



Applicants:

Ford Motor Company
Limited

Application No:

11/0032/OUTWND

Date Registered:

24/03/2011

Expiry Date:

23/06/2011

Grid Ref:

455640 (E) 262821 (N)

Ward:

Drayton

Daventry UDA Planning Committee Paper

Report by Director of Planning Services

Date of Committee Meeting: 26th July 2011

Agenda Item: 6

Description: Outline planning application for development to provide up to 28,000 sq metres of B2 (General Industrial) and/or B8 (Storage and Distribution) with ancillary offices, and providing associated servicing and car parking. All matters reserved except for Access.

Address: Ford Training Centre Site and associated land, Royal Oak Industrial Estate, Royal Oak Way South, Daventry, Northants, NN11 8NT

1. Recommendation

1.1 The application be **Approved** and outline planning permission be granted with all matters reserved except for Access subject to delegated authority being given to the Director of Planning Services to issue the decision notice subject to:

- the signing of a S106 legal agreement in compliance with the Corporation's Interim Planning Obligations Strategy
- the finalisation of the appended conditions subject to minor amendment for the following reason:

The proposed development would deliver economic growth within an area designated for industrial development, would deliver acceptable access arrangements including footway and cycleway links to and from the site and would be appropriately located within the site so as to have an acceptable visual impact and be in the interests of respecting surrounding residential amenity in compliance with Policies GN1, GN2, GN3, EN12, EN42, EM4, CM7 and CM8 of the Daventry Local Plan (1997) and with the guidance contained within PPS4: Planning for Sustainable Economic Growth, PPS5: Planning for the Historic Environment, PPS9: Biodiversity and Geological Conservation, PPG13: Transport, PPG24: Planning and Noise and PPS25: Development and Flood Risk.

2. Description of Site

- 2.1 The site lies within the Royal Oak Industrial Estate - an area allocated for industrial development under Policy EM4 of the Daventry District Local Plan. This Industrial Estate is located at the western edge of Daventry and comprises a variety of industrial buildings, the most prominent of which is the Ford Parts Distribution Centre.
- 2.2 The application site itself is 8.2Ha in area and is located immediately south of the Ford Parts Distribution Centre and encompasses the existing Ford Training Centre – a single storey structure with associated access and car parking located to the east of the site. The remainder of the site is undeveloped, exhibits a sloping topography and consists of maintained grassland with some areas of mature trees.
- 2.3 The site is bound to the south east by the A425 (Leamington Way) with associated roundabouts located at either end of the site. Leamington Way is a trunk road that forms part of the Daventry ring road system. To the north-east of the site the A425 links to Royal Oak Way South, which, in turn, runs along the north-east boundary of the site. To the south-west of the site the A425 links to Browns Road, this serves a number of relatively small single-storey commercial outlets that back on to the south-west boundary of the application site.
- 2.4 The land on the south-east side of Leamington Way is occupied by an extensive area of housing, the estate is known as The Grange. There is a notable belt of mature trees and hedgerow separating the application site from The Grange, which is located approximately 60m from the south-east boundary of the application site. The land immediately adjoining both sides of Leamington Way is designated as a Green Link under Policy EN12 of the Daventry Local Plan (1997). This designation protects these strips of land from being unduly encroached upon by development.

3. Description of Proposal

- 3.1 The proposals involve the demolition and removal of the Ford Training Centre in addition to the development of 2no. freestanding industrial units (Units A & B) with a cumulative gross internal floor space of up to 28,000 sq m. The proposed use is flexible, whereby either B2 (General Industrial) or B8 (Storage and Distribution), or a mix of B2 and B8 can be developed in association with ancillary B1 Offices.
- 3.2 New access arrangements are proposed whereby a single independent access on Leamington Way would be provided to serve both units (including servicing). The existing access that serves the Ford Training Centre on Royal Oak Way South is to be remodelled so as to serve the Parts Distribution Centre only.
- 3.3 Although this application is in outline form with all matters reserved apart from access, indicative layout, elevational and sectional drawings have been provided by the applicant. These details will set the parameters for the scale and form of the

development which then forms the basis for any future reserved matter application(s).

- 3.4 The proposed layout shows a central access point with an industrial building on either side with associated car parking and servicing. The proposed building to the west (Unit A) would be 'L shaped' and set upon a plateau to the rear of the site (away from Leamington Way). The proposed building to the east (Unit B) would cover and extend the existing foot print of the Ford Training Centre. The approximate footprint of the western building would be 90m x 170m, while the eastern building would be 70m x 150m. The overall floor space to be created on the basis of this indicative layout would be 14,018 sq m for Unit A (including 1,876 sq m of ancillary offices) and 12,094 sq m for Unit B (including 2,808 sq m of ancillary offices).
- 3.5 The indicative elevations detail eaves heights of 13.25m and ridge heights of 16.725m for both buildings. The buildings would be of a metal-clad industrial appearance with double-pitched curved roofing and feature glazed elevations to office areas at the eastern ends of both units.

4. Policy Considerations

WNDC Purpose

- 4.1 Under S136(1) of the Local Government Planning and Land Act 1980, WNDC as an Urban Development Corporation has a statutory "objective" to deliver the regeneration of the area. The Secretary of State has determined that WNDC should have development control powers for certain types of development in order to carry out its objective. The proposal is consistent with the Corporation's objectives.

National Policy:

- 4.2 PPS1: Delivering Sustainable Development

PPS1: Delivering Sustainable Development: Planning and Climate Change

PPS4: Planning for Sustainable Economic Growth

PPS5: Planning for the Historic Environment

PPS9: Biodiversity and Geological Conservation

PPG13: Transport

PPG24: Planning and Noise

PPS25: Development and Flood Risk

Development Plan:

East Midlands Regional Plan (2009): Policies 1, 2, 35, 46, 48

4.3 DDC Local Plan (1997): Policies GN1, GN2, GN3, EN12, EN42, EM4, CM7, CM8

Other Material Considerations:

4.4 WNDC Planning Principles (2009): Set out in this document are WNDC's three corporate objectives: 1. To deliver development and infrastructure that enables regeneration and growth in Northampton, Daventry and Towcester; 2. To ensure that new development is supported by appropriate jobs, infrastructure and town centre regeneration; 3. To ensure that new development meets the Government's design quality and environmental standards and is integrated into existing communities.

WNDC Manual for Design Codes (2009)

WNDC Sustainability Manual (March 2010)

WNDC Interim Planning Obligations Strategy (June 2011)

5. Representations.

5.1 DDC Development Control: The strongest possible objections to the proposed access. The proposed development is considered to be acceptable in principle as it would provide local employment and contribute to economic growth. When submitting the reserved matters consideration should be given to the design, scale, layout and landscaping to ensure that the amenities and privacy of the local people are safeguarded, that the proposed design secures at least 15% of its energy from decentralised and renewable or low carbon sources (unless it can be demonstrated that it is not feasible or viable) and that the development reflects local character and distinctiveness.

5.2 DDC Environmental Health: Concerned that no Environmental Noise Assessment has been submitted with the application, particularly in respect to the first unit's loading bays facing out towards Leamington Way where residential properties oppose the other side of the road. Warehousing can cause particular noise issues that can be particularly noticeable during the evening or at night time when background noise levels are lower and the general population are trying to sleep. An assessment under the provisions of BS4142 is required and should constitute a worst case scenario given that the specific detail of the future occupier(s) is/are unknown.

5.3 *Further comments 08/07/2011*: No objection to the application subject to the following suggested conditions being given consideration. An acoustic report shall be submitted prior to first occupation to demonstrate that noise ratings at the nearest noise-sensitive premises shall not exceed background noise levels by 3dB. Full details of the acoustic barrier should be secured prior to first occupation; it should be at least 6m in height and be maintained in good working order. If the development is to be used for refrigerated products appropriate electrical connections shall be installed to enable vehicle refrigeration units to run without

external combustion refrigeration motors. Engines to all vehicles are to be turned off whilst vehicles are parked at the units.

- 5.4 DDC Engineer: Due to the scale of development please ensure that both the Environment Agency and Anglian Water are consulted with regard to the drainage of the site. The predominant gradient of the site is to the south east with higher ground to the north-west. The site is therefore at risk from flooding from adjacent land, although the risk is likely to be low the applicant should consider the potential for overland flows from higher ground to the north and north-west. The outline proposals for SuDs appear sound, details must be presented to Northamptonshire County Council in due course.
- 5.5 DDC Landscape Assessment: No direct comments received from this department.
- 5.6 DDC Planning Policy: No direct comments received from this department.
- 5.7 NCC Archaeology: A geophysical survey has been undertaken, but this needs to be linked to intrusive evaluation. The trial trenching component is still outstanding, which should be undertaken as soon as possible.
- 5.8 *Further comments 07/07/2011*: A programme of desk based study, borehole and geophysical survey and targeted trial trenching has been undertaken. This has identified significant levels of made ground and extensive landscaping which would have removed any archaeological deposits. Therefore no further archaeological work will be required during development within this area should permission be granted.
- 5.9 NCC Development Management: New development schemes place additional demand for fire and rescue resources, NCC applies a contribution rate of £145 per 100 sq m of non-residential development towards local fire and rescue infrastructure costs, which equates to £40,600. This contribution would be utilised at the Fire Station that nearest serves the development. The development will also require 4no. fire hydrants to be installed at the same time as the rest of the water infrastructure and prior to any dwellings / commercial buildings being occupied. The final locations of which are to be agreed with the Northants Fire and Rescue Water Officer. The total planning obligation sought for fire hydrant provision on this development is £3,208 and index linked.
- 5.10 NCC Rights of Way: No comments received.
- 5.11 NCC Sustainable Transport: The information provided within the Transport Assessment (TA) has been considered in detail and the principle of the development is considered acceptable to the Local Highway Authority (LHA). However, the applicant needs to demonstrate that the gradient of the proposed access does not exceed 1:30 to allow for the safe entry of HGV's on to the public highway. The provision of a 3m shared footway/cycleway along Leamington Way and into the development is required while pedestrian/cycle crossing facilities are required at the Yeomanry Way roundabout and to Thames Road. It is likely that the LHA will require financial contributions to enhance existing bus services to

make them more attractive to employees on the site, particularly given the walking distances involved to access the bus stops on Thames Road.

- 5.12 *Further comments 15/07/2011:* The highway improvements shown on the latest Site Layout (2294-26 Rev E) are acceptable to the Local Highway Authority in principle, subject to some minor alterations that can be resolved at the appropriate stage. A suitably worded planning condition to secure the highway works to be carried out in accordance with details to be submitted to and gain the approval of the Local Planning Authority prior to commencement of development (shown indicatively on the above referenced drawing). It is still required that the developer provides 2no. bus shelters at existing bus stops on Royal Oak Way, with a commuted sum to cover the future maintenance of the bus stops in order to encourage travel to the site by non car modes in line with the County Council's mode shift policy. This could be included in a S106 agreement.
- 5.13 Daventry Town Council: Any comments to be verbally updated
- 5.14 Anglian Water: The waste water treatment and foul sewerage networks have available capacity. The surface water strategy / flood risk assessment submitted our acceptable to Anglian Water. It is suggested that an informative is added to any permission relating to the discharge of trade effluent. A condition should also be added to ensure that the surface water strategy is implemented prior to the occupation of any premises.
- 5.15 Environment Agency: Object in light of the absence of an acceptable Flood Risk Assessment (FRA). The details of the submitted FRA are not yet fully compliant with Annex E of PPS25. The proposed scale of the development may present risks of flooding on-site and/or off-site if surface water run-off is not effectively managed. Further, there are no calculations to support the recommended volume of storage required and the methods of attenuation are not detailed. SUDS features such as swales and ponds would add to the amenity and ecologic value of the site.
- 5.16 *Further comments 18/07/2011:* Prepared to withdraw the previous objection subject to the following conditions being imposed in light of the revised FRA miscalculating the Greenfield discharge rate. Development shall not begin until a surface water drainage scheme for the site has been submitted for approval. The scheme shall deal with the risks associated with contamination of the site. In the event that contamination not previously identified is found to be present no further development shall be carried out until a remediation scheme has been agreed and implemented.
- 5.17 Highways Agency: The proposed development is predicted to have a net impact of around 20no. vehicles in each peak period on the A5/A45 junction. Given the scale of the development and likely operational impact upon the Strategic Road Network it is not considered that the development should be conditioned against the SBA4 scheme at the A5/A45 junction. The submitted Travel Plan should be revised and secured by way of an appropriately worded planning condition.

- 5.18 *Further comments 06/07/2011:* It is understood that the amended information relates to access and the internal layout of the site, the Highways Agency therefore does not wish to make additional comments.
- 5.19 *Further comments 11/07/2011:* In response to WNDK's letter dated 29/06/2011 outlining the view that the proposed development would reduce the existing capacity at the A5/A45 junction and should therefore contribute to a fair and proportionate share of the costs towards the improvements of the strategic infrastructure serving the area – the A5/A45 works and/or the Daventry Relief Road, the Agency accepts this view and supports the Corporation's approach.
- 5.20 Natural England: The site is not in close proximity to any designated conservation sites, therefore no comments are raised in respect to the application. A high proportion of native planting should be used in order to enhance local biodiversity. With regard to potential impact upon protected species, it is advised that Natural England's standing advice for guidance upon survey and mitigation requirements is consulted.
- 5.21 *Further comments 11/07/2011:* No additional comments to make regarding designated sites. Please refer to our standing advice for guidance in relation to protected species.
- 5.22 Northants Police: No formal objection. Suggestions include the imposition of a secure perimeter boundary with a front facing entry point, the provision of active frontages and the use of limited soft landscaping so as not to impede views into the site. Car parking should be located in front of buildings, footpaths and cycle paths should not run the rear boundaries to premises and access routes should be well lit. A secure holding area for HGV's should be provided within each site and CCTV should be used to enhance HGV parking security. The large area of car parking between the units will require CCTV monitoring and a robust boundary treatment. The applicant has commented upon the matters raised and it is considered that these can be adequately dealt with at reserved matters application stage.
- 5.23 *Further comments 06/07/2011:* No formal objection, no further comments to add.
- 5.24 Ramblers Association: It is accepted that no Public Right of Way is directly involved, although one runs along Browns Road outside of the application area. The Ramblers would however very much regret the tragic loss of a very precious expanse of open green space punctuated by several mature copses of trees. The area to be vacated by the Ford Training College should be the only area considered for development with its surrounding extant tree screening being maintained.
- 5.25 *Further comments 13/07/2011:* Initial comments regarding this site still apply. Given that there is the possibility of servicing and car parking being added to the equation there is even more reason why The Ramblers insist on the retention of many of the copses/green open spaces situated in this land to hide any possible 'blight' of the surrounding area/s. The Ford Training School has very good facilities

for such an enterprise except to say that a Ford Dealer, for example, would find these premises/parking perfectly suited to its needs. The traffic will be increased somewhat.

5.26 Wildlife Trust: Welcome the submission of the 'Ecological Appraisal Report' as a supporting document, the broad scope and content of which is both acceptable and satisfactory. It is not however clear whether or not the ecologists have made contact with the Northamptonshire Biodiversity Records Centre (NBRC) and have assessed the most recent version of the Northamptonshire County Biodiversity Action Plan (BAP) document. Also, the ecologists do not appear to have evaluated the potential for the existing building on site to be playing host to bats. In addition, the ecologist's recommendations should be fully implemented and the impacts upon local biodiversity of increased artificial lighting should be considered. Any soft landscaping elements should be provided for by the use of native species only.

5.27 *Further comments 01/06/2011*: The applicant's further submission is acceptable and understandable in terms of a response to the issues raised by the Trust previously. I.e. contact has been made with the NBRC, the most recent version of the BAP has been assessed and the Ford Training College building is considered unsuitable for roosting bats or breeding birds.

5.28 Cllr Colin Poole: The prospect of much needed development is welcomed, but not at any price. The new Leamington Way access would incorporate a 'left in left out' arrangement that would involve extra vehicle movements between the two roundabouts on this road, thus adding unnecessary congestion and additional noise and air pollution. Given the typical measurable amount of noise emanating from distribution services, attention needs to be drawn to the provision of acoustic barriers and adequate fit-for-purpose landscaping. All lighting within the site should be downlighting to avoid spillage to the local area and sufficient screening should be supplied to eliminate vehicle headlight spillage. The scale and mass should be no greater than adjacent properties. It is disappointing that residents of Drayton Village were not notified of the application.

5.29 Cllr Annette Dunn: No comments received.

5.30 Cllr Chris Eddon: No comments received.

5.31 Cllr Chris Long: No comments received.

6. Notifications and Responses

8.1 Neighbour notification letters were sent out to close proximity neighbours and 6no. site notices were erected adjacent to the site (2no. on Royal Oak Way South, 2no. on Thames Road and 2no. Browns Road). The application was also advertised in the local press by virtue of being classified as a Major Development. 7no. responses were received and can be summarised as follows:

- Concerns that the County Council have indicated that they are prepared to have a one sided access to and from the A45 Leamington Way. The ring road has been systematically downgraded by this type of access. Access should be delivered from via either Royal Oak Way South or Browns Lane. The proposed arrangement will increase traffic upon the roads, therefore increasing road noise and pollution.
- Contributions should be sought from the developers for improvements to the A45/A5 junction, Flore by-pass, A45 Braunston Hill widening and to the A361.
- The development shall be too close to residential property located on the other side of Leamington Way; noise can already be heard from the extant Ford operation. The existing belt of landscaping to the north of these properties is not significant and offers limited noise protection. The operation could be 24 hours a day, causing lack of sleep and delays to journeys to and from work. Noise is of particular concern during night time hours and Sundays. The existing main Ford operation is considered to be located close enough to residential properties.
- The present landscaped area currently offers a green and pleasant feature that will no longer exist for local people.
- The size of the development is of concern given that it shall be larger than the existing Ford Training Centre. The proposed development would be particularly visible during winter months when local trees shed their leaves.

7. Site History

7.1 The Ford site has been the subject of previous planning applications. The main site was granted planning consent for the Ford parts depot in 1966 (DB/66/63), a further extension was permitted in 1970 (DB/70/63). Further buildings for storage, handling of packing cases, offices, plant room, sports club facilities and clubhouse were granted and constructed within the wider Ford site during the 1970s and 1980s. The Training Centre that is located within the application site was approved under DB/71/46.

8. Considerations

The key points for consideration are: Principle, Noise & Amenity, Visual Impact, Ecology, Access & Highways, Crime Prevention, Sustainability, Flood Risk & Drainage, Archaeology, Planning Obligations

Principle

8.1 The application site lies within an area allocated for industrial development under Policy EM4 of the Daventry District Local Plan. This policy seeks to safeguard existing B1, B2 and B8 uses in such areas by setting a presumption against changes of use to uses that fall outside of the aforementioned use classes. In this context

the principle of introducing additional B2 / B8 usage is considered to be acceptable.

- 8.2 In addition, Policy EC10 contained within PPS4: Planning for Sustainable Economic Growth urges Local Planning Authorities to adopt a positive and constructive approach towards planning applications for economic growth subject to consideration against a number of criteria. This includes long term sustainability, accessibility by a choice of means of transport, high quality and inclusive design, impact on economic and physical regeneration and the impact upon local employment.
- 8.3 It is not possible at outline application stage to assess the proposals against all of the criteria set out above. However, at this point it can be stated that the proposals will create additional local employment; this is notwithstanding the loss of the Ford Training Centre and its associated jobs given the net-gain that would come forward with the proposed new development. The matters relating to sustainability, accessibility and design will be addressed either by way of a s.106 agreement, planning conditions or consideration of reserved matters application(s).
- 8.4 It is worth noting that whilst the site is an area of open space, it does not have any policy designation as such and is privately owned land with no public access. Coupled with the fact that the site is formally designated as employment land within the Local Plan, the development of this site is considered acceptable in principle.

Noise & Amenity

- 8.5 The application was sent to DDC Environmental Health for comments; they expressed initial concern that no Noise Assessment was submitted with the application given the proximity of residential dwellings to the south of the site and the proposed position of loading bays to the south of the western unit (Unit A). The Environmental Health Officer (EHO) noted that the noise associated with B8 warehousing can be particularly noticeable during evening and night time hours when background noise levels are lower.
- 8.6 A Noise Assessment was duly undertaken by the applicant, which ultimately led to a slight reconfiguration of the scheme so as to amend the location of the loading docks associated with the western unit. The docks have been switched to the western side of Unit A with the associated access road running the northern side of the unit as opposed to the southern side, i.e. adjacent to the existing main Ford operation and away from the residential properties to the south of the site. An acoustic fence is also proposed to the southern edge of the newly positioned service yard.
- 8.7 The EHO was consulted upon the submitted Noise Assessment and sounded support in respect to the new layout, which greatly reduces the noise levels at the nearest properties. The EHO also expressed satisfaction in respect to the background levels that have been used for the assessment and also in respect to the predicted noise levels associated with the operation of the development. The

EHO has suggested conditions to ensure that noise emissions do not exceed appropriate levels in accordance with a further acoustic report (when the end user is known) to be submitted prior to the first occupation of the development. WNDC Officers consider such an approach to be appropriate in this instance.

- 8.8 The Noise Assessment confirms that the nearest and therefore most affected properties at the corner of Thames Road will be 4.8dB above the background levels at night, which is less than 5dB – the level considered to be of marginal significance in accordance with British Standard 4142.
- 8.9 The EHO has also confirmed that the Noise Assessment is based upon a true worst case scenario of the potential operation on site; i.e. it is based on a full B8 Warehousing use of the site with the associated HGV flows to match. The Noise Assessment is also based upon there being hard ground when in reality there is mixed ground between the source and the receiver.
- 8.10 In respect to the acoustic barrier, the applicant has confirmed that a 6m installation was used in the noise model, with its precise specifications to be finalised at reserved matters stage. The EHO has suggested planning conditions to secure the final details of the acoustic barrier. WNDC Officers consider that it would be premature to condition detailed aspects of the noise scheme at this outline planning stage. The precise form and layout of the development (as well as the end user(s)) has yet to be confirmed, the acoustic barrier may be relocated, revised in scale or even omitted from the scheme depending upon the final details of the future occupants that come forward. The detailed aspects of the noise scheme would be better dealt with at reserved matters stage subject to maximum noise emission levels being hereby secured by condition as discussed above.

Visual Impact

- 8.11 Policy GN2 (A) of the Daventry Local Plan (1997) states that planning permission shall normally be granted for development provided that it is of a type, scale and design in keeping with the locality and not detracting from its amenities. The application site is located adjacent to a number of neighbouring industrial uses, most notably the main Ford Distribution Centre to the north which constitutes a large rectangular white metal clad building of approximately 10m in height and covering an extensive area of land. A series of smaller (approximately 6m in height) free-standing commercial units are located to the west of the site on Browns Lane.
- 8.12 Notwithstanding the nearby industrial presence that has been noted, the site itself is of green and open character with copses of mature trees and maintained landscaping. Leamington Way itself is protected by Policy EN12 of the Daventry Local Plan in that both of its sides running the length of the application site are designated 'Green Links'; these extend to approximately 20m in width on either side of the road. Policy EN12 dictates that planning permission will not normally

for development that would encroach upon designated Green Links. On the northern side of the road the Green Link follows the curve of the roundabout to incorporate this particular frontage of the site. In general terms the roundabout exhibits an open character; allotments are located to the east and a further buffer of undeveloped land is positioned to the north.

- 8.13 The proposed layout of the scheme has been revised during the planning process in light of Officers expressing concerns in respect to the proposed form of the development and its impact upon the character and appearance of the area. It was considered that a lack of information was submitted to demonstrate the relationship of the scheme with surrounding uses and landforms. Notwithstanding this lack of information, Officers concluded that the development would be of excessive visual prominence given the height of the proposed buildings (16.725m ridge height) and their positions close to the boundaries of the site. The green and open character of the general area and of the Leamington Way / Royal Oak Way roundabout in particular would be compromised.
- 8.14 The revised scheme that has been formulated offers a more appropriate form of development. Unit A has been reconfigured and repositioned so as to offer an approximate 28m buffer from the western boundary of the site as opposed to the 8m buffer proposed originally. The repositioning of the service yard has allowed this buffer to be created, which removes the overbearing relationship of Unit A in respect to Browns Lane properties. Submitted site sections have demonstrated what appears to be an acceptable relationship in this area.
- 8.15 Unit B has also been reconfigured so as to attain an acceptable relationship with the Leamington Way / Royal Oak Way roundabout. The initial drawings depicted the eastern corner of Unit B being positioned (at a full height of 16.725m) within approximately 30m of this roundabout with only a narrow buffer of new planting to soften its visual impact. The amended scheme positions car parking spaces and balancing ponds to the eastern end of the site so as to allow the footprint of Unit B to be moved back from the roundabout to offer a buffer of approximately 55m. A buffer of a minimum of 30m would be maintained between the roundabout and the car parking.
- 8.16 To further reduce the visual impact of Unit B, the position of the ancillary office element of Unit B has been switched from its western to its eastern end. The office accommodation is of a 12.725m approximate height and therefore less visually intrusive than the main body of the Unit. This arrangement would allow for the most inherently interesting elevation (articulated by entrance features and glazing associated with office use) being located upon the most viewed façade of

the building. An elevational drawing has been produced that offers an idea of what the main elevations to office elements would appear. This details the exposure of structural columns in front of a glazed façade so as to create a colonnade feature. This detailing is indicative at the present time given that design is a reserved matter, but the submitted information demonstrates a commitment to supplying a distinctive design feature overlooking the heavily trafficked adjacent roundabout. A planning condition should be attached to any approval in order to ensure that a design feature of note is created at the north eastern end of Unit B, i.e. overlooking the adjacent roundabout.

- 8.17 The positions of site sections to be drawn and submitted in plan form were agreed between the applicant and officers so as to clearly demonstrate the scheme's relationship with surrounding land uses. These sections fully illustrate the scale and height of the proposals when compared to neighbouring uses. But the sections also demonstrate the generous separation distances that have now been incorporated with the latest revised proposals. Over 60m would separate the existing Ford Distribution Centre and at least 100m would separate both Units from the housing on Thames Road to the south. Existing and proposed landscaping would also supplement and shield the development, particularly along the length of Leamington Way and its associated Green Links.
- 8.18 The site sections also highlight the uneven topography of the site particularly in respect to the western portion of the site and Unit A. The site rises from a ground level of 156m at its southern edge to a proposed Finished Floor Level (FFL) of 160.5m for Unit A. The FFL of Unit B is 155.5m. The area designated for the placement of Unit A already takes the form of a plateau, although the Design and Access Statement alludes to a 'cut & fill' technique being used so as to create full plateaued areas for development. The sections help in confirming that the existing thick belt of landscaping shall effectively shield the development from accessible public view along Leamington Way. In the interests of visual amenity it is considered prudent to attach a planning condition to any approval requiring final levels details to be submitted once the detailed design of the development is finalised.
- 8.19 It should be reiterated that all matters apart from Access are reserved so detailed design elements set the parameters for the scale and form of the development which will form the basis for any future reserved matter application(s). Given the notable scale and stature of the proposals in addition to the sensitive nature of surrounding residential uses and designated green links, officers consider that it would be prudent to apply planning conditions to reinforce the principles of the layout that is hereby being recommended for approval. This would include distances to be maintained between the development and surrounding land uses and infrastructure, i.e. Leamington Way, the Royal Oak Way roundabout and the properties on Browns Lane to the west. The position of the feature office elevation at the eastern end of Unit B is also to be conditioned in addition to the maximum heights of both Units.

8.20 The southern part of the site directly adjacent to Leamington Way is designated within the Local Plan as a green link and this designation protects these strips of land from being unduly encroached upon by development. The proposed development does include a new access and footpath/cycleway which will be located within the designated green link. However, it is not considered that the integrity of the green link will be significantly affected as the majority of the existing landscaping and planting will be retained.

8.21 It is considered that the development of the site, based on the design and layout parameters outlined within this report being taken forward through to the consideration of a reserved matters application(s), will not adversely impact upon the character and appearance of the site and the surrounding area.

Ecology

8.22 Both Natural England (NE) and The Wildlife Trust (WT) were consulted upon the application. NE raised no comments other than to direct the Corporation to their standing advice in respect to protected species. The WT welcomed the submission of the Ecological Appraisal Report and has stated that its broad scope and content is acceptable, which includes a recommendation for new landscaping to include the use of native tree and shrub species appropriate to the locality. Full landscaping details shall be secured at reserved matters stage. A planning condition should be imposed to ensure that any existing landscape features to be removed are scheduled for outside the breeding season.

8.23 In response to WT requests, the applicants have confirmed that they made contact with the Northamptonshire Biodiversity Records Centre in undertaking their desk study work and have also assessed the recent relevant Biodiversity Action Plan (BAP). This information is also adequate to allow the application to satisfy NE's standing advice in respect of protected species; detailed ecological surveys are not required in this instance. The applicant has also confirmed that their ecologist is of the opinion that the existing Training Centre building comprises no features that bats could utilise for roosting; the WT has accepted this position.

Access & Highways

8.24 The proposed indicative layout of the scheme incorporates 2no. separate units – one to the south-west and one to the north-east of the site. Both would be served via the same access point to be created on Leamington Way (A425) at the midpoint of the 2no. units. It is proposed that this vehicular access is provided via a 'left in / left out' arrangement whereby access and egress from the site can only be gained while travelling eastwards on the A425.

8.25 This matter is covered within the submitted Transport Assessment (TA) where it is mentioned that discussions were held with the Local Highway Authority in respect to agreeing the details of this access. It would incorporate acceleration and deceleration lanes as well as a physical island positioned in the middle of the highway to prevent motorists turning right into the access. Swept path analysis

demonstrates that large articulated lorries would be able to negotiate the proposed arrangement.

- 8.26 NCC Highways (Local Highway Authority) were formally consulted upon the application and responded by stating that the information contained within the TA has been considered in detail and the principle of development is acceptable. This is subject to the applicant demonstrating that the carriageway gradient at the egress to the proposed junction does not exceed a gradient of 1:30 to ensure the safe entry of HGVs. A further written statement has been received from the applicant stating that the topographic survey of the site demonstrates a gradient of 1:50. NCC Highways have confirmed acceptance.
- 8.27 NCC Highways also stated within their original response that their support is subject to the site being made accessible via foot and cycle, which would involve the provision of a 3m shared footway / cycleway along the length of Leamington Way (i.e. between the two closest roundabouts) in addition to an associated crossing at the Yeomanry Way roundabout and a pedestrian link to Thames Road. NCC Highways have also commented that it is likely that a contribution towards the enhancement of existing bus services shall be required; this particular request shall be discussed within the Planning Obligations section of this report below.
- 8.28 It should be noted that retained Policy CM7 of the Daventry Local Plan states that planning permission for development will be dependent upon provision being made for public transport where appropriate. Policy CM8 states that the grant of planning permission for large scale developments shall be dependent upon the retention and provision of safe and convenient cyclist and pedestrian routes in the areas. The contents of these policies support NCC Highway's requests.
- 8.29 In light of the NCC Highways comments, a revised site layout has been submitted that accommodates the accessibility improvements set out in the paragraph above. NCC has accepted these amendments. It should be noted that these are located outside of the application's red line (which signifies land within the applicant's ownership), therefore the applicant will need to enter into a Section 278 agreement with the Local Highway Authority to ensure that works to the public highway are carried out to adoptable standards. It is considered appropriate and reasonable to attach a planning condition requiring that those accessibility improvements are implemented prior to the occupation of any unit(s) on site.
- 8.30 Consideration of car parking provision is contained within the TA. The indicative site plan that has been submitted shows approximately 216no. car parking spaces being accommodated within the scheme to serve the development as a whole. In the absence of directly applicable standards contained within PPG13: Transport, the proposed indicative level can be compared favourably to the maximum standards outlined within the NCC Parking SPG (2003) for B2 and/or B8 use when applied to this scale of development. The SPG would allow for 218no. spaces if the scheme was wholly B8 and for 475no. spaces if wholly B2. However, it should

be noted that the exact schedule of development and car parking is as yet undefined and will be considered in full detail at reserved matters stage.

Crime Prevention

8.31 Northants Police submitted no objection to the scheme subject to a series of recommendations relating to the detailed design of the scheme. The applicant has responded to the matters raised and confirmed that they will be addressed at reserved matters stage. These issues relate to perimeter boundary treatment, secure rear access, active frontages, the provision of secure holding areas for HGVs and the use of CCTV. Northants Police have confirmed acceptance in respect to comments made by the applicant and anticipate further pre application discussions prior to the submission of reserved matters.

Sustainability

8.32 The submission contains no reference to the sustainability measures to be incorporated within the built scheme. There is no initial rating assessment against BREEAM standards, which is suggested to accompany all application submissions in accordance with the requirements of the Corporation's Sustainability Manual (2010). In this instance, given the outline nature of the application and the lack of certainty at this stage associated with the precise form of development that is to come forward, it is considered that this matter can be adequately dealt with via an appropriately worded planning condition. This condition would require an initial rating assessment (detailing the achievement of a BREEAM Excellent rating or other rating to be agreed in writing) to be submitted to the Local Planning Authority prior to the commencement of development in addition to securing details of post-construction assessment.

8.33 In addition, a further planning condition should be imposed to secure on-site renewable energy provision to meet a minimum of 10% of the overall energy needs of the development. This level is consistent with the minimum 10% articulated within the Energy and Development SPD (2007). DDC has requested that a figure of 15% be secured. However, it is not considered reasonable to require this as there is no sound planning basis to support this requirement.

Flood Risk & Drainage

8.34 The Environment Agency (EA) submitted an objection to the original application in light of the Flood Risk Assessment being adjudged to be non-compliant with the requirements of PPS25: Development and Flood Risk. The EA sought additional information upon such matters as the management of surface water and calculations to support the recommended volume of storage required and the means of attenuation. The EA also stated at this initial stage that SUDS features such as swales and ponds would add to the amenity and ecologic value of the site.

8.35 The FRA in addition to the scheme's layout was amended following the EA's comments. The layout has now been drawn to detail how balancing ponds can be accommodated to supplement the main built elements of the scheme. The ponds

are shown to be located along the Leamington Way and Royal Oak Way frontages of the development, therefore aiding the retention of an open green link along Leamington Way and helping to maintain a buffer between the proposals and the large and open roundabout adjacent to Unit B. The precise scale and position of SUDS shall be determined as and when detailed planning permission is applied for.

8.36 The EA have been formally re-consulted upon the revised FRA and associated amended layout. Comments have been submitted by the EA withdrawing their objection subject to the imposition of a robust set of planning conditions to secure full surface water drainage details and to ensure that the risks associated with contamination of the site are adequately dealt with. The EA considers that conditions are necessary in light of the revised FRA presently miscalculates Greenfield drainage rate at the site.

Archaeology

8.37 NCC Archaeology has confirmed that a programme of desk based study, borehole and geophysical survey and targeted trial trenching has been undertaken. This has identified significant levels of made ground and extensive landscaping which would have removed any archaeological deposits. Therefore no further archaeological work will be required during development within this area should permission be granted.

Planning Obligations

8.38 The Corporation has adopted its Interim Planning Obligations Strategy (IPOS), which endorses a standard approach to accumulating contributions towards infrastructure improvements across West Northamptonshire Development Corporation's area.

8.39 In accordance with IPOS the Corporation's starting point for B2 and B8 development is £25 per sq m. I.e. 28,000 sq m x £25 = £700,000. Negotiations in accordance with IPOS shall be required prior to the formal determination of the application – this is reflected in the wording of the Officer's recommendation at the outset of this report. As part of these discussions careful consideration shall need to be applied to ensure that planning obligations comply with the Community Infrastructure Levy Regulations that came into force in April 2010. These Regulations state that obligations must be necessary to make the development acceptable in planning terms, directly related to the development and fairly and reasonably related in scale and kind to the development.

8.40 Preliminary discussions have occurred with the applicant in this context. Potential Heads of Terms have been drawn from the infrastructure list contained within IPOS and subsequently put to the applicant. These Heads constitute the following: Green Infrastructure, Public Realm, Cultural Investment, Transport, Community Cohesion, Training- Construction Futures, Monitoring. The applicant has requested greater clarity in respect to the current need for / impact upon the aforementioned infrastructure requirements within the vicinity of the site.

- 8.41 To give an idea of what these Heads would entail, the Public Realm and Cultural Investment contributions would be associated with town centre investment and improvements. This application would provide economic development on the outskirts of the town and therefore away from the core central area of the town. Expenditure within the town centre would mitigate against any potential negative effects of investment within an out-of-centre location and would incentivise town centre trips and associated bus travel to and from the centre of town. The Public Realm contribution would also potentially incorporate the Local Highway Authority's request for financial contributions towards enhancements to bus stop infrastructure.
- 8.42 In respect to Transport, WNDC officers have noted the sizeable indicative floor areas of the proposed units and their associated trips, which would reduce the existing capacity at the A5/A45 junction. It is therefore considered that a fair and proportionate share of the costs toward the improvement of strategic infrastructure serving the area should be sought (i.e. A5/A45 works and/or Daventry Relief Road). The Highways Agency was written to by officers explaining this approach; they subsequently accepted the Corporation's view and approach on this matter. In addition, the Local Highway Authority has raised the possibility of a monetary contribution being applied to improving current local bus services.
- 8.43 A Community Cohesion contribution would allow for monies to be diverted to local community group initiatives and events, which is particularly relevant given the local residential community that abuts the south of the site and the area of green and open character that would be lost to the area should this scheme come forward.
- 8.44 The Construction Futures requirement has been formally adopted by the Corporation's Board, and it is considered by officers that the strategy can be properly applied to this development in order to make it necessary in planning terms. The obligation would result in apprentices being employed on site during construction, therefore directly related to the development. The level of training sought is calculated on the basis of the predicted cost of development as required by Construction Futures. In respect to Monitoring, this is a standard Head generally applied to all applications.
- 8.45 It is also noted that the NCC Development Management section has requested contributions in accordance with their own adopted Planning Obligations Framework and Guidance Document, which includes a contribution rate of £145 per 100 sq m of non-residential development being applied to local fire and rescue infrastructure costs and a further contribution of £3,208 to cover the installation of 4no. fire hydrants. WNDC officers note that fire suppression measures are covered by building regulations and should therefore not normally be secured by way of a planning obligation. The notable contribution to fire and rescue infrastructure costs that is requested is not considered relevant to the application nor compliant with the IPOS.

9. Conclusion

9.1 The proposed development would deliver economic growth within an area designated for industrial development, would deliver acceptable access arrangements including footway and cycleway links to and from the site and would be appropriately located within the site so as to have an acceptable visual impact and be in the interests of respecting surrounding residential amenity in compliance with Policies GN1, GN2, GN3, EN12, EN42, EM4, CM7 and CM8 of the Daventry Local Plan (1997) and with the guidance contained within PPS4: Planning for Sustainable Economic Growth, PPS5: Planning for the Historic Environment, PPS9: Biodiversity and Geological Conservation, PPG13: Transport, PPG24: Planning and Noise and PPS25: Development and Flood Risk.

10. Conditions

- (1) Approval of the details of the appearance, landscaping, layout and scale ("the reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced in respect of the particular unit(s) that is/are the subject of the reserved matters application.

Reason: This permission is in outline only granted under Article 4(1) of the Town and Country Planning (Development Management Procedure) Order 2010.

- (2) Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.

Reason: To comply with Section 92 of the Town & Country Planning Act 1990.

- (3) The development hereby permitted shall be begun no later than the expiration of two years from the date of approval of the last of the reserved matters to be approved.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990.

- (4) The development hereby approved shall relate to the construction of B2 (General Industry) and/or B8 (Storage & Distribution) units of a total maximum floor area of 28,000 sq m (gross external measurements).

Reason: In the interests of highway safety and to comply with the approved details of the application.

- (5) Use Class B1(a) Offices shall at all times be ancillary to the primary use of the buildings set out in Condition 4 above.

Reason: To ensure that a sequential approach to site selection is employed in respect to the location of main town centre uses as defined within PPS4: Delivering Sustainable Economic Growth.

- (6) The detailed proposals to come forward at reserved matters stage shall take the form of 2no. freestanding Units located on either side of the new vehicular access hereby approved on to Leamington Way in general conformity with the indicative Site Layout plan (ref: 2294-26 Rev E). No part of the built extent of Unit A (excluding surface

treatment) shall be positioned within 25m of the western boundary of the site (bounding the rear of properties fronting Browns Lane). No part of the built extent of either Unit A or Unit B (excluding surface treatment) shall be positioned within 50m of the northern edge of Leamington Way. No part of the built extent of Unit B (excluding surface treatment) shall be positioned within 50m of the western edge of Royal Oak Way South.

Reason: In the interests of protecting both visual and residential amenity in compliance with Policies GN1, GN2, and EN12 & EN42.

- (7) The units hereby approved shall not exceed 16.725m in height to ridge, measured externally from surrounding ground floor level in accordance with the finished floor levels detailed upon the indicative Site Layout (2294-26 Rev D): 160.5m for Unit A and 155.5m for Unit B.

Reason: To protect the visual amenity of the immediate area and more distant views, in accordance with Policies GN2 and EN42 of the Daventry District Local Plan (1997).

- (8) Details of the existing and proposed ground levels and finished floor levels of the development shall be submitted in any reserved matter(s) relating to appearance and/or scale. Thereafter the development shall be implemented in accordance with the approved details.

Reason: In the interests of residential and visual amenity in compliance with Policy GN2 of the Daventry Local Plan (1997).

- (9) The eastern end of Unit B annotated as 'Office Area' on approved Site Layout plan (ref: 2294-26 Rev E) shall incorporate (a) design feature(s) such as feature glazing, pillaring or towering that enable the area to be differentiated from the remainder of Unit B's built form. Full details of which shall be submitted at reserved matters stage (relating to appearance).

Reason: In the interests of providing high quality design at a readily visible area of the site in compliance with Policies GN2 & EN42 of the Daventry Local Plan (1997).

- (10) No development that involves the destruction or removal of trees and/or vegetation shall be undertaken between the months of March to August, unless it can be demonstrated that breeding birds will not be adversely affected, and written approval for carrying out the work during that time has been gained from the Local Planning Authority.

Reason: To protect any birds breeding on the site.

- (11) Prior to the commencement of the development of each unit an acoustic report shall be submitted to and approved in writing by the Local Planning Authority; the submitted report shall be conducted in accordance with BS4142, shall indicate compliance with Condition 12 of this permission and shall be complied with in full at all times thereafter.

Reason: In the interests of protecting residential amenity in compliance with Policy GN2 of the Daventry Local Plan (1997) and with the guidance contained within PPG24: Planning and Noise.

- (12) The rating level of the noise emitted from the site shall not exceed the existing background noise level by more than 3dB; the background noise levels are determined to be 32dB LA90 5min between the hours of 23:00 and 07:00 hours and to be 40.5dB LA90 5min between the hours of 07:00 and 23:00. The noise levels shall be determined at the nearest noise-sensitive premises and the measurements and assessment shall be made according to BS 4142:1997.

Reason: In the interests of protecting residential amenity in compliance with Policy GN2 of the Daventry Local Plan (1997) and with the guidance contained within PPG24: Planning and Noise.

- (13) Full details of the acoustic barrier as shown on the indicative Site Layout plan (ref: 2294-26 Rev E) shall be in any reserved matter(s) relating to appearance and/or layout unless otherwise agreed in writing by the Local Planning Authority. Thereafter the development shall be implemented in accordance with the approved details and retained at all times thereafter.

Reason: In the interests of protecting residential amenity in compliance with Policy GN2 of the Daventry Local Plan (1997) and with the guidance contained within PPG24: Planning and Noise.

- (14) Prior to the commencement of development details of the new footpath and cyclepath links to be provided along Leamington Way, along Royal Oak Way South and between Thames Road and Leamington Way shown indicatively on approved Site Layout plan (ref: 2294-26 Rev E) shall be submitted to and approved in writing by the Local Planning Authority. The footpath and cyclepath shall be implemented in full prior to the occupation of any unit on site.

Reason: In the interests of securing a choice of alternative means of transport to and from the site other than the private car.

- (15) Prior to the commencement of development a Sustainability Strategy, detailing a method of achievement of BREEAM 'Excellent' (or other rating to be agreed in writing by the Local Planning Authority) and mechanisms for independent post-construction assessment shall be submitted to and approved in writing by the Local Planning Authority. Within a period of 3 months from the occupation of any units of the development a post construction assessment shall be submitted to and approved in writing by the Local Planning Authority to demonstrate compliance with the approved Sustainability Strategy.

Reason: To ensure the delivery of a sustainable development in accordance with Policy 2 of the East Midlands Regional Plan (2009) and the guidance contained in PPS 1: Delivering Sustainable Development and Planning and Climate – Supplement to Planning Policy Statement 1 and the DDC & SNC Energy and Development SPD (2007).

- (16) The development shall achieve on-site renewable energy to meet a minimum of 10% of each unit's overall energy needs (or other level to be agreed in writing by the Local Planning Authority). Details of how this will be achieved shall be submitted to and approved in writing by the Local Planning Authority. The development shall accord with the approved details.

Reason: To ensure the delivery of a sustainable development in accordance with Policy 2 of the East Midlands Regional Plan (2009) and the guidance contained in PPS 1: Delivering Sustainable Development and Planning and Climate – Supplement to Planning Policy Statement 1 and the DDC & SNC Energy and Development SPD (2007).

- (17) Prior to the first occupation of any of the premise(s) hereby approved, a travel plan relating to the user of that particular building shall be submitted to and approved in writing by the Local Planning Authority. The plan shall be implemented at all times that the development is occupied unless otherwise agreed in writing by the Local Planning Authority. Upon any change in user, a new travel plan that relates to the new user of that particular building shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To reduce the reliance on the private car in accordance with the provisions of PPG13: Transport and Policy 46 of the East Midlands Regional Plan (2009).

- (18) Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include as outlined in the Halcrow Flood Risk Assessment for Ford Site, Daventry Proposed South Site dated 11 July 2011:

- Percolation tests results, and if appropriate soakaways designed and constructed in accordance with BRE Digest 365 (or CIRIA Report 156).
- On site surface water drainage to be designed to accommodate the 0.5% (1 in 200) plus climate change event
- An assessment of overland floodwater. Overland flood flow should be routed away from vulnerable areas. For acceptable depths and rates of flow, please refer to Environment Agency and Defra document FD2320/TR2 “Flood Risk Assessment Guidance for New Development Phase 2”.
- Maintenance and adoption for every element of the surface water drainage system should be identified and include roles and responsibilities.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, improve habitat and amenity, and ensure future maintenance of these.

- (19) Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks

associated with contamination of the site shall each be submitted to and approved, in writing, by the Local Planning Authority:

(i) A preliminary risk assessment which has identified:

- all previous uses
- potential contaminants associated with those uses
- a conceptual model of the site indicating sources, pathways and receptors
- potentially unacceptable risks arising from contamination at the site.

(ii) A site investigation scheme, based on (i) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

(iii) The results of the site investigation and detailed risk assessment referred to in (ii) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

(iv) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (iii) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express consent of the Local Planning Authority. The scheme shall be implemented as approved.

Reason: It is considered that limited intrusive investigation is required in order to assess the potential risks to the Secondary A and Secondary Undifferentiated Aquifers present below the site and the nearby surface waters.

(20) If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved.

Reason: To ensure that any unforeseen contamination identified during redevelopment is appropriately dealt with.

(21) No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

Reason: To ensure that infiltration systems such as soakaways do not increase the

potential for contaminant migration. Soakaways should not be located in areas of potential contamination.

Informatives

1. Anglian Water have stated that an application to discharge trade effluent must be made to Anglian Water and must have been obtained before any discharge of trade effluent can be made to the public sewer.
2. Anglian Water recommends that petrol/oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of such facilities could result in pollution of the local watercourse and may constitute an offence.
3. Anglian Water also recommends the installation of properly maintained fat traps on all catering establishments. Failure to do so may result in this and other properties suffering blocked drains, sewerage flooding and consequential environmental and amenity impact and may also constitute an offence under section 111 of the Water Industry Act 1991.
4. To comply with the requirements of condition 14 the applicant is advised of the need to enter into a Section 278 agreement with Northamptonshire County Council.
5. The Environment Agency has made the following comments in respect to Conditions 18-21 above. Flood Studies Report (FSR) rainfall data should be used where the critical storm is less than 60 minutes. Flood Estimation Handbook (FEH) rainfall data can be used to determine the volume of storage required if the critical storm is greater than 30 minutes. Should groundwater be encountered during intrusive works, sampling of groundwater should be undertaken from permanently installed monitoring wells and tested for all contaminants of concern. Should significant contamination be encountered within the soils or groundwater at the site, further assessment may be required, which may include further intrusive investigation and/or remediation. All further work at the site should follow the requirements of PPS23 'Planning & Pollution Control' and should be done in accordance with CLR11 'Model Procedures for the Management of Land Contamination'.

SITE PLAN

