the Glapthorn neighbourhood plan should be applied as much as possible in considering the application for reserved matters.

In order to satisfy the examiner the neighbourhood plan had to be revised so as not to rule out residential development of the land in question falling within the parish of Glapthorn in view of the fact that although not allocated for residential development in the Rural North Oundle and Thrapston Plan the site was identified in that plan as one of two possible sites for future residential development in Oundle beyond the plan period. The site was not, however allocated for residential development in the Glapthorn Neighbourhood Plan as it was not required to enable the development needs of the village to be met in the plan period.

Housing objective 4 which deals with any development adjacent to the parish boundary with Oundle states that any such development:

- a. Must provide sustainable solutions to meet the housing and service needs of the market town and wider district.
- b. Must not encroach upon the physical and visual separation of Glapthorn village from Oundle.
- c. Must be consistent with any priorities for development identified in conjunction with Oundle Town Council.

This site was not included in the Oundle neighbourhood plan which was submitted for examination as OTC had allocated sufficient land for residential development in other areas of the town and, therefore, its residential development is at odds with objective 4c. It is clear that the housing and service needs of Oundle and the wider district do not require the development of that part of the site which is located in the parish of Glapthorn making its residential development at odds with objective 4a. The residential development of that part of the site located in Glapthorn parish is also at odds with objective 4b as this would result in a significant part of the village's housing stock would abut the parish boundary with Oundle and be wholly detached from the built environment of the existing village. It would also (if developed in accordance with the application for reserved matters) have a form entirely different to the linear nature of much of the village's current built environment.

To reduce conflict with the neighbourhood plan that part of the site lying within the parish of Glapthorn should have no housing constructed and should be kept as a green space and amenity land for that part of the site which is within the parish of Oundle. Certainly if it is to be developed at all it should be developed last and over a suitable time period consistent with housing objective 2 - to

support future residential development in a planned manner which respects the ability of the village to absorb change. It would be appropriate if there was any residential development of that part of the site located in the parish of Glapthorn that on the ground there was a clear demarcation between the two parishes and with no dwelling or their gardens straddling the current boundary between the two parishes of Glapthorn and Oundle.

A development on the scale proposed conflicts with objective 8 which requires the rural character of the parish to be retained. If built as indicated in the application for reserved matters that part of the residential development located in Glapthorn parish would be indistinguishable from the balance of the site located in the parish of Oundle and would have an entirely urban feel at odds with the existing and very predominantly linear built environment of the existing village.

The layout of that part of the proposed site which is within the parish of Glapthorn is in conflict with the objectives set out in policy 9 - to encourage small scale developments which are appropriate to the linear layout of Glapthorn village and to ensure that the rural character of the parish is maintained - and with housing objectives 1 and 3 (to support modest residential development which provides family homes, affordable housing for local people and a mixture of house sizes consistent with housing need and to encourage small scale developments which are appropriate to the linear layout of Glapthorn village and within the defined settlement envelope). In this context it should be appreciated that the defined settlement envelope principle of the Glapthorn neighbourhood plan cannot be applied due to the site's inclusion in RNOTP as a possible site for future residential development allocation.

The design of any dwellings sited within that part of the development site which is located in Glapthorn parish should comply with housing objective 5 (to encourage the design of new houses to reflect local materials and traditions as well as being environmentally friendly eco designs which maximise energy and resource efficiency) and policy 10 of the plan on housing design but it does not appear that they will do so. If there is any residential development of that part of the site which is located within the parish of Glapthorn then it should have at least 40% affordable housing and most if not all of the properties should be of three bedroom size or less to reflect the previously identified housing needs of the village.

If that part of the site located in Glapthorn parish is residentially developed then it is essential that the new properties are adequately screened from the water treatment plant and that the developer is required to incorporate into the development all practical measures to eliminate or at least ameliorate the effects of nuisance from odour. Restricting development to that part of the site which is located in the parish of Oundle and, therefore, is furthest from the water treatment plant would be appropriate.

There is concern that the residential development of the site will have a significant impact upon traffic movements into, out of and through the existing built environment of the village. Restricting development to that part of the site in the parish of Oundle would be likely to significantly lessen that impact. The principal reasons for increased traffic will be:

- a. Vehicles taking children to and from Glapthorn Primary School.
- b. Vehicles travelling to the various village amenities ie the church, the village hall, the Windy Spire pocket park and the playing field, outdoor gym and children's play area. Vehicles driving to work in Corby and points west which will not go through the centre of Oundle but go through upper Glapthorn.
- c. To mitigate the effects of increased traffic the developer should be required to address issues relating to traffic calming and speed awareness throughout the existing built environment of Glapthorn and on the road from Oundle to the existing village. Since traffic leaving the development for Glapthorn might travel via the Cotterstock Road the opportunity should be taken to address the issue of safety at the crossroads of the Southwick Road and Cotterstock Road in addition as this is a known accident blackspot. Further mitigation might be achieved by requiring the developer to include within the development a playing field, outdoor gym and children's play area thereby reducing traffic movements from the new development to those facilities in Glapthorn.

There is a concern that if residential development does take place on that part of the site located in Glapthorn parish it will result in more children from within the parish wanting to attend the Glapthorn primary school than there are places for them at the existing school. The developer should, therefore, be required to contribute to any required expansion of educational provision at the existing village primary school.

5.4 Northamptonshire Highways

No Objection subject the following comments/conditions:

Original Comments received 07.07.2021:

In respect of the planning application, the local highway authority (LHA) has the following observations, comments and recommendations: -

The site access arrangements from both Cotterstock Road and St Peters Drive require detailed General Arrangement layouts to be submitted for the LHA's review. The access onto Cotterstock Road shall require a Road safety Audit (RSA1) - the details and brief of which will require prior agreement with the LHA.

This proposed layout demonstrates private drives that contain more than 5 dwellings. It is NCC adopted policy to limit this number to 5 or less per private drive, this also includes parking locations for dwellings that may not be served from the private drive, please reconfigure to ensure that no private drive contains more than 5 dwellings or parking for more than 5 dwellings.

The applicant has demonstrated tracking that shows the pumping appliance overrunning the turning head and entering over private drives, this is unacceptable and all turning shall be contained within the proposed carriageway and not cross over public footways. Please request that the applicant reconfigure the layout to ensure all turning manoeuvres for public refuse vehicles are contained within the proposed highway.

All tandem drives should be in multiples of 5.5m lengths, this is to ensure that a driveway does not encourage additional vehicles to park and overhang the public highway. Please revise.

A dropped kerb for vehicular access should not exceed 11m in total without the presence of at least 1 full height kerb bringing the footway back up to a 1 in 33 fall in the interests of pedestrian comfort. Please revise.

To comply with the Northamptonshire Parking Standards (dated September 2016) all proposed parking spaces are required to be a minimum of 3m (W) x 5.5m (L). Please revise.

Please note that the LHA does not accept shared surfaces as through roads, please change these to be 5.5m wide with 2m service strips.

The LHA has concerns relating to junction visibility for plot 20, please review this access. The applicant is required to provide detailed plans of the proposed footway links on Cotterstock Road towards Oundle and also the proposed pedestrian crossing for the LHA to review. When changing to a shared surface street arrangement it is required that the adjoining footpaths continue 2m past the junction tangent point, the footway either side of the carriageway shall terminate inline.

Please show tracking of two large estate car vehicles passing each other on the south side of the development, the LHA has concerns that the proposed section of carriageway may be difficult for two vehicles to pass.

Planning Permission does not give or imply permission for adoption of new highway or to implement any works within the highway and / or a Public Right of Way.

The applicant is required to ensure that shared surface roads do not cross over into the shared footway /cycle way - this needs to be separated with a service margin included.

The LHA requires a detailed drawing showing the location of the proposed gullies for this development. The provided traffic calming plan that details the highway connection to St Peters Road would not be accepted due to the location that it is proposed, this is located too close to a junction/bend for the traffic calming to be efficient and is not supported due to the lack of traffic associated with this development for the feature to be beneficial in interests of road safety.

Further comments received 11.11.2021:

In respect of the above planning application, the local highway authority (LHA) has the following observations, comments and recommendations:

The site access arrangements from both Cotterstock Road and St Peters Drive require detailed. General Arrangement layouts to be submitted for the LHA's review. The access onto Cotterstock Road shall require a Road Safety Audit (RSA1) - the details and brief of which will require prior agreement with the LHA.

The applicant has demonstrated tracking that shows the refuse vehicle overrunning the turning head and crossing onto the service strips, this is unacceptable and all turning shall be contained within the proposed carriageway. Please request that the applicant reconfigure the layout to ensure all turning manoeuvres for public refuse vehicles are contained within the proposed highway.

The applicant is required to provide detailed plans of the proposed footway links on Cotterstock Road towards Oundle and also the proposed pedestrian crossing for the LHA to review.

Further comments received 06.01.2021:

General Arrangement:

- Whilst the access onto Cotterstock Road does not form part of this reserved matters application I can confirm that the access arrangements now have Technical Approval.
- Subject to technical approval the revised site plan is acceptable and broadly in accordance with adopted North Northants Standards and policies.
- All trees to be planted within the 2.5m wide private verges adjacent to the areas offered for adoption, shall be adoptable species with standard detail tree root barrier systems in place as per adopted LHA standards. The details will be subject to Technical Audit review.

Recommended conditions:

No development shall be commenced until an estate street phasing and completion plan has been submitted to and approved in writing by the local planning authority. The estate street phasing and completion plan shall set out the development phases and the standards that estate streets serving each phase of the development will be completed.

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

No dwelling shall be occupied until the estate street(s) affording access to those dwelling(s) has been completed in accordance with the Estate Street Development Plan.

Reasons: To ensure that the estate streets serving the development are completed and maintained to the approved standard, and are available for use by the occupants, and other users of the development, in the interest of highway safety; to ensure a satisfactory appearance to the highways infrastructure serving the approved development; and to safeguard the visual amenities of the locality and users of the highway,

Note The applicant is advised to obtain the written approval of the local highway authority for the details required under the above condition, prior to the submission of such details to the local planning authority in seeking to discharge the said condition. Such details, as may be submitted to the local highway authority, could be subject to technical and safety assessments / audits, which may result in changes to the layouts and alignments as shown on any indicative layout(s) approved by virtue of the planning permission. The applicant is advised that the local planning authority may reject details submitted to them for the discharge of the condition without evidence of technical approval from the local highway authority.

No development shall be commenced until details of the proposed arrangements for future management and maintenance of the proposed verge incorporating street trees within the development have been submitted to and approved by the local planning authority. The street shall thereafter be maintained in accordance with the approved management and maintenance details until such time as a private management and maintenance company has been established.

Note The applicant is advised that to discharge the above condition that the local planning authority requires a copy of a completed agreement between the constitution and details of a private management and maintenance company confirming funding, management and maintenance regimes.

No development shall be commenced until full engineering, drainage, street lighting and constructional details of the streets proposed for adoption have been submitted to and approved in writing by the local planning authority. The development shall, thereafter, be constructed in accordance with the approved details, unless otherwise agreed in writing with the local planning authority.

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

Note The applicant is advised to obtain a technical approval for all estate street details from the local highway authority prior to the submission of such approved details to the local planning authority to discharge the above condition of this consent.

Public Transport:

As per the discussion with Northamptonshire Bus and Rail team, the public transport requirements for this site included provision for one bus stop pole with a raised boarder and shelter therefore please revise details.

Construction Management Plan:

Please provide a Construction traffic routing plan to include tracking of largest vehicle to use this route.

5.5 Waste Management

Comments received 05.11.2021:

With regard to the above application waste are concerned that the swept path analysis shows the truck body overhanging the pavement on the hammerhead between plots 96 and 92 and to the north of plot 116. Waste would need to see the swept path analysis to include the manoeuvre between plots 31 and 38 as the truck would back up to service plots 32 - 37.

The collection vehicle will not enter a private driveway so the developer will need to show a suitable area of hardstanding for bin presentation.

Officer Comment:

Since the receipt of these comments suitable tracking plans have been submitted for a refuse truck and hardstanding bin presentation points have also been indicated on the submitted plans. These are considered acceptable. Waste Management has been consulted and any revised comments will be reported on the Committee Update Report.

5.6 Housing Strategy

We understand that the application is proposing 126 dwellings (and 4 self build plots) of which 52 (40% of total plots) will be provided as affordable housing. Under Policy 30 of the Joint Core Strategy, 40% of dwellings on major developments in Oundle must be provided as affordable housing as defined by NPPF.

We note that the affordable housing mix has been revised slightly and that instead of 8 x 1 bed 2p maisonettes (HT A11) and 12 x 2 bed 4p houses (HT A23), it is now proposed that there will be 10 of each of these type.

Our preference would be for the original tenure mix. We also commented that the bungalows should have a shower room, not a bath. At least one of the bungalows should be built to accessible homes standards (M4(2)) and be wheelchair accessible.)

This does not appear to have been taken on board. We also asked that the ground floor maisonettes be fitted with showers not baths as this would increase the accessibility options.

We also noted a concern that some of the parking for the affordable housing appears to be in a private drive. We would not wish to see this incur additional charges for residents. It is not clear in the revised plans whether this is still the case. We would need this to be clarified (along with the other points above) before we could support this revised layout.

5.7 Lead Local Flood Authority (LLFA)

There is sufficient information available to discharge Conditions 11, 12, 13 and 18 of 19/01327/OUT to which this application refers.

The developer will need to consult the Bedford Group of Internal Drainage Boards for consent for all works within 9m of an ordinary watercourse.

5.8 Environmental Protection

Thank you for consulting Environmental Protection on this reserved matters application for the development of 126 dwellings on this site. We have the following comments:

Condition 1

This agrees the general layout of the site. As per my comments under the pre-application enquiry Section 7.4.1 of the odour report submitted in support of 19/01327/OUT gives a standoff distance based on the odour modelling. This recommends a standoff distance beginning approximately 65m along the northern boundary of the site from Cotterstock Road, for approximately 165m, and extending approximately 45m into the proposed development. Can a plan be submitted demonstrating that no dwellings are proposed within the odour standoff boundary.

Condition 4 – Lighting

The applicant has submitted plans and reports in this respect which indicate the lighting scheme will meet various accepted guidance levels. There is a certain level of street lighting associated with existing residential development. My only concern is the lighting columns adjacent plot 37 and 55. With respect to the column by plot 37 light overspill is kept to a minimum. However, the light may cause dazzle and glare as the existing buildings are bungalows. This should not be such an issue for the column by plot 55. However, can this be referred back to applicant to see if any changes can be made to ensure there is no adverse impact.

Condition 29 - Construction Management Plan (CMP)

A fairly basic CMP has been submitted with some details on managing environment impacts during works. The compound will be sited in the northern section of the site and accessed immediately off the public highway. Away from existing residential development. Working hours are covered in sections 4.1 and 4.2 of the CMP. The working hours are not acceptable as per section 4.1 and this should be referred back to the applicant. It is noted there is no separate condition on the planning permission covering this. To ensure that residential amenity is preserved during the works no demolition or construction work (including deliveries to or from the site) shall take place on the site outside the hours of 0800 and 1800 Mondays to Fridays and 0800 and 1300 on Saturdays, and at no times on Sundays, Bank Holidays or Public Holidays

A sign should be placed in a highly visible position with contact details for the site should any problems arise so that members of public can contact them directly.

Further comments received 25.10.2021:

Thank you for consulting Environmental Protection on amended information submitted in support of this planning application on lighting and construction management.

Lighting

It would appear the layout and plot numbers has changed from the first lighting plan dated 23.06.21 to that dated 08.10.21. Plot 55 is now plot 32 and plot 37 is now plot 16.

A revised lighting EIA has been submitted and from section 5.0 there has been a reduction in the overall number of adoptable lighting columns from 31 to 28. Also private road lighting columns from 11 to 10. There has been no change to the lighting column 27A or 29B (now 32B) adjacent to plots 16(37) and 32(55). It is unlikely the proposed scheme will result in light pollution directly affecting existing properties but may alter existing, environmental lighting in the area.

Construction Management

The hours of work have been changed to 08.00 to 18.00 Mon-Fri, 08.00 to 13.00 Saturday and no working on Sundays and Bank/Public holidays. This is acceptable. There is no mention of a sign board with contact details for the site being placed in a prominent position so that members of public can contact them directly with any issues.

5.9 Rights of Way Team

No comments to make on this proposal as long as the Right of Way, UF1 is not obstructed once the works are complete. During the works the applicant may need to temporarily close the route.

They will need to email the Rights of Way team to make them aware and pay for a closure if that is to be the case.

5.10 Northamptonshire Ecologist

Comments received 23.07.2021:

I'm writing in response to your consultation on the above application for reserved matters at Cotterstock Road Oundle. I have a number of concerns with the documents submitted:

- The close board fencing specification (dwg SD-EXT-02 Rev C1) does not include the recommended hedgehog holes, and would not be able to deliver the 'hedgehog highways' outlined in dwg 477-SK-06 in the proposed CEMP.
- The proposed CEMP appears to have been submitted to discharge Condition 16 of the outline permission. However it does not include all the elements required by the condition wording, for example delineation of biodiversity protection zones, fencing plans and details on the timing

of works. Instead it includes rather more information than it should on biodiversity enhancement measures, considering that it is intended as a protocol document during construction.

- The proposed LEMP states that it was submitted to discharge part of Condition 9 of the outline, however Condition 9 relates to other matters. A LEMP is required under Condition 17, but the submitted document does not include all the information required and I am concerned that it doesn't seem to relate to the soft landscaping drawings.
- The proposed soft landscaping mixes (dwg JBA 21/122-01 Rev A) include a number of species which don't occur naturally in this part of the county and which I wouldn't want to see planted near Snipe Meadow LWS. These include *Populus tremula* (feathered trees), *Tilia cordata* (standard trees) and *Frangula alnus* (native buffer planting).
- The proposed native hedgerow mix doesn't include hawthorn and blackthorn: these two species should together comprise at least half of the mix to reflect a more typical wild hedgerow composition.
- Drawing JBA 21/122-01 Rev A also indicates that Schwegler 2F bat boxes would be installed in the locations identified on the detailed drawings (JBA/21/122-01 to -06). This model requires at least annual cleaning. I would recommend instead a self-cleaning model, several of which can be found in a similar price point and include the CJ Wildlife 'Beaumarais Woodstone Bat Box', the Vivara Pro 'Low Profile Woodstone Bat Box', the 'Eco Bat Box' and 'Improved Crevice Bat Box'. These are all available from the same supplier as the Schwegler 2F and in my view would be much more practical for homeowners.

Further comments received 09.11.2021:

I am satisfied that a net gain would be delivered if it's implemented. The LEMP will need to be able to deliver the net gain assessment targets so we'll need to make sure the two documents properly relate to each other. This doesn't seem to be the case for the LEMP-type document submitted with RM. I'd suggest they take it out of the RM application and leave it for a DOC as already conditioned on the outline.

But overall it's definitely good to see a net gain, especially in excess of the 10% which will be required when the Environment Bill is passed.

Further comments received 15.11.2021:

I'm writing in response to your consultation on the above application for reserved matters at Cotterstock Road Oundle. I very much welcome the specifications for the hedgehog highway (dwgs VIS-S-EX-D2-A-FC-0213, 0218 and 0219). I do still have some concerns about the soft landscaping and in particular the Schedule of Plants on the detailed hard and soft landscaping proposals (dwg JBA 21/122-01 rev B):

- *Tilia cordata* and *Populus tremula* still appear in the mixes and are not ecologically appropriate in this location.

- Native hedge mix 01 and sub-canopy mix B include both guelder rose *Viburnum opulus* and wayfaring-tree *V. lantana*. These prefer different soil regimes (wet and dry respectively), which suggests to me that one of them at least would not be likely to thrive over time and could need replacing. I think it would be prudent to design the soft landscaping for the site's soil conditions. I would suggest replacing one (likely *V. lantana*) with blackthorn.
- Native hedge mix 02 consists of 40% rose species, which is very high. While technically woody species, both dog and field rose have a rambling habit and in such high numbers I think would look quite leggy. I would suggest reducing both down to about 5% and making up the difference with hawthorn.
- The native buffer mix A includes alder buckthorn *Frangula alnus*, which as I stated in my 23 July comments is not naturally found in this part of the county and which I would not want to see planted so close to a Local Wildlife Site.
- The emergent wetland mix includes *Ranunculus lingua* which is not native to Northamptonshire and should be removed.
- The proposed woodland wildflower mix EW1 includes species not native to the county. There are no botanically 'ideal' mixes available for this location but I would accept EH1 here as it includes shade-tolerant species which are found in the area.
- I note that the proposed 2F bat boxes are still indicated on the drawing. As I've previously said, I do not think these are the most suitable for this application as they require annual cleaning. I would suggest self-cleaning models would be more appropriate and easier for homeowners.

The planting mixes strike me as overly complicated, and the 'natural' style plantings include species in proportions in which they would not naturally be found (for example, native hedgerow mixes should include 60-70% hawthorn and blackthorn).

Further comments received 10.01.2022:

No Objection

Changes have been made as requested above. I will be looking for a good LEMP (secured via condition 17 of the outline permission 19/01327/OUT) to ensure that amenity is maintained for the residents.

5.11 Wildlife Trust

Comments received 23.07.2021:

Thank you for the opportunity to comment on the above proposal. This proposal is close to Oundle Snipe Meadow Local Wildlife Site (LWS) and would be

directly linked to it by footpaths. It is, therefore, vital that impacts on the LWS are fully considered and mitigation provided prior to the development commencing. At present, we are not satisfied that this is the case and therefore object to the application.

The Ecological Impact Assessment (SA Environmental, July 2019,) which was provided for the outline application on this site (19/01327/OUT), recognised the ecological value of this LWS and the potential for development on this site to result in the degradation of the LWS as a result of increased recreational pressure. Oundle Snipe Meadow has been recognised as a LWS for its swamp habitat which is dominated by uncommon species and includes several species considered scarce in the county. Suitable management of the site is important to maintain its ecological interest. LWS are sites which are noted for their importance to wildlife by meeting a set of criteria and assessed by local experts. Many are also Priority Habitats, as included in Section 41 of the Natural Environment and Rural Communities Act, 2006.

The potential impact of this proposal on Oundle Snipe Meadow LWS is also recognised in the emerging East Northamptonshire Local Plan Part 2. Policy EN24, which covers development sites in Oundle, states that this proposal at Cotterstock Road should demonstrate a net gain in biodiversity and include a management contribution for Oundle Snipe Meadow.

Oundle Snipe Meadow LWS is also part of the Nene Valley Nature Improvement Area (NIA) which highlights the significance and opportunities in the wider area. As a result, any development proposal is expected to provide significant net gains in biodiversity and not to harm existing sites of value for nature conservation as included in the Part 2 Local Plan.

Unfortunately, we can find no evidence of any contribution to the management of Oundle Snipe Meadow in the S106 within the outline application or in this current reserved matters application. We do not agree with the Ecological Impact Assessment which concludes that onsite open space and other footpaths would be sufficient to prevent a degradation in the LWS due to an increase in recreational pressure. We have also not been able to find a clear biodiversity net gain assessment for the proposal. It is recommended that the DEFRA Biodiversity Metric is used to assess the scheme. Given its location in the NIA a net gain of 20% would be advisable.

Further comments received 11.11.2021:

We are pleased to see that the application is now accompanied by a biodiversity net gain calculation using the DEFRA Metric 3. This was one of our concerns in our previous letter dated 22nd July 2021. Other issues remain.

The Biodiversity Net Gain Assessment (ADAS, October 2021) used the proposed landscaping plans and previous survey work to indicate what net gain in biodiversity might be possible. It includes enhancing the small woodland area which is to be retained, seeding areas of the open space with wildflower meadow mixes, (including flowering lawns) and planting additional hedgerows. This indicates an increase of 17.48% may be possible for habitat units and an increase of 16.77% may be possible for hedgerow units. This is slightly less

than we would like to see within the Nene Valley Nature Improvement Area but in line with the Environment Act, 2021. It is, therefore, important that additional opportunities to enhance wildlife locally are taken.

It should be noted that achieving the biodiversity net gains that the metric indicates might be possible is dependent on the creation and then management of these habitats to achieve the stated target condition.

This should be included in a Landscape and Environment Management Plan (LEMP) which covers management operations, including monitoring, over a 30-year period. The production of a LEMP is condition 17 of 19/01327/OUT.

Our objection letter dated 22nd July 2021 also included concerns regarding the impact of this proposal on Oundle Snipe Meadows Local Wildlife Site. This remains a concern which, to our knowledge, is yet to be addressed.

5.12 Northamptonshire Police

No objection subject to the following recommendations:

- Secured By Design principles require communal gates which must be located as near the front building line as possible, be lockable and capable of being operable by a key from both sides. These need to be installed between plots 9/10, 13/14, 23/24, 27/28, 34/35, 59,60, 63/64, 73/74, 75/76, 79/80, 107/108, 109/110, 117/118, 119/120.
- Cycle Storage - Sheds/storage should be secured as per the guidance of Secured by Design and have installed inside a security certified cycle anchor.
- In addition to Building Regs AD'Q' (windows and doors certified to BS PAS24:2016, with third party certification for SBD) any side lights adjacent to doors (within 400mm), safety glazing and any easily accessible emergency egress windows with non-lockable hardware should include one pane of laminated safety glass meeting the requirements of BS EN 356:2000 class P1A (minimum). This will help prevent persons reaching through broken glazing to release any locking mechanism.
- Each dwelling elevation that contains a doorset must be lit (Low energy dusk to dawn luminaires are the most appropriate).

If the scheme is revised due to other consultees objections I ask to be re-consulted to reassess any designing out crime implications.

Further comments received 27.10.2021:

Many thanks for re consulting Northants Police with this revised application. Northamptonshire Police has **no formal objection** to the planning application in its present form other than to strongly suggest that the following recommendations are considered, which if implemented will reduce the likelihood of crime occurring.

- What is the space between plots 9 & 10? It appears to be communal land but accessed via private drives. This could be an area which generates anti-social behaviour or neighbour disputes and should be divided between the two plots. *Officer Comment – This area of space is for access to a drain.*
- SBD principles require communal gates which must be located as near the front building line as possible, be lockable and capable of being operable by a key from both sides. These need to be installed between plots 50/51, 61/62, 63/64, 92/93, 94/95, 119/120 & 121/122.
- Cycle Storage ref the Vistry Group drawing as submitted - I accept the cycle security anchor point although I would consider a small ground anchor loop type more practical. Shed security should be to the following minimum specification: Door hinges need to be bolted through the shed fabric - Two Hasp and Staples that meet Sold Secure 'Silver' approval should be used, they should be positioned 200-300mm from the top and bottom of the door, and should be fitted with coach bolts - Any Padlocks should meet Sold Secure 'Silver' accreditation.
- In addition to Building Regs AD'Q' (windows and doors certified to BS PAS24:2016, ideally with third party certification) any side lights adjacent to doors (within 400mm), safety glazing and any easily accessible emergency egress windows with non-lockable hardware should include one pane of laminated safety glass meeting the requirements of BS EN 356:2000 class P1A (minimum). This will help prevent persons reaching through broken glazing to release any locking mechanism.
- Each dwelling elevation that contains a doorset must be lit (Low energy dusk to dawn luminaires are the most appropriate).

The above crime prevention measures all follow Secured by Design principles as required within local policy.

5.13 Ramblers Association

No objection

5.14 Sport England

Comments can be summarised as:

- The proposed development does not fall within either our statutory remit (Statutory Instrument 2015/595), or non-statutory remit (National Planning Policy Guidance (PPG) Par. 003 Ref. ID: 37-003-20140306), therefore Sport England has not provided a detailed response in this case, but would wish to give the following advice to aid the assessment of this application.
- General guidance and advice can however be found on our website: https://www.sportengland.org/how-we-can-help/facilities-and-planning/planning-for-sport#planning_applications

- If the proposal involves the loss of any sports facility then full consideration should be given to whether the proposal meets Par. 97 of National Planning Policy Framework (NPPF), link below, is in accordance with local policies to protect social infrastructure and any approved Playing Pitch Strategy or Built Sports Facility Strategy that the local authority has in place.
- If the proposal involves the provision of a new sports facility, then consideration should be given to the recommendations and priorities set out in any approved Playing Pitch Strategy or Built Sports Facility Strategy that the local authority may have in place. In addition, to ensure they are fit for purpose, such facilities should be designed in accordance with Sport England, or the relevant National Governing Body, design guidance notes: <http://sportengland.org/facilities-planning/tools-guidance/design-and-cost-guidance/>
- If the proposal involves the provision of additional housing (then it will generate additional demand for sport. If existing sports facilities do not have the capacity to absorb the additional demand, then new and/or improved sports facilities should be secured and delivered in accordance with any approved local policy for social infrastructure, and priorities set out in any Playing Pitch Strategy or Built Sports Facility Strategy that the local authority has in place.
- In line with the Government's NPPF (including Section 8) and PPG (Health and wellbeing section), consideration should also be given to how any new development, especially for new housing, will provide opportunities for people to lead healthy lifestyles and create healthy communities. Sport England's Active Design guidance can be used to help with this when developing or assessing a proposal. Active Design provides ten principles to help ensure the design and layout of development encourages and promotes participation in sport and physical activity.

5.15 Natural England

No comments

5.16 Environment Agency

No comments

5.17 Anglian Water

Comments can be summarised as:

Foul Water

We have reviewed the documentation provided by the applicant as part of this planning application. The submitted documents include no further or applicable information relating to foul and/or surface water drainage as part of this application. Therefore, we have no comments relating to the submitted

documents. Anglian Water would wish to be re-consulted if any additional information relating to foul and surface water drainage is provided by the applicant.

Surface Water

We have reviewed the applicant's submitted surface water drainage information (Flood Risk Assessment/Drainage Strategy) and consider that the impacts on Anglian Water's public surface water sewerage network are acceptable and have been adequately addressed at this stage.

5.18 Fire Protection

No comments other than to refer to pre-planning guidance for fire service access.

5.19 Neighbours / Responses to Publicity

19 representations have been received raising the following concerns:

Highways matters

- Access from St Peters Road
- Location of priority island on St Peters Road
- Road layout would cause a rat run between Cotterstock Road and the A605 increasing traffic onto St Peters Road
- No traffic calming measures
- No details of cycle paths available
- Tandem parking on site

Design matters

- The development has extended east past the natural line of development set by existing houses
- Traditional flood limits have not been taken into consideration
- Construction site entrance will create traffic issues for existing dwellings
- Overbearing design and density of proposed development
- Site boundary / screening
- No mention of plans and costing for crossing and cycle way on Cotterstock Road to allow for safe access to Oundle Primary School
- Proposed materials not in keeping with the area, especially for the proposed for boundary treatment – the use of fences instead of stone walls is not in keeping with the area
- An additional dwelling has been added to the south east corner of the site – this was not part of the approved Outline application
- Not enough information provided regarding the proposed soft landscaping

Drainage and flooding matters

- Surface water drainage issues

- Flooding issues due to underground waterways and springs
- Existing subsidence issues not addressed

Amenity impact for neighbours

- Privacy and amenity of existing dwellings is not respected due to the density and proximity of the proposed dwellings to the existing properties
- Security issues at the southern boundary
- Concerns regarding construction hours and noise
- Negative impact on existing properties on St Peters Road from lighting scheme
- Reduction in open space provision
- No mention of public play area
- No mention of odour from existing water treatment plant

Sustainability matters

- The proposal appears to be contrary to the Government's "Ten Point Plan for a Green Industrial Revolution" (November 2020)
- No evidence on mix of housing proposed for older persons

6. Relevant Planning Policies and Considerations

6.1 Statutory Duty

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

6.2 National Policy and Guidance

National Planning Policy Framework (NPPF) (2021)

National Planning Practice Guidance (NPPG)

National Design Guide (NDG) (2019)

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

Policy 1 - Presumption in Favour of Sustainable Development

Policy 2 – Historic Environment

Policy 3 - Landscape Character

Policy 4 - Biodiversity and Geodiversity

Policy 5 – Water Environment, Resources and Flood Risk Management

Policy 6 – Development on Brownfield Land and Land Affected by Contamination

Policy 8 - North Northamptonshire Place Shaping Principles

Policy 9 - Sustainable Buildings

Policy 11 - The Network of Urban and Rural Areas

Policy 13 – Rural Exceptions

Policy 15 – Well-connected Towns, Villages and Neighbourhoods

Policy 19 – The Delivery of Green Infrastructure

Policy 20 – Nene and Ise Valleys

Policy 28 - Housing Requirements

Policy 29 - Distribution of New Homes

Policy 30 - Housing Mix and Tenure

- 6.4 Rural North, Oundle and Thrapston Plan (RNOTP) (2011)
Policy 2 - Windfall Development in Settlements
Policy 4 – Green Infrastructure
Policy 5 - Transport Network
- 6.5 Oundle Neighbourhood Plan (ONP) (Examination Version)
Policy O1 - The Settlement Boundary
Supporting Action 1 - The Settlement Boundary
Policy O2 - Local Green Space
Policy O5 - The Provision and Enhancement of Open Space
Policy O6 - Achieving High Quality Design
Policy O7 - Protecting Important Views
Policy O14 - Circular Cycle / Pedestrian Network
Policy O15 - Housing Site Allocations
Policy O16 - Housing Mix
Policy O23 - Developer Contributions
- 6.6 Glaphorn Neighbourhood Plan (GNP) (Made July 2018)
Policy 1 - Site Allocations
Policy 2 - Settlement Boundary
Policy 5 - Protecting Landscape Character
Policy 6 - Green Infrastructure
Policy 7 - Built Environment
Policy 8 - Avoiding Coalescence
Policy 10 - Design Principles
- 6.7 East Northamptonshire Local Plan Part 2: Submission Plan March 2021 (2011 – 2031)
Policy EN1 - Spatial Development Strategy
Policy EN2 - Settlement Boundaries – Urban Areas
Policy EN7 - Green Infrastructure Corridors
Policy EN10 - Enhancement and Provision of Open Space
Policy EN11 - Enhancement and Provision of Sport and Recreation Facilities
Policy EN13 - Design of Buildings
Policy EN14 – Designated Heritage Assets
Policy EN24 - Oundle Housing Allocations
Policy EN26 - Cotterstock Road/St Peters Road, Oundle
Policy EN29 – Delivering Wheelchair Accessible Housing
Policy EN30 - Housing Mix and Tenure
Policy EN32 - Self and Custom Build Housing
- 6.8 Other Documents
Northamptonshire County Council – Local Highway Authority Standing Advice for Local Planning Authorities (2016)
Northamptonshire County Council – Local Highway Authority Parking Standards
Joint Planning Unit – Design Supplementary Planning Document (March 2009)
East Northamptonshire Council – Domestic Waste Storage and Collection Supplementary Planning Document (July 2012)
Biodiversity Supplementary Planning Document (February 2016)
Upper Nene Valley Gravel Pits Special Protection Area SPD

East Northamptonshire Council - Trees and Landscape Supplementary Planning Document (2013)
Developer Contributions Supplementary Planning Document (2006)
Open Space Supplementary Planning Document (2011)
Northamptonshire County Council Planning Obligations Framework and Guidance Document (January 2015)
East Northamptonshire Council - Open Space and Playing Pitch Strategy (2017)
Northamptonshire County Council - Minerals and Waste Local Plan (2017)

7. Evaluation

7.1 Principle of Development

- 7.1.1 The principle of residential development has already been established with the granting of outline consent 19/01327/OUT for the erection of up to 130 dwellings with public open space, landscaping, sustainable drainage (SuDS) and vehicular access points from Cotterstock Road and St Peters Road (all matters reserved except for site access) which was approved on 12th June 2020.
- 7.1.2 This reserved matters application seeks approval for the appearance, landscaping, layout and scale of the development under the original outline planning consent (19/01327/OUT).

7.2 Access and Highways

Cotterstock Road Access

- 7.2.1 The position and layout of the access onto Cotterstock Road was consented as part of the outline application and is therefore not for consideration as part of this reserved matters application.
- 7.2.2 The full engineering and construction details of the access are secured under Condition 26 of the outline permission 19/01327/OUT which states the following:

No development shall commence until full engineering and construction details of the right hand turn ghost island access junction on Cotterstock Road (shown indicatively on drawing number ITM14114-SK-006 Rev B), and a scheme for the reduction of the speed limit in the vicinity of the access (as shown indicatively on drawing ITM14114-SK-011 Rev A), have been submitted to and approved in writing by the Local Planning Authority. Furthermore, no development shall commence until a Traffic Regulation Order (TRO) for the agreed speed limit reduction has been approved. No dwellings shall be occupied until a permanent extension of the existing 30mph speed limit has been enacted through a Traffic Regulation Order (TRO) and the access has been implemented in accordance with the approved details.

NOTE TO APPLICANT: The development shall not be permitted to proceed in the absence of the 30mph speed limit being enacted through a TRO.

Reason: *In the interests of highway safety.*

- 7.2.3 Nonetheless whilst the access onto Cotterstock Road does not form part of this reserved matters application the Local Highway Authority has confirmed that the access arrangements have been granted technical approval. The proposed access is not therefore considered to have a harmful impact on highway safety.

St Peters Road Access

- 7.2.4 Condition 25 of the outline permission deals with the access onto St Peters Road and states the following:

No development shall commence until full engineering and construction details of the continuation of St Peters Road into the site have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details prior to the occupation of the first dwelling hereby approved.

Reason: In the interests of highway safety and to create better connectivity to the school.

- 7.2.5 Whilst full engineering and construction details are secured via the above condition on the outline permission (Ref: 19/01327/OUT), the applicant has submitted detailed plan reference 1039-00-41 Rev A to show the St Peters Road access arrangements. The plan shows that the existing highway at St Peters Road will seamlessly connect to the new development. Before the development is commenced the applicant is required to discharge the above condition.

Pedestrian and Cycle Crossing – Cotterstock Road

- 7.2.6 Although not strictly a consideration under this reserved matters application, a number of representations have highlighted concerns with pedestrian access into the site from Cotterstock Road, including the fact that the Oundle Church of England Primary School is close by.

- 7.2.7 Condition 24 of the outline permission (Ref: 19/01327/OUT) states the following:

No development shall commence until full design details and costings of a crossing for pedestrians / cyclists from the site to Oundle Church of England Primary School, a shared cycle / pedestrian path along the western side of Cotterstock Road and a shared cycle / pedestrian path along the eastern side of Cotterstock Road, as identified on drawing number ITM14114-SK-006 Rev B, have been submitted to and approved in writing by the Local Planning Authority. Details shall include how the paths and crossing will be maintained for their lifetime. The paths and crossing shall thereafter be carried out in accordance with the approved details prior to the occupation of the first dwelling of the development hereby permitted.

Reason: In the interests of connectivity and to create an integrated development that provides access for all to the Town of Oundle.

- 7.2.8 The above condition secures pedestrian, cycle links and a crossing to the school. No development can commence until this condition is discharged.

On Site Bus Stop

- 7.2.9 Condition 9 of the outline permission states the following:

The details to be submitted for approval in writing by the Local Planning Authority in accordance with condition 1 above shall include full details of one bus stop to be located centrally within the site and the timing of its implementation. The bus stop shall thereafter be erected in accordance with the approved details and thereafter be retained and maintained in perpetuity.

Reason: *In the interests of connectivity, sustainability, air quality management and highway safety.*

- 7.2.10 The applicant has therefore provided a bus stop pole with a timetable case to be located in the centre of the site near the open space between plots 106 and 107 (identified on plan Ref: 477-SK-11 Rev D). The Section 106 agreement under the outline permission states that a payment of £1000 per dwelling (£130,000 in total) must be paid to the County Council (now North Northamptonshire Council) prior to the first occupation of the 50th dwelling to develop a bus service in Oundle. The applicant is committed to this payment as part of the Section 106 agreement.

- 7.2.11 It is noted that the applicant has fulfilled their requirement to provide a bus stop and pay the necessary £1000 per dwelling to develop a bus service in Oundle. The contribution would be for a fixed route mini bus town service. It is not the responsibility of the applicant to provide this service, rather it is the responsibility of the Council to provide this service. At present no such service appears to exist.

Highways and Access Issues Raised by Town Council and Neighbours

- 7.2.12 Oundle Town Council maintain that there should be no available vehicular route from Cotterstock Road through the site to St Peters Road as they feel that it will create a 'rat run'. It is however unlikely that the road would become a 'rat run' when looking at the existing network of roads within the vicinity. Whilst it would be possible to drive through the site, it is also possible for vehicles to drive down any of the neighbouring roads if driving from Cotterstock Road towards the A605 such as Bellamy Road, St Peters Road, Lime Avenue, Springfield Road and New Road.

- 7.2.13 Furthermore, it is not envisaged that there would be a considerable amount of traffic coming from the village of Cotterstock towards Oundle (as there would be no change to the current situation). Those few people travelling from Cotterstock are likely to be using the amenities of Oundle and would be heading down Glapthorn Road towards the town centre.

- 7.2.14 The main residential areas of north Oundle are located on the Hillfield Road, Creed Road and Wentworth Drive estates where there are a considerable amount of households. There would be no benefit of these residents driving out of their way to use the new housing estate as a route to leave the town

when existing roads such as Springfield Road and New Road are a far quicker and a more convenient route.

- 7.2.15 The likely people who might use the new housing estate as a through route could be people dropping off their children at the primary school, however this is unlikely to be significant due to factors such as where the students live (likely to be within the town of Oundle), whether those parents dropping their children off need to reach the A605 and the numerous other more convenient, quicker and established road connections towards the A605.
- 7.2.16 It would be short sighted and inadvisable to create a cul-de-sac development of 130 dwellings which could only be accessed from the outer edge of Oundle on the Cotterstock Road. Good quality planning should connect communities and people and not isolate or close them off in a cul-de-sac. The growth of towns and communities relies on connectivity and is critical to the success of a development. The creation of links at both Cotterstock Road and St Peters Road allows the development to become physically linked to Oundle as a successfully connected and integrated part of the existing town. To state otherwise is poor judgement and contrary to the aspirations of the NPPF and Policy 8 of the North Northamptonshire Joint Core Strategy (2016). It would be to the detriment of the residents of the development who would have their access to facilities and services limited by poor planning.
- 7.2.17 Oundle Town Council appear eager to prevent access from St Peters Road and state that the access is wholly reliant upon access across land that is not in the ownership of the site owner but in the ownership of Oundle Town Council which has not agreed to make its land available for this purpose. According to the Town Council, they own a strip of land somewhere towards the edge of St Peters Road and intend to use this to prevent access to the site.
- 7.2.18 The applicant has investigated and sought legal advice from their solicitors. It appears that the Town Council may be confused with the legalities of ownership. St Peters Road is an adopted highway and it directly abuts the application site boundary. Whilst a section is owned by Oundle Town Council, it is nonetheless dedicated public highway. The work to connect the existing public highway (St Peters Road) into the site can therefore be carried out through the usual highways' licences. Notwithstanding the explanation, ownership of land is not a planning issue and is a civil matter.
- 7.2.19 Construction traffic is proposed to enter the site on the safest most direct route with the fewest opportunities for conflict. The Construction Management Plan proposed vehicles to come into Oundle from the A605 onto Station Road. The vehicles will drive over the bridge across the River Nene and turn right onto New Road. The vehicles will continue in a straight line onto St Peters Road and directly into the site. The Local Highway Authority support this route.
- 7.2.20 The Town Council object to the proposed route of the construction vehicles as indicated in the Construction Management Plan. Notwithstanding their stance on land ownership and threat of trying to block the St Peters Road access to the developer, the Town Council would rather the construction traffic take a longer, less direct and more arduous route through the town which takes into account numerous tight turns onto roads, small junctions,

significantly increased vehicular traffic & pedestrian conflict along Glaphorn Road (the major vehicular and pedestrian route into town) and a primary school on Cotterstock Road with hundreds of young children in the vicinity.

- 7.2.21 It is unclear why the Town Council want the construction vehicles to take this route over the shorter, safer and more direct route. Concerns seem to centre on the fact that there could be some residents' cars parked in the public highway on St Peters Road (which is the case on all roads within the area) as well as the land ownership threat.
- 7.2.22 In terms of the Construction Management Plan, the proposed construction vehicle route is considered to be the safest and most practical route to access the site and is therefore considered acceptable.
- 7.2.23 In conclusion, access was agreed via the outline permission (Ref: 19/01327/OUT) with the conditions as explained above securing details of the access onto Cotterstock Road, St Peters Road and the pedestrian/cycle links towards the primary school and town centre (conditions 24, 25 & 26).
- 7.2.24 The outline permission requires an access onto both Cotterstock Road and St Peters Road resulting in a well-integrated and connected development for the town of Oundle.

7.3 Appearance

- 7.3.1 The site is in a relatively sensitive location on the edge of the town and as such a careful high quality approach to the design will be critical to the success of the scheme.
- 7.3.2 Condition 5 of the outline planning consent (Ref: 19/01327/OUT) required full material details (roofing and facing materials) to be submitted as part of the reserved matters. After consultation with Northants Joint Planning Unit Design Team and external urban design specialists and after much consideration and negotiation the applicant was happy to amend the scheme accordingly. The end product is a simplistic yet very high quality development with the appearance of the dwellings blending into the edge of settlement environment.
- 7.3.3 The applicant has sought a traditional building type with a contemporary high quality approach to the building design details. The NPPF does not prohibit contemporary or innovative design approaches but does allow great weight to be given to innovative designs which promote high levels of sustainability or raise the standard of design more generally in the area.
- 7.3.4 The palette of materials proposed to be used are high quality and consistent across the whole development. The facing brick would be a multi textured buff brick (Ibstock Ivonhoe Cream original) with all two storey buildings having a dark grey charcoal tile (Forticrete SL8 Slate Grey). The single storey buildings such as garages would have the same brick but have a multi red tile (Forticrete PAN8 Red). The simple palette of materials is proposed to tie in with the surrounding development and character of the town. The use of a buff textured brick is the key material to ensure cohesion in terms of the colour and overarching style. It is envisaged that the simple palette of high quality materials will be utilised to reflect the local area.

- 7.3.5 The buildings would contain high quality finishing touches to the cills, lintels with good quality window and door details. All doors and windows would be black UPVC.
- 7.3.6 It was essential that the design quality and appearance of the proposed dwellings reflected the site location. It is considered that the upgraded use of high quality materials with upgraded finishing touches to the properties have lifted the standard housebuilder design to a superior finish that sits comfortably within its edge of town setting.
- 7.3.7 The aim of the design is to ensure that the appearance of the site will be consistent and unfussy with its use of materials, a varied range of house type and design will create a varied mix across the site. It is considered that the appearance of the new housing site will complement the neighbouring housing development but still create its own sense of place.
- 7.3.8 The appearance of the dwellings is complimented by a high quality landscaping scheme with excellent levels of green space, verges, trees and other vegetation proposed across the site. Details of boundary treatments and screening were required under condition 6 of the outline permission and the applicant has used a good mix of brick walls (buff brick), fencing (including knee high post and rail in suitable areas) and hedgerows. The location of the boundary screening has been assessed and is considered to be acceptable with key areas in the public realm being of the higher quality buff brick whilst rear garden separation is to be via close boarded fencing (Plan Ref: 477-SK-06 Rev D). Hedgerows are to be mainly used of the peripherals of the site and upon areas of open space.
- 7.3.9 In conclusion the surrounding area is neither a Conservation Area nor does it contain any Listed Buildings within the immediate surroundings. The proposed dwellings have been designed to be of a traditional form but with a contemporary high quality finish in a very unfussy way. It is considered that the accommodation is reflective of modern day living and the extra touches of quality in terms of the building materials and final appearance of the dwellings will integrate well into the area whilst not detracting from the edge of town and transitional countryside location. The detailed design and appearance are considered to be acceptable and in accordance with Policy 8 of the Joint Core Strategy and the relevant guidance noted in the NPPF with regard to design.

7.4 Landscaping

- 7.4.1 The applicant has previously submitted a Landscape and Visual Impact Assessment as part of the outline approval. The case officer found that the site is relatively well contained to the north and west by established vegetation and to the south by existing built form on the edge of Oundle. A number of views from the east of the site are possible which are generally seen in the context of views of the northern built up area of Oundle.
- 7.4.2 The site's landscape features are all contained to the site boundaries and generally comprise medium quality hedgerows and trees. The site was assessed as being of medium landscape quality, sensitivity and value owing to its limited public access and proximity to the adjoining settlement edge.

- 7.4.3 The proposed development comprises up to 130 dwellings, with proposed access off Cotterstock Road and a secondary access off St Peters Road, with housing set back from the northern and eastern boundaries behind new areas of public open space. The proposals will be well related to the existing edge of Oundle and will represent a contained, logical extension that is compatible with the existing settlement pattern.
- 7.4.4 The majority of existing landscape features will be retained in the proposed development and substantial new landscaping is proposed in the form of new tree, thicket and wildflower meadow planting in the public open spaces, as well as enhancement tree and hedgerow planting to the site boundaries and ornamental planting within the internal streets of the development. The proposals will also include a children's play area and pedestrian route which will form part of the planned Oundle circular route, for the benefit of both the new and existing community in line with Sport England's objectives of encouraging healthy activity.
- 7.4.5 The landscape assessment found that the site is capable of accommodating development without resulting in material harm to the local landscape character or views from the wider area.
- 7.4.6 Condition 27 of the outline permission (Ref: 19/01327/OUT) requires a comprehensive landscaping scheme to be submitted as part of the reserved matters application. The submitted landscaping scheme builds on the principles set out within the Landscape and Visual Assessment and remains simple in appearance whilst retaining and improving the existing landscape boundaries on all sides of the site. The site contains a high level of green infrastructure (approximately 45% of the site is greenspace) with a large L shaped amenity space consisting of over 3 hectares of natural and semi natural open space. This high level of greenspace creates an attractive buffer between the housing development and the edge of the site where the existing hedgerows and trees create a natural backdrop to the development.
- 7.4.7 The landscape proposals submitted as part of the reserved matters have been assessed and are considered to acceptable and of a high quality. The proposed mix of plants and vegetation are considered to be suitable with the Northamptonshire Ecology Officer agreeing to the proposals.
- 7.4.8 In regards to the level of open space provision, the Section 106 associated with the outline approval (Ref: 19/01327/OUT) requires 0.78ha of open space to be provided. The reserved matters application is proposing 2.1ha of open space which is well above the requirement.
- 7.4.9 The northern and eastern boundaries will remain as existing as these are substantial and natural with good levels of native hedgerows and trees. The southern and western boundaries that back directly onto the properties on Cotterstock Road and St Peters Road are to be agreed via condition due to the applicant willing to take a flexible approach to the exact boundary and provide these residents with an opportunity for more land and the exact type of boundary treatment that they wish to see. The applicant is not required to be flexible as they officially own the land right up to the rear boundaries of the

properties, however they are willing to go down this route to ensure that the neighbouring residents are happy with the arrangements.

- 7.4.10 One area of high landscape importance is the western frontage of the site along Cotterstock Road. Due to the technical construction works required to widen the road, install a dedicated right hand turn lane, footpaths and a crossing, the appearance of this section of the street scene will be altered from its current form and appearance, which is unfortunate.
- 7.4.11 The quite substantial highway works on Cotterstock Road result in hedgerows, trees and verges being removed to make way for new safe footpaths and road layout. The applicant has submitted detailed landscaping plans for this section of the site that will see the existing hedge replaced with a new native hedgerow and further landscaping in the form of significant grass verges and trees. Although in the short term the removal of the existing hedgerows and verges will be detrimental, once the new landscape measures are implemented and have had time to mature it is considered that the appearance of this section of the Cotterstock Road will conform to its semi-rural transitional location whilst improving the function and safety of the area.
- 7.4.12 The landscaping plan includes a good level of tree planting across the site including street lined trees down the main route of the site. This is welcomed and encouraged through the aims of the NPPF. Notwithstanding the tree species details on the landscape plan proposals, the exact tree species are to be conditioned to be agreed with the Council's Tree Officer. It is essential to the success of the development that the correct tree species are planted for both appearance on the site and their suitability for the location.
- 7.4.13 The proposal would continue to accord with Policy 3 of the North Northamptonshire Joint Core Strategy (JCS) in respect of landscape matters. The landscape scheme has also been prepared to ensure bio-diversity net gains (over 17%), over and above the existing ecological status of the land, in accordance with Policy 4 of the JCS and the NPPF. The proposal is therefore considered to be acceptable in terms of its landscaping.

7.5 Layout

- 7.5.1 The new homes will consist of a mix of detached, semi-detached and terraced homes. The new homes will be predominately two storeys in height with 8 two and a half storey dwellings and 6 single storey dwellings to add interest and variation to the roofscape.

- 7.5.2 The application contains the following housing mix across the site:

Market Housing

12 x 2 Bedroom
31 x 3 Bedroom
21 x 4 Bedroom
10 x 5 Bedroom

Total = 74 Dwellings

Affordable Housing

10 x 1 Bedroom
20 x 2 Bedroom
20 x 3 Bedroom
2 x 4 Bedroom

Total = 52 Dwellings

Self Build Plots

Total = 4 Dwellings

Overall Total = 130 Dwellings

- 7.5.3 In terms of the affordable housing mix, the applicant has balanced all of the site considerations and constraints and this has led to a very minor change to the affordable housing mix. The affordable housing mix has been revised slightly and that instead of 8 x 1 bed 2p maisonettes (HT A11) and 12 x 2 bed 4p houses (HT A23), it is now proposed that there will be 10 of each of these type. The minor change is considered acceptable.
- 7.5.4 This reserved matters application is for 126 dwellings with 4 dwellings set aside for self-build plots in accordance with the outline planning permission. The self-build plots will be subject to their own reserved matters application and do not form part of this application. The location of the self-build plots has been identified to ensure that they are integrated into the site and can be serviced off a public highway (not a private drive).
- 7.5.5 In terms of the bungalows having showers instead of baths, the internal specification will be agreed with the registered provider at the point of the contract sale. The registered provider will be able to request showers at this point. Nonetheless the applicant has updated the floorplan of the bungalows to show a shower in place of a bath.
- 7.5.6 In regards to accessible homes, plots 27, 28, 29 and 30 are all M4(3) i.e. wheelchair compliant units. Where private drives serve only affordable housing units, these will be transferred to the registered provider to maintain in perpetuity (not a residents management company).
- 7.5.7 The development edge will be set back from the eastern boundary of the site to create an area of green space, which will incorporate the existing public footpath (UF1) and accommodate new woodland planting to strengthen the existing vegetation which occur along this edge of the site. The building line will be set back from the northern boundary to accommodate the recommended stand-off distance from the Oundle Sewage Works. This stand-off has however provided an opportunity to create an attractive semi-natural area of green amenity lands that is linked via a circular footpath. A central area of public open space will include a Locally Equipped Area for Play (LEAP) with full details of equipment to be agreed via condition. The play area will be located close to the new recreational routes, so it is accessible for existing and new residents.

- 7.5.8 Significant amendments have been made to the overall layout of scheme which has resulted in a high quality development that addressed its semi-rural location and surrounding residential land uses. The proposed dwellings will be orientated to overlook the proposed areas of public open space giving the majority of the dwellings an attractive outlook whilst ensuring natural surveillance. Buildings will be positioned to frame key spaces along the main street, to aid legibility and help build a sense of place with key views of St Peters Church retained and incorporated within areas of public green space and the central green corridor.
- 7.5.9 A new attenuation basin will be provided as part of the development's green infrastructure. The basin will functionally store water during periods of heavy or persistent rainfall in order to maintain run-off from the site to present day conditions. The attenuation basin will also be designed to create an attractive new landscape feature which will complement the ecological objectives of the development's wider areas of public open space.
- 7.5.10 The road layout has been carefully designed with input from the Local Highway Authority to create a development that functions safely for the motor vehicle alongside cyclists and pedestrians. Although it is possible to drive through the site from St Peters Road to Cotterstock Road the route is not direct and discourages through route journeys. In terms of car parking the site delivers 326 parking spaces which is above the Northamptonshire Parking Standards requirement of 309 parking spaces. The applicant has also demonstrated that a refuse truck and fire engine can navigate the site safely and all bins can be collected from the highway on the relevant day of collection with bin collection points identified on the boundaries and bin plan reference 477-SK-06 Rev D.
- 7.5.11 Waste management have been consulted and are yet to respond to the updated plans, however it is clear from the tracking plans submitted that a refuse truck can satisfactorily navigate site. The bin collection points have been placed in locations on the shared driveways that accord with the adopted Domestic Waste Storage and Collection SPD 2012 (Appendix E). Updates will be provided at Committee in regards to the updated Waste Management consultee response.
- 7.5.12 A lighting scheme is required under condition 4 of the outline permission (Ref: 19/01327/OUT). The condition states the following:
- The details required to be submitted by condition 1 above shall include the provision of a scheme for lighting the public and private areas of the development hereby permitted. The development shall thereafter be carried out in accordance with these approved details in accordance with an implementation plan to be agreed. Details shall include location, design, height and lux, uniformity level and a management and maintenance schedule to be retained in perpetuity.*
- Reason: In the interests of amenity and crime prevention and biodiversity.*
- 7.5.13 A lighting report and plan (Ref: MMA 16649) has been submitted and assessed by the Senior Environmental Protection Officer. It is concluded that it is unlikely the proposed scheme will result in light pollution directly affecting

existing properties but may alter existing, environmental lighting in the area. This is expected and is considered acceptable in the context of new development.

- 7.5.14 The plots have all been designed to ensure no issues of overlooking exist both in the site and to dwellings outside of the site. It is considered that the layout makes the best use of land whilst maintaining high levels of green open space. The layout is deemed to be functional and attractive and link the new development to the existing town of Oundle through vehicular and pedestrian links onto both Cotterstock Road and St Peters Road. Therefore, the proposal complies with JCS Policy 8 and the aims and objectives of the NPPF with regard to its impact upon the character and appearance of the area and neighbouring amenity.

7.6 Scale

- 7.6.1 The proposed density is consistent with the numbers of dwellings approved at outline stage. It is not considered that the proposed dwellings would be harmful to the surrounding character by virtue of their design, layout and landscaping.

- 7.6.2 Condition 7 of the outline permission (Ref: 19/01327/OUT) states the following:

The details to be submitted for approval in writing by the local planning authority in accordance with condition 1 above shall include drawings showing the slab levels and finished floor levels of the dwellings in relation to the existing and proposed ground levels of the site, the ground levels of the surrounding land and the slab and finished floor levels of the surrounding properties as well as identifying the proposed ridge height levels and the ridge heights of all neighbouring properties. The development shall thereafter be constructed in accordance with the details so approved in writing by the local planning authority.

Reason: For the avoidance of doubt and to ensure a satisfactory form of development in relation to neighbouring land and buildings and the street scene.

- 7.6.3 The applicant has provided a plan that shows the finished floor levels and ridge heights of the proposed dwellings compared to those of the dwellings surrounding the site on Cotterstock Road and St Peters Road (Plan Ref: 1039-00-15-Rev C). It is considered that the heights of the dwellings are acceptable and will have no significant impact upon those properties surrounding the application site or the new dwellings proposed on the site in terms of overshadowing and overbearing impacts.

- 7.6.4 The new homes will consist of a mix of detached, semi-detached and terraced homes. The new homes will be predominately two storeys in height with 8 two and a half storey dwellings and 6 single storey dwellings. The scale of these dwellings is considered to be acceptable and coupled with the topography of the site will contribute to an interesting and varied roofscape. Accordingly the scale of development is considered to be acceptable and in line with the

objectives of policies 3 and 8 of the North Northamptonshire Joint Core Strategy (2016).

7.7 Flooding/Drainage

7.7.1 The application site is within Flood Zone 1 with a small edge of the eastern part of the site in Flood Zone 2 and as such, the Environment Agency has been consulted on the application. No objection is raised, based on the information submitted, furthermore the Lead Local Flood Authority is satisfied that the proposed development would not lead to an unacceptable risk of surface water flooding and that the impacts of surface water drainage have been adequately addressed. A number of conditions are included on the outline planning permission that deal with flood risk mitigation and drainage. As this has already been conditioned on the outline planning approval and an additional condition is not required as part of any reserved matters approval.

7.7.2 Residents have concerns about springs / aquifers being located below the site. The EA and the LLFA have assessed the proposal as acceptable and recommended suitable conditions on the outline permission to prevent any harm by flooding.

7.7.3 Some neighbouring residents also have concerns with surface water drainage and foul water drainage. It is confirmed that surface water drainage will be picked up by the new drainage system installed on the development and directed to the pond and northwards to the outfall. The site would therefore not be add any catchment to the existing surface water drainage system in the surrounding area.

7.7.4 In terms of foul water drainage, the connection point is located in St Peters Road and Anglian Water have approved the connection of the site to this point.

7.8 Ecology

7.8.1 The applicant has indicated that the development will deliver a net gain in biodiversity of approximately 17%. This is considered a good gain and significantly above the recommended 10% net gain that is usually sought on major development sites.

7.8.2 The Northamptonshire Ecologist is content with the proposed mix of plants and vegetation across the site and will secure its implementation and maintenance through conditions 16 and 17 of the outline planning permission that deal with a Construction Environmental Management Plan (CEMP) and a Landscape and Ecological Management Plan (LEMP).

7.8.3 The Wildlife Trust state concerns regarding the impact of this proposal on Oundle Snipe Meadows Local Wildlife Site, however we are unable to secure financial contributions to Oundle Snipe Meadows Local Wildlife Site through the reserved matters application.

7.8.4 The impact upon the Local Wildlife Site was considered at outline planning stage (19/01327/OUT) and it was not deemed necessary to secure a contribution via the Section 106. It was considered that mitigation by the use

of a planning condition to secure a Construction Environmental Management Plan and a Landscape and Ecological Management Plan was sufficient.

- 7.8.5 Furthermore, according to the biodiversity survey at the time, it was agreed that robust buffers to habitats off-site to the east through the provision of landscaping, open space, drainage features, complimentary habitats (such as grassland and wetland) would reduce recreational impacts.
- 7.8.6 A representation has been raised in regard to the Ash tree at the proposed access point into the site from St Peters Road. The Ash Tree in question was marked for removal in the outline Arboricultural Impact Assessment (Tree T9) as it sits in the middle of the access from St. Peters Road. A further Arboricultural assessment was undertaken and submitted in support of the RM application. This considers the tree (NT24) is in poor condition and recommended for felling.
- 7.8.7 In terms of the potential for bat roosting, the applicant is fully aware of their obligations in this regard. The applicant appointed RSK ADAS (Ecological Consultant) to carry out a fresh Ecological Appraisal of the site (including bat transect surveys) in 2020 due to the time lapse since the outline reports were completed. This found that trees within the site boundary including mature ash trees had suitable features with potential to support roosting bats. Concluding, “the site is considered to be of some Local importance for bats”. It was therefore recommended that a bat scoping survey of trees was completed, followed by climbing inspections of the trees to be removed. This concluded the Ash (NT24) was to be of low suitability for supporting roosting bats. The Ecologist has requested evidence of the climbing inspection and this shall be provided to members on the committee update sheet.
- 7.8.8 The Ecological Impact Assessment submitted in support of application ref: 19/01327/OUT concludes that through the implementation of the above mitigation measures, no significant adverse effects are predicted in respect to the riparian habitats off-site to the east, including its Snipe Meadow LWS and associated habitats. Accordingly, the proposal continues to meet the objectives of Policy 4 of the North Northamptonshire Joint Core Strategy (2016).

8. Other Matters

- 8.1 Equality Act 2010: It is not considered that the proposal raises any concerns in relation to the Equality Act (2010).
- 8.2 Contributions: The proposed development does not trigger any other developer contributions.
- 8.3 Housing Mix and National Space Standards: All of the dwellings meet the national space standards and the housing mix is considered acceptable and in accordance with the guidance contained within Policy 30 of the North Northamptonshire Joint Core Strategy (2016).

9. Conclusion / Planning Balance

- 9.1 The proposed development is considered to be compliant with the relevant national and local policy and follows the parameters set by the outline planning approval (19/01327/OUT). The proposed residential development of 126 dwellings (including an additional 4 self build plots) with public open space, landscaping, sustainable drainage (SuDS) and vehicular access points from Cotterstock Road and St Peters Road is considered to be acceptable in regards to access, landscaping, appearance, layout and scale.

10. Recommendation

- 10.1 Having regard to applicable national and local planning policies, and having taken all relevant material considerations into account, it is therefore recommended that permission be GRANTED subject to the following conditions.

11. Conditions

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

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

2. The development hereby permitted shall be carried out strictly in accordance with following plans received by the Local Planning Authority:

- 477-LP-01 Rev A – Site Location Plan
- 477-SK-01 Rev E – Planning Site Layout
- 477-SK-02 Rev D – Open Space Plan
- 477-SK-03 Rev D – Storey Height Plan
- 477-SK-04 Rev D – Affordable Homes Plan
- 477-SK-05 Rev D – House Type Plan
- 477-SK-06 Rev D – Boundaries and Bins Plan
- 477-SK-07 Rev F – Materials Plan
- 477-SK-09 Rev D – Parking Provision Plan
- 477-SK-11 Rev D – Bus Stop Detail Plan
- BOV-F41200-X412 Rev C – Juniper Floor Plans & Elevations
- BOV-F41500-X415 Rev C – Alder Floor Plans & Elevations
- BOV-N20200-X202 Rev C – Sycamore Floor Plans & Elevations
- BOV-N20401-X204 Rev C – Holly Floor Plans & Elevations
- BOV-N30501-X305 Rev B – Hazel Floor Plans & Elevations
- BOV-N30800-X308 Rev C – Cypress Floor Plans & Elevations
- BOV-F41700-X417 Rev A – Briar Floor Plans & Elevations
- BOV-F30601-X306 Rev A – Rowan Floor Plans & Elevations
- BOV-F30901-X309 Rev A – Beech Floor Plans & Elevations
- BOV-N30700-X307 – Spruce Floor Plans & Elevations
- BOV-N41400-X414 Rev C – Aspen Floor Plans & Elevations
- BOV-N51800-X518 Rev D – Birch Floor Plans & Elevations
- DTG.pe Rev A – Double & Twin Garage Planning Drawing

- HT.A11.pe Oundle Rev B – A11 Floor Plans & Elevations
 - HT.A23.pe Oundle Rev B – A23 Floor Plans & Elevations
 - HT.A26v1.pe Oundle Rev C – A26 Floor Plans & Elevations
 - HT.A31.pe Oundle Rev B – A31 Floor Plans & Elevations
 - HT.A37.pe Oundle Rev B – A37 Floor Plans & Elevations
 - HT.A41.pe Oundle Rev B – A41 Floor Plans & Elevations
 - SH-G109 Rev B – Single Garage Planning Drawing
 - Sales Garage Furniture Layout Rev C
 - Sales Garage Elevations and Sections Rev K
 - JBA 21-122-01 Rev C – Detailed Landscape Proposals
 - JBA 21-122-02 Rev C - Detailed Landscape Proposals
 - JBA 21-122-03 Rev C - Detailed Landscape Proposals
 - JBA 21-122-04 Rev C – Detailed Landscape Proposals
 - JBA 21-122-05 Rev C - Detailed Landscape Proposals
 - JBA 21-122-06 Rev C - Detailed Landscape Proposals
 - JBA 21-122-DT1 – Tree Pit in Silver Cell
 - JBA 21/122-07 – Detailed Landscape Proposals (Hedgerow)
 - 1039-00-41 Rev A - St Peters Road Access Arrangement
 - 1039-00-13 Rev A – Drainage Strategy
 - 1039-00-15 Rev C – Levels Strategy
 - OUNDL-02-13 Rev B – Adoptable Highway S38 Construction
 - OUNDL-02-14 Rev B – Adoptable Highway S38 Kerbing
 - OUNDL_CMP Rev A – Construction Management Plan
 - 16649 - Private Lighting - Proposed Lighting - Area Calculation Private
- Rev 1
- 16649 - S38 Lighting - Proposed Lighting - Area Calculation S38 Rev 1
 - 16649 Lighting Design Doc - Proposed Lighting - Design Document Rev 1
 - 16649 - Proposed Lighting Plan - Proposed Lighting Rev 1
 - GROUP-VIS-S-EX-D2-A-FC-0219 – Hedgehog Signage
 - GROUP-VIS-S-EX-D2-A-FC-0210 – Timber Knee Rail
 - GROUP-VIS-S-EX-D2-A-FC-207-00 – Timber Cycle Storage
 - GROUP-VIS-S-EX-D2-A-FC-0218 – 1.8m Brick Screen Wall
 - GROUP-VIS-S-EX-D2-A-FC-0213 – Close Boarded Fence
 - 4337.Oundle.Vistry.AIA Rev A – Arboricultural Report
 - Method Statement and Tree Protection Plan Rev A
 - Arboricultural Implications Plan Rev A

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

3. The development hereby permitted shall be constructed in accordance with the materials as specified on the approved plans submitted as part of this application listed in full under Condition 1 and therein maintained in perpetuity.

Reason: To enhance the appearance of the development in the interests of visual and residential amenity in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy 2016.

4. Details of the exact boundary location and treatment between the site and the properties on Cotterstock Road and St Peters Road are to be submitted to and agreed in writing by the Local Planning Authority. The boundary treatment shall thereafter be implemented in the manner agreed by the Local Planning

Authority prior to the first occupation of the dwelling to which the boundary treatment is attached and therein maintained in perpetuity.

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

5. Notwithstanding the submitted plans, details of the play areas (the central LAP and informal play area adjacent to the SUDS) including full details of the play equipment for the development hereby approved shall be submitted to and agreed in writing by the Local Planning Authority and the play areas (including equipment) as agreed shall be implemented prior to occupation of the 50th dwelling on the development and therein maintained in perpetuity.

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

6. Prior to the occupation of the 50th dwelling on the development, the bus stop shall be installed in accordance with plan reference 477-SK-11 Rev D received by the Local Planning Authority on 30th November 2021 and therein retained in this manner in perpetuity.

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

7. Prior to development above slab level and notwithstanding the submitted landscape scheme, the exact species of tree shall be submitted to and agreed in writing by the Local Planning Authority and the trees as agreed shall be planted in accordance with the approved details and therein retained in perpetuity in accordance to the approved landscape scheme.

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

8. No development shall be commenced until an estate street phasing and completion plan has been submitted to and approved in writing by the local planning authority. The estate street phasing and completion plan shall set out the development phases and the standards that estate streets serving each phase of the development will be completed.

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

9. No dwelling shall be occupied until the estate street(s) affording access to those dwelling(s) has been completed in accordance with the Estate Street Development Plan.

Reason: To ensure that the estate streets serving the development are completed and maintained to the approved standard, and are available for use by the occupants, and other users of the development, in the interest of

highway safety; to ensure a satisfactory appearance to the highways infrastructure serving the approved development; and to safeguard the visual amenities of the locality and users of the highway,

Note: The applicant is advised to obtain the written approval of the local highway authority for the details required under the above condition, prior to the submission of such details to the local planning authority in seeking to discharge the said condition. Such details, as may be submitted to the local highway authority, could be subject to technical and safety assessments / audits, which may result in changes to the layouts and alignments as shown on any indicative layout(s) approved by virtue of the planning permission. The applicant is advised that the local planning authority may reject details submitted to them for the discharge of the condition without evidence of technical approval from the local highway authority.

10. No development shall be commenced until details of the proposed arrangements for future management and maintenance of the proposed verge incorporating street trees within the development have been submitted to and approved by the local planning authority. The street shall thereafter be maintained in accordance with the approved management and maintenance details until such time as a private management and maintenance company has been established.

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

Note: The applicant is advised that to discharge the above condition that the local planning authority requires a copy of a completed agreement between the constitution and details of a private management and maintenance company confirming funding, management and maintenance regimes.

11. No development shall be commenced until full engineering, drainage, street lighting and constructional details of the streets proposed for adoption have been submitted to and approved in writing by the local planning authority. The development shall, thereafter, be constructed in accordance with the approved details, unless otherwise agreed in writing with the local planning authority.

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

Note The applicant is advised to obtain a technical approval for all estate street details from the local highway authority prior to the submission of such approved details to the local planning authority to discharge the above condition of this consent.

12. Notwithstanding the details contained within the Construction Management Plan (Ref: OUNDL_CMP Rev A – Construction Management Plan), no demolition or construction work (including deliveries to or from the site) that causes noise to be audible outside the site boundary shall take place on the site outside the hours of 0800 and 1800 Mondays to Fridays and 0800 and

1300 on Saturdays, and at no times on Sundays or Bank Holidays unless otherwise agreed with the local planning authority.

Reason: To ensure the protection of the local amenity throughout construction work

13. Notwithstanding the submitted Boundaries and Bins Plan drawing number 477-SK-06D, details of revised bin collection points serving plots 127-130, 114-117, 97-101, 93-95, 84-85, 35, 37-38 shall be submitted to and approved in writing by the local planning authority, prior to commencement of development. The development shall thereafter be carried out in accordance with the approved plans prior to the occupation of each associated dwelling.

Reason: To ensure bin collection points are accessible to the waste collection service.

12. **Informatives**

N/A