



Applicants:

WNDC Regeneration  
and Development

Application No:

11/0044/FULWNN

Date Registered:

10/06/2011

Expiry Date:

09/09/2011

Grid Ref:

476061 (E) 259807 (N)

Ward:

Delapre

# Northampton UDA Planning Committee Paper

Report by Director of Planning Services

Date of Committee Meeting: 25<sup>th</sup> August 2011

Agenda Item: 4

Description: Planning application for a new road to link Nunn Mills Road with Ransome Road. The scheme incorporates three new bridges, including a bridge over the existing rail crossing, together with improvements at the Bedford Road/ Nunn Mills Road junction and a reconfiguration to the existing public car parking located adjacent to Bedford Road.

Address: Nunn Mills Road, Northampton, Northamptonshire, NN1 5PA

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## 1. Recommendation

1.1 The application be **Approved** and planning permission be granted subject to delegated authority being given to the Director of Planning Services to issue the decision notice subject to:

- the satisfactory agreement of final drainage design options for the scheme with both the Environment Agency and the Local Highway Authority and thereafter to be secured by planning condition.
- the finalisation of the appended conditions for the following reason:

1.2 The proposed development would provide an acceptable important link within an area defined by redevelopment and regeneration opportunities and deliver acceptable vehicle access arrangements in compliance with Policies E1, E2, E6, E9, E11, E12, E17, E19, E20, E40, T4, L1, L16 and D17 of the Northampton Local Plan (1997) and with the guidance contained within PPS5: Planning for the Historic Environment, PPS9: Biodiversity and Geological Conservation, PPG13: Transport and PPS25: Development and Flood Risk.

## 2. Description of Site

- 2.1 The site is generally linear and covers an area of 10.1ha located to the south-west of Northampton and incorporates the existing Nunn Mills Road and Ransome Road. Nunn Mills Road constitutes a single carriageway route that runs south from Bedford Road across the River Nene and offers access to Avon Cosmetics headquarters. There are residential blocks located on the immediately opposing side of Bedford Road to the north.
- 2.2 Nunn Mills Road currently incorporates 2no. bridges across the river – a road bridge and a sluice bridge further south. Becket's Park is a large recreational area adjoining Nunn Mills Road to the west while further open space, in the form of Midsummer Meadow, adjoins the road to the east and incorporates a notable area of public car parking. Also to the east of the road, and immediately south of the river, is located the now derelict Nunn Mills power station.
- 2.3 To the south of Avon Cosmetics the road merges into a hard surfaced public footpath, which is gated to deter vehicular access. This runs southwards with undeveloped / cleared land on either side and crosses a dismantled railway track (owned by Network Rail). To the west of the footpath and setback approximately 200m from the proposed road is a Grade II Listed railway locomotive shed. To the south of the track is located a largely vacated industrial area (to the west) and an undeveloped area of designated Green Space which links into a lake (to the east). The footpath links into Ransome Road (running east to west). As you move west along Ransome Road there are a number of industrial uses in operation and then residential properties in-situ where the road links into Cotton End (A508) at its western end.
- 2.4 In general the site exhibits a relatively level topography, although there are areas of undulation – most notably to the east of the extant public footpath and adjoining the lake to the south east. Also, the existing road bridge to the north of the site is mounded so as to rise and fall over the river.
- 2.5 The general Ransome Road area is subject to a January 2007 resolution to grant planning permission for approximately 800no. residential dwellings (06/0016/OUTWNN) while the general Avon and Nunn Mills area (to the north of the dismantled railway line) is also subject to a positive January 2007 resolution for mixed use development including residential and community facilities.
- 2.6 The wider area exhibits diluted land ownership. A plan has been submitted with the application detailing the various parties that hold a land interest in the wider area. Northampton Borough Council own Becket's Park and Midsummer Meadow at the northern end of the site while Avon own a notable area of the central portion of the site. To the south, Network Rail owns the area of the dismantled railway line while the Homes and Community Agency own the wider Ransome Road development site. There is also a strip of land running the line of the proposed new highway provision that is in unknown ownership. It is being actively considered that this strip of land shall

be compulsory purchased by the applicant (WNDC) in the event that planning permission is granted for this scheme.

### **3. Description of Proposal**

- 3.1 Of the approximate 1.6km length of the site, 1.1km constitutes existing road (Nunn Mills Road and Ransome Road) to be reengineered / upgraded whilst 0.5km would be newly built road. The proposals incorporate notable engineering works at the Bedford Road junction in order to provide additional lanes and full signalling. More specifically, an additional lane is to be added to Nunn Mills Road northbound over the river bridge and a further left turn filter lane is to be added at the junction itself. An extended left turn lane from Bedford Road to Nunn Mills Road is also to be added. The public car park in this area of the scheme is to be reconfigured so as to provide access from Bedford Road as opposed to the existing access from Nunn Mills Road.
- 3.2 The 2no. existing bridges within the site are proposed to be rebuilt as part of the upgrades to the existing Nunn Mills Road – a road bridge and sluice bridge. A further new bridge is to be built to span the dismantled railway line at the southern end of the site. 2no. roundabouts are to be provided along the new road length in order to accommodate appropriate access arrangements for future development schemes upon adjacent vacant or cleared sites. In addition, a new footpath / cycleway will run alongside the entirety of the new and upgraded sections of the road.

### **4. Policy Considerations**

#### **4.1 WNDC Purpose**

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

PPS23: Planning and Pollution Control

PPS25: Development and Flood Risk

PPG13: Transport

PPG24: Planning and Noise

**Emerging National Policy:**

- 4.3 Draft National Planning Policy Framework (July 2011) – this is capable of being a material consideration, although the weight to be given to it will be a matter for the decision maker’s planning judgement in each particular case.

**Development Plan:**

- 4.4 East Midlands Regional Plan (2009): Policies 1, 2, 11, 35, 46, MKSM SRS Northamptonshire 3
- 4.5 At the time of writing, the Regional Plan still forms part of the Development Plan but the Government has made clear its intention to revoke this through legislation in the Localism Bill. In the most recent decision of the Court regarding the challenges submitted by *Cala Homes*, issued on 27 May 2011, the appeal by *Cala Homes* seeking a ruling that the Secretary of State’s intention to abolish RSSs could never be a material consideration was dismissed. Therefore, as was the case immediately before this latest appeal by *Cala Homes*, the Secretary of State’s intention can be a material consideration, and the weight to be attached must be a balance based upon the circumstances of the individual case.
- 4.6 NBC Local Plan (1997): Policies E1, E2, E6, E9, E11, E12, E17, E19, E20, E40, T4, L1, L16, D17

**Supplementary Planning Guidance:**

- 4.7 NBC Planning Policy Statement: Ransome Road / Nunn Mills Development Area (December 2003)

**Other Material Considerations:**

- 4.8 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)

NBC Pre-Submission Draft Northampton Central Area Action Plan (CAAP)

## 5. Representations

- 5.1 NBC Development Control: Committee Report published to go before 23<sup>rd</sup> August NBC Committee – see Appendix 1 of this report.
- 5.2 NBC Car Parks Manager: No direct comments from this department; see Appendix 1 for NBC Committee Report.
- 5.3 NBC Conservation Section: No direct comments from this department; see Appendix 1 for NBC Committee Report.
- 5.4 NBC Environmental Health: The wider site is being considered for future development; with a potential 2000 homes mooted which will generate a significant number of traffic movements. Concerns relate to the air quality impacts on the junctions with the Bedford and London Roads. As the construction of the road is to facilitate future development it is felt that any approval should be subject to a suitable condition that considers the air quality impact of approved and future applications.
- 5.5 Any assessment will need to include air quality monitoring combined with suitable dispersion modelling. The assessment will need to consider the cumulative impact of different housing developments. The scope and detail of any assessment will need to be agreed in writing by the LPA and will need to be completed / commenced prior to the commencement of the development. Where any exceedance of the air quality objective for human health is identified, a scheme of mitigation will also need to be prepared and implemented by the developer and retained thereafter. Alternatively S106 monies could be secured towards air quality improvements for Northampton as a whole.
- 5.6 *Further comments (21/07/2011)*: Whilst no formal approval has been granted for housing, a formal resolution suggests that housing will be looked upon favourably in this area. It is possible for the developer to instead undertake a base line air quality assessment to feed into and inform any future developers of local conditions as part of future planning applications for the site, or alternatively secure S106 funding for such a project.
- 5.7 NBC Regeneration Manager: No direct comments from this department; see Appendix 1 for NBC Committee Report.
- 5.8 NBC Town Centre Manager: No direct comments from this department; see Appendix 1 for NBC Committee Report.
- 5.9 NCC Strategic Archaeology: The archaeological potential of the site can be dealt with via the use of a suitable condition. Archaeological requirements need to be considered at an early stage so as to be incorporated into the design and construction process. A standard archaeological condition should be applied in agreement with paragraph HE12.3 of PPS5.
- 5.10 NCC Growth Management Planning Policy: No comments received.

- 5.11 NCC Rights of Way: No comments received.
- 5.12 NCC Sustainable Transport (Highways): The Local Highway Authority (LHA) has no objection to the principle of the road as per the details submitted with the application. The design standards and indicative layout, including junction forms and bridge structures have been agreed between the applicants' transport consultants and the LHA. The LHA would require a suitably worded planning condition be applied to any consent to ensure that the detailed design of the proposed infrastructure is acceptable to the LHA, and that technical approval is granted prior to commencement. As regards the proposed drainage designs, the LHA would not adopt the 'Storm Cells' option, but would be willing to consider adoption of swales and attenuation ponds. The drainage proposals could either be adopted by the LHA as public highway or maintained privately. Appropriate conditions and/or obligations would need to be applied in both circumstances to ensure that such matters as maintenance, safety and controlled drainage measures are dealt with appropriately.
- 5.13 NCC Access Development Officer: Comments made in respect to access provision through the site for pedestrians and cyclists. The new shared-use cycle/footway along the length of the new and upgraded sections of road and the re-routing of the National Cycle Network (NCN) Route 6 to cross Nunn Mills Road at the proposed signalised crossing are elements that are welcomed. Crossing for cyclists should be fitted with Toucan signals while clarity is required in respect to how the route will be made across the proposed entrance to the Midsummer Meadow car park. A crossing shall be required to offer connection to the northern side of Bedford Road. The footpath realignment within Becket's Park would cause cyclists and pedestrians to make a circuitous detour to reach the cycleway running Nunn Mills Road; a direct link should therefore be considered between the river promenade path and the Nunn Mills Road shared-use path. Consideration should be given to the relocation of cycle and pedestrian counters positioned at the proposed Midsummer Meadow car park entrance. Provision should be made at each of the proposed roundabouts for the shared use path to be crossed over to the eastern side of the road with a view that they can be continued in to the associated developments as they come forward in the future.
- 5.14 *Further comments (12/07/2011)*: Happy with the response made in respect to the original comments; would welcome a further opportunity to comment as more detailed plans come forward.
- 5.15 West Northants Badger Group: No comments received.
- 5.16 Northants Bat Group: Agree with the findings of the bat section of the environmental survey report and agree with the recommendations for further survey work.
- 5.17 *Further comments 05/08/2011*: Agree with the findings and recommendations, therefore no objections.

- 5.18 English Heritage: The proposed road scheme affects part of the registered battlefield of the Battle of Northampton and a wider area of high archaeological potential. A programme of archaeological survey, evaluation and excavation should be undertaken in advance of intrusive construction within and outside the registered battlefield area. The approval of the current scheme should not prejudice in any way the justification for a further link road across the registered battlefield, i.e. between this scheme and Eagle Drive.
- 5.19 Environment Agency: There are a number of matters relating to flood risk that require resolution. Full details of modelling are awaited; residual risk could be subject to review. Reconfiguration of the EA access at the sluice bridge is required.
- 5.20 Highways Agency: The proposed development is not expected to have a material impact on the closest strategic route, the A45 Trunk Road. Therefore, under Article 25 of the Town and Country Planning (Development Management Procedure) (England) Order 2010, the Highways Agency has no objections to the proposal.
- 5.21 Natural England: It is advised that a biodiversity management plan is developed and implemented as a planning condition should permission be granted. This should include measures to minimise impacts to wildlife through the design and construction of the development and to provide ecological enhancements wherever there are opportunities to do so. The plan should incorporate the recommendations made within the Ecological Appraisal made in respect to habitats present on site. For example, it should detail how the new bridges have been designed to avoid causing obstructions to wildlife, what opportunities have been taken to replace habitat features lost through the road construction as well as measures which will increase the value of the site to biodiversity above the pre-development baseline.
- 5.22 With regards to the potential impact on protected species it is advised that the Local Planning Authority consults the Natural England's standing advice for guidance on survey and mitigation requirements.
- 5.23 *Further comments 09/08/2011*: Having considered the 'Standing Advice Species Sheet: Bats', although evidence of roosting was found to be present, mitigation has been provided that is appropriate and proportionate to the scale of impact. Permission may be granted subject to appropriate conditions including a detailed mitigation and monitoring strategy for bats.
- 5.24 Northants Police: No objection, although the Police would expect the new road to be covered by ANPR (Automatic Number Plate Recognition) enabled CCTV cameras in order not to introduce a 'rat run' with no ANPR camera coverage. The costs should be met by the developer. 7no. cameras are suggested in total; 4no. ANPR and 3no. domes would be ideal. The total budgetary cost for supply and installation would be approximately £110,000 to £120,000 in addition to a 10no. year monitoring and maintenance contribution of £21,000 per year.
- 5.25 Ramblers Association: No comments received.

- 5.26 SUSTRANS: No comments received.
- 5.27 Wildlife Trust: Pleased to see the production of a specialist ecological survey report, the broad scope and content of which are both acceptable and satisfactory in general terms. The ecologist's own recommendations should be fully implemented including additional protected species survey work. Disappointed that the application does not appear to include any treatment of Green Infrastructure (GI) principles, opportunities would include linking and buffering existing wildlife sites and habitats. The key ecological aspect of GI that would have been expected to have been seen is the linking of existing and/or potential wildlife habitat within the site and connections out of the site to create more sustainable ecosystems. It is recommended that the application is not determined until such time that additional Green Infrastructure information is made available. The ecological information provide so far is insufficient and incomplete. GI is such a fundamental, cross-cutting theme that each development project that is proposed should play its own proportionate part in delivering provision and contribution to a local GI network.
- 5.28 Cllr Michael Ford: No comments received.
- 5.29 Cllr Brendan Glynane: No comments received.
- 5.30 Cllr Geraldine M Davies: Clearer definition is required in terms to the reference to the enhancement to the lake area of the scheme. Section 5.7 of the Transport Assessment does not take into account the Queen Eleanor roundabout, yet Section 5.6 recognises the importance of the London Road / Ransome Road junction which directly leads onto the Queen Eleanor roundabout and would be a key trip route. There is no mention of the local impact to residential areas where speeding is a local issue.
- 5.31 Battlefields Trust: Whilst there remains some uncertainty about the precise location of the battle of Northampton, the southern part of the proposed development encroaches on the registered battlefield and English Heritage should be consulted about this. The Trust has particular concerns about this part of the development as it is close to what may be a, now destroyed, church. Although trial trenching in 2005 revealed only 18<sup>th</sup> or 19<sup>th</sup> century stone walling at this site, the Trust recommends that more detailed work is undertaken to establish the nature of these earthworks as, if a medieval church was located there, it is well placed to have been established as a chantry chapel related to the battle, a feature of other medieval battlefields. If this is the case, there is a possibility of a mass grave related to the battle in the wider vicinity of the earthworks.
- 5.32 In addition, outside the registered battlefield area the proposed route of the road follows a likely line of route for Lancastrian soldiers from the battle. Any development would therefore require archaeological investigation before work commenced to check for any remains from this route of withdrawal from the battle. It should also be noted in the area to the west of the existing Avon HQ bodies were discovered in the 1860s at the time the Midland railway was built. Antiquarians at the time judged these were likely to have been soldiers killed during the battle as they were found with 'rude

weapons of war'. Whilst the precise location of these finds is unclear it is possible other remains may be buried in this general area, including to the south and east of the Avon HQ which might impinge on the road development.

- 5.33 Finally, if the battle was fought closer to the river Nene than has hitherto been accepted in some accounts, then the proposed road would cut through the defensive works established by the Lancastrian army. Whilst the Trust judges this unlikely, it should be taken into consideration when pre-development archaeological investigation is undertaken.
- 5.34 Homes and Community Agency: No comments received.
- 5.35 Network Rail: No objection in principle, although it is strongly recommended that the following matters are covered by suitably worded planning conditions. Design details and drawings are to be submitted for Network Rail approval. The existing vehicular access to Network Rail land off Nunn Mills Road is to be retained around the clock without any part of the proposal blocking access during construction and after the completion of works on site. The applicant is to negotiate with Network Rail for any necessary rights of land purchases, etc.
- 5.36 Nene Flood Prevention Alliance: No comments received.
- 5.37 Friends of Delepre Abbey: No comments received.

## 6. Notifications and Responses

- 6.1 Neighbour notification letters were sent out to close proximity neighbours and 17no. site notices were erected adjacent within or in close proximity to the site. The application was also advertised in the local press. 13 no. responses were subsequently received and can be summarised as follows:
- 6.2 - Work to remedy flood risk is welcomed.
- 6.3 - It is important that the rights of way (HW26 and HW28) are maintained within the plans and that access is maintained during the execution of the works.
- 6.4 - No objection to the existing right of way (HW28) being subsumed and replaced with a 3m shared footpath / cyclepath.
- 6.5 - It would be welcomed if the new Bedford Road junction could allow right and left turns and straight-on movement when exiting Becket's View.
- 6.6 - Measures should be taken to ensure that traffic flow is maintained along Bedford Road with limited interruption from Nunn Mills Road and Becket's View.
- 6.7 - A rat run would be created by linking Nunn Mills Road and Ransome Road, i.e. traffic from Cliftonville and Bedford Road flowing to London Road.

- 6.8 - There is already excessive car parking and traffic flows in close proximity to Ransome Road. Additional traffic would exacerbate this problem and raise a safety issue with crossing pedestrians.
- 6.9 - Consideration should be given to safe access between the Midsummer Meadow car park and the children's playground in Becket's Park, could a pedestrian crossing with traffic lights be installed across these 3no. lanes of traffic.
- 6.10 - Objection to the design of the Bedford Road junction in respect to pedestrians crossing Nunn Mills Road. The car appears to get preference over pedestrians, for which the route between Midsummer Meadow and Becket's Park is not direct and is detoured. A cut through may well develop. There should be a single raised zebra crossing to give pedestrians priority.
- 6.11 - A direct link should be provided between the new road and Becket's Park promenade.
- 6.12 - The entire length of Bedford Road should be planted with trees.
- 6.13 - The proposed extension to the Midsummer Meadow Car Park would eat into the green amenity space available at Midsummer Meadow. The new entry/exit point would cut through the grass embankment and encourage the likelihood of flooding. It would also lead to difficulties accessing and exiting the car park on the busy Bedford Road.
- 6.14 - The Landscape and Visual Impact Assessment foresees deterioration in respect to visual impact. The natural resource of the waterways and meadows should be protected wherever possible.
- 6.15 - There may be a Peregrine Falcon nesting site in the old power station's derelict façade on Nunn Mills Road, which should be fully investigated prior to any plans being finalised.
- 6.16 - Midsummer Meadow and Becket's Park are traditionally areas of 'common land'. A proper search should be undertaken to ensure that these rights are honoured.
- 6.17 - What is the future of the broken wall at the entrance to the park? The visual appearance should be of the highest quality. Green infrastructure should have priority over grey infrastructure
- 6.18 - Why is money being spent on building a bridge over a railway line that has not been used for ten years, other cheaper options should be investigated. It would create an adverse visual impact.
- 6.19 - How is access to be accommodated for the Sea Cadets and where are cadets to be dropped off and picked up from? The area positioned between the existing 2no. bridges and to the west of Nunn Mills Road should be considered for compulsory purchase to ensure better access to the Marina and for the Sea Cadets.

6.20 - How is access to be accommodated to Avon HQ during the works to the bridges?

## 7. Site History

7.1 A series of permissions have been granted for residential development at the Southbridge site to the west of the application site, the latest of which being in August 2002. These developments now appear to have reached completion. In addition, numerous planning applications have been submitted in the past in relation to previous uses within the wider Avon Nunn Mills area, including for the existing employment activities located at the Ransome Road end of the area.

7.2 In September 2002 the Borough Council and English Partnerships (now the Homes and Communities Agency) signed a Joint Initiative for the regeneration of three key sites within Northampton, which included the Avon Nunn Mills area as a whole. The objectives of the initiative were to secure the full regeneration of the sites, to make better use of underutilised assets, to rediscover and enhance the river valley, and to provide improved facilities for the community of Northampton. The most notable and recent planning application history is detailed below.

7.3 06/0014/OUTWNN Mixed Use Development, incorporating residential, community facilities, local leisure and retail centre, plus access arrangements at Bedford Road and Southbridge Road. Outline Application at Land at Avon and Nunn Mills. (Committee January 2007 resolution to grant, decision not issued)

7.4 06/0016/OUTWNN Residential, community facilities and associated development, access improvements and retention of operational railway line at land off Ransome Road. (Committee January 2007 resolution to grant, decision not issued)

7.5 06/0171/FULWNN Demolition of existing buildings and erection of five storey office building, new access, lower ground, decked and small surface level car park, landscaping and associated infrastructure works at Avon Cosmetics site, Nunn Mills Road. (Granted permission 20.12.2007)

7.6 07/0406/FULWNN Construction of an access road from Bedford Road to the former Nunn Mills Power Station and Avon office sites. (Granted permission 03.12.2008, not implemented)

## 8. Considerations

The key points for consideration are:

**Principle,**

**Visual Impact & Landscaping,**

**Green Space,**

**Heritage & Listed Buildings,**

Flood Risk & Drainage,  
Highway Impact,  
Pedestrian / Cycle Access & Construction Management,  
Diversion of a Right of Way,  
Biodiversity,  
Air Quality & Contamination,  
Crime Prevention,  
NBC Committee Report,  
Other Matters

### Principle

- 8.1 The newly proposed road would provide an important link within an area defined by Development Sites as designated by the Northampton Local Plan (1997). Policy D17 of the Local Plan states that planning permission shall be granted in the general area for a mix of residential, business, leisure and retail uses subject to the necessary infrastructure being provided. The concept and principle of a new road in this area has been around for a significant period of time dating back to before 1997. Therefore, the detail is the only new matter to be considered. This road would allow extensive regeneration of the wider area.
- 8.2 The Central Area Action Plan (CAAP) is a key emerging piece of local policy guidance for Northampton. The CAAP is currently at pre-submission stage and constitutes a strategic framework for the improvement and extension of the town centre. Importantly, the Avon / Nunn Mills area falls within the CAAP's defined town centre boundary. Policy 29 relates to 'The Waterside Avon / Nunn Mills / Ransome Road' area and its development in a comprehensive and complementary manner. The same policy states that the development of the area shall deliver a continuous street between Bedford Road and London Road (designed not to encourage through traffic) and shall positively address the crossing of the existing disused railway line. This particular application corresponds with these specific emerging policy requirements. It should be noted that these requirements only have limited weight as they have not been adopted.
- 8.3 To expand upon the most recent planning history of the site and existing resolutions to grant planning permission, these resolutions (06/0014/OUTWNN & 06/0016/OUTWNN) are based upon the assumption that there shall be a new road link provided in association with the redevelopment. The proposed Condition 16 associated with 06/0016/OUTWNN limits the level of housing development to be provided to 450no. units (out of a total of up to 800no.) until an access is provided to connect Ransome Road and Nunn Mills Road. The indicative site plan clearly details the new road as part of the redevelopment plans for the area. A similar restriction is

associated with 06/0014/OUTWNN, where no more than 650no. residential units can be built (out of a total of up to 1,250 no. units).

### **Visual Impact & Landscaping**

- 8.4 The application is accompanied by a Landscape and Visual Impact Assessment document, which considers the impacts of this scheme. This includes consideration of the impact of the removal of existing features and the construction of the scheme itself, including the bridge elements. The assessment was undertaken using the Landscape Institute and Institute for Environmental Assessment Guidelines for Landscape and Visual Impact Assessment (Second Edition 2002). The document assesses baseline conditions followed by construction phase and operational phase impacts.
- 8.5 The findings of the Landscape and Visual Impact Assessment are that there will be significant temporary adverse landscape and visual impacts as a result of vegetation clearance and construction, most notably to the northern end of the site. Becket's Park and Midsummer Meadow were found to experience the most significant landscape effects due to a loss of mature tree cover and amenity grassland.
- 8.6 The introduction of the Ransome Road Railway Bridge has been found to result in a residual effect on landscape and in visual impacts for receptors (residential occupiers to the west and open space users to the east). However, the bridge and link road have been found to benefit the Ransome Road area in the long term by facilitating development and environmental improvements. Both the River Nene and Sluice Gate Bridges are to be reconstructed and would be more prominent within the landscape due to the increase in height and length of the bridges and due to the selected removal of mature tree specimens along the riverbank.
- 8.7 The Landscape and Visual Impact Assessment suggests appropriate mitigation measures to reduce the impact of the proposed scheme, these include maximising the retention of existing tree cover and the protection of existing vegetation and habitats during site clearance. Also, suitable traffic management procedures are suggested to be secured, which shall be covered within the 'Pedestrian / Cycle Access & Construction Management' section of these considerations. Appropriate mitigation planting is also suggested in place of where vegetation is to be lost and where the Midsummer Meadow car park is to be extended and where the Ransome Road Railway Bridge is to be constructed.
- 8.8 In the interests of mitigating the landscape and visual impacts of the scheme, the proposals have been amended during the planning process. This has coincided with the submission of a 'Tree Survey Methodology and Schedule' document. The proposed shared footpath and cycleway has been moved so as to abut the western side of Nunn Mills Road (the original scheme detailed a liner verge between the road and path), this allows for the existing line of mature trees to be retained along the frontage to Becket's Park and constitutes a notable mitigation measure. The Tree

Survey also details the approximate location and type of protective fencing that would be installed, it would be of 2.3m in height and should be secured via condition.

- 8.9 In total 8no. trees and 2no. tree groups would need to be removed to accommodate the proposed road layout. There are no removals proposed at the frontage to Becket's Park. The removals are scattered along the scheme rather than being concentrated in one specific place – see Appendix 2. None of these trees are categorised as being of high quality and value (Category A) although 3no. trees and the 2no. tree groups are categorised as being of moderate quality and value (Category B). A landscaping scheme should be secured by way of condition to ensure that these losses are appropriately mitigated and to ensure a satisfactory standard of development.

### **Green Space**

- 8.10 There are areas of green space and existing / proposed recreational facilities as designated by the Northampton Local Plan (1997) located within the application site. This includes areas located within the River Valley Policy Area, which has associated Local Plan policy restrictions to be explained in the following paragraph. To the south east of the development site the line of the newly proposed road would slightly encroach into the River Valley Policy Area (adjacent to the existing lake) while existing undeveloped areas situated adjacent to the river at the northern end of the site are also designated in this capacity.
- 8.11 Policy E2 of the Local Plan dictates that development alongside the river will not be granted planning permission unless it is compatible with existing important wildlife habitats and includes a landscaped and accessible frontage to the river. Impacts upon wildlife habitats shall be considered in depth within the Biodiversity section of these considerations. Policy L16 of the Local Plan states that planning permission shall only be granted within the River Valley Policy Area for agricultural, leisure and recreational uses, shall avoid significant harm to the amenity value of the open space, pay due regard to the character and natural features of the area and make adequate provision for public access.
- 8.12 To the northern end of the site the proposed line and orientation of the new road and footway / cycleway would follow the existing highway's position. The impacts upon surrounding areas of green space are considered therefore to be minimal in the context of land-take and visual impact. The existing recreational use at Becket's Park, which includes a playground feature adjacent to Nunn Mills Road, would not be directly impacted upon by the development. The existing line of mature tree specimens at the frontage of this park is to be retained by way of the sensitive placement and construction (to include a retaining wall) of the footway / cycleway running the western edge of the new construction road. Nothing would be provided so as to deny a landscaped and accessible frontage to the river in compliance with Policy E2 of the Local Plan.
- 8.13 The situation at the south eastern end of the site is that the proposed new link would encroach into an area of Green Space defined as the River Valley Policy Area. It should

be noted that the application for comprehensive redevelopment of the Ransome Road area (06/0016/OUTWNN), which has a Committee resolution for approval, was referred to the Secretary of State (Government Office for the East Midlands) as a departure from the Development Plan by virtue of the eastern end of the development site falling within the area allocated as Green Space. The SoS decided not to call in the application, leaving the determination to be made at the local level.

- 8.14 It was considered within the Officer's report for 06/0016/OUTWNN that the loss of existing open space on the eastern fringe of the site would be mitigated through on-site provision and qualitative improvements to the existing open space network. Therefore, although the site was advertised as a departure from the development plan, the loss of this space was not considered to prejudice the overall aims of the plan and would be outweighed by other benefits brought by the development.
- 8.15 The Open Space, Sport and Recreation Needs Assessment and Audit (2009) forms part of the evidence base for the Local Development Framework and is useful to consider in light of the dated nature of the Local Plan (1997). The Audit reinforces the value of amenity green spaces and looks for mechanisms to improve the quality of existing spaces. Therefore, this application would enable other applications with a resolution and new applications to come forward to provide new green space to take place or allow funds to be put in place to enhance other adjacent areas.

#### **Heritage & Listed Buildings**

- 8.16 The southern part of the proposed road is located approximately 350m to the north east of Delepre Abbey – a group of Grade II statutory listed buildings. The existing Ransome Road bounds the northern edge of the Delepre Park Conservation Area. There is also a standalone Grade II Listed Building positioned approximately 200m to the west of the scheme – a railway locomotive shed. The impact is considered minimal.
- 8.17 Policy HE6 of PPS5: Planning for the Historic Environment requires applicants to provide a description of the heritage assets affected and the contribution of their setting to that significance in addition to an assessment of the impact of the proposal. The submitted Heritage Statement lists the designated assets and concludes that no direct physical impacts from the proposals would be felt by the development. It is also concluded within the Heritage Statement that the scheme will have a largely neutral impact upon the setting of these assets due to the ground levels of the site and the existing uses in the area, which have already significantly detracted from the original setting of the identified structures, i.e. the railway locomotive shed is already located within an area of hard urban landscape while the proposed road will run along the current alignment of the existing Nunn Mills Road and public footpath. In respect to the Delepre Abbey complex, Ransome Road to the immediate north is already characterised by the presence of industrial units and hard landscaping. Officers agree with the findings of the Heritage Statement and conclude that the setting of all nearby listed buildings shall remain unchanged as a result of the proposals.

- 8.18 The site of a registered battlefield (Battlefield of Northampton 1460) is generally located to the south east of the application site, although the southern part of the proposed development site slightly encroaches into this battlefield area. This fact has been picked up by both the Battlefields Trust and English Heritage through the consultation process. The Trust has recommended that further archaeological investigation (following initial trial trenching that was undertaken in 2005) is undertaken prior to the commencement of work on site. English Heritage concurs with this view; they have also stated that they would object to any future link road to Eagle Drive to the east. Officers can clarify that such a road link does not form any part of this application.
- 8.19 NCC Archaeology has confirmed that the archaeological potential of the site can be dealt with via the use of a suitably worded planning condition, which Officers agree should be applied.

### **Flood Risk & Drainage**

- 8.20 At the outset of the application Officers, in accordance with the requirements of PPS25: Development & Flood Risk, undertook considerations of whether the application complies with the Sequential Test and Exception Test for site selection. It was concluded that it passed the Sequential Test by virtue of there being no reasonably available sites in areas with a lower probability of flooding that would be appropriate to the type of development or land use proposed. It was also considered that the scheme passed the relevant tests in respect to the Exception Test, i.e. it would provide wider sustainability benefits, be on predominantly previously developed land and would not increase the risk of flooding elsewhere. As a further note, the background is that the Upton Flood Alleviation Works are to facilitate the delivery of Avon Nunn Mills.
- 8.21 The Environment Agency (EA) has submitted initial thoughts upon the application and the relevant submission documents including the Flood Risk Assessment (FRA). Some of these comments were of technical detail relating to the precise content of the FRA, which is currently being updated accordingly. Liaison is continuing between the EA and the applicant's agent in order to finalise modelling details associated with the different drainage options that could come forward.
- 8.22 The most appropriate drainage solution for the scheme has yet to be finalised, although different options have been put forward within the latest submission of plans. These options have drawn no objections from either the EA or the Local Highway Authority (LHA). Within the Midsummer Meadow area of the site, the options that have been put forward include the provision of storm cells to hold water underground or the provision of an attenuation pond to the south east of the car park.
- 8.23 A variety of different options have been suggested in respect to the drainage of Becket's Park, which include storm cells beneath the footway or the provision of a swale within the eastern extent of the park. Alternatively drawings have been supplied that indicate how the swale could be accommodated upon the opposing side of Nunn

Mills Road so as to minimise disruption to Becket's Park. Box culverts are another option which would involve raising the height of the road by approximately 1m to effectively accommodate lengths of concrete boxes beneath the highway to hold and channel water southwards to the river.

- 8.24 The indicative drainage options also incorporate swales to the eastern side of the new section of road as it stretches from the river down to the dismantled railway line and an attenuation pond at the southern end of the scheme adjacent to Ransome Road.
- 8.25 The LHA have submitted no objections to the proposed drainage designs, other than to comment that they would not adopt the storm cell options. They would however be willing to adopt swales and attenuation ponds. The drainage proposals could either be adopted by the LHA as public highway or maintained privately subject to appropriate planning conditions or obligations being applied.
- 8.26 The recommendation to Committee reflects the above position.

### **Highway Impact**

- 8.27 The Highways Agency has confirmed that they consider that the proposed development would not be expected to have a material impact upon the closet strategic route, namely the A45 Trunk Road, and therefore have no objections to the proposal. The Local Highway Authority (LHA) also has no objection to the principle of the road subject to the imposition of a suitably worded condition to secure the detailed technical design of the proposed infrastructure.
- 8.28 Comments were received from Cllr Geraldine Davies (NBC Ward Councillor) which raised questions in respect to the composition of the submitted Transport Assessment and its considerations of impacts upon off-site junctions (most notably the omission of the Queen Eleanor roundabout). The applicant's agent has explained that the scope of the off-site junctions to be considered was agreed with the LHA. It should also be noted that Queen Eleanor is part of the trunk road network controlled by the Highways Agency (who have raised no objections). The proposed road would supply a local link, which would be unlikely to have an impact upon strategic trips and would not, in itself, generate new vehicle trips.
- 8.29 Cllr Geraldine Davies also noted concerns in respect the local impact upon neighbouring roads, with speeding being an existing prevalent issue. Nunn Mills Road will be subject to a 30mph speed limit down to the Avon access, with a 20mph limit applied from Avon down to Ransome Road and a 30mph limit applied on Ransome Road itself. These speed limits have been agreed with the LHA and are considered appropriate for an inner-urban road link in this location in the town.
- 8.30 There have been further concerns raised via the public consultation process relating to the alleged additional traffic that would materialise as a result of the new road and the potential for the route to be used as a 'rat run' with traffic from Bedford Road flowing through to London Road. Officers note that the new link will provide the opportunity

for traffic to follow the aforementioned route and that there will inevitably be more general traffic in the area once the associated development sites in the area are built out. Tempering this, it should be noted that the link would also provide an alternative egress point from Ransome Road (i.e. via Nunn Mills Road to the north), which would ease pressure upon the London Road junction, which is the subject of ongoing improvement works itself. The imposition of this proposed road is essential to allow for comprehensive access to be afforded to the Nunn Mills Road and Ransome Road area and to allow for the full redevelopment of the area in the future. As noted above, the road in itself would not generate new vehicle trips.

- 8.31 Comments were also received in respect to the new signalling arrangements at the Bedford Road junction and their implications for exiting Becket's View, which is a residential street adjoining the northern side of Bedford Road. The applicant's agent has confirmed that the new traffic light arrangements shall provide for traffic turning left, right and moving straight on down Nunn Mills Road from Becket's View. The present arrangements allow for left turns only.

#### **Pedestrian / Cycle Access & Construction Management**

- 8.32 The proposals incorporate a 3m wide shared pedestrian and cycle link running the entire length of the scheme. The Access Development Officer at the County Council has responded favourably to the principle of introducing this facility and to the fact that it would be linked into the National Cycle Network Route 6, which runs through Becket's Park and along Bedford Road.
- 8.33 In response to detailed matters raised by the Access Development Officer, the applicant's agent has confirmed that Toucan signals are to be provided at the crossings at the Bedford Road / Nunn Mills Road junction in the interests of providing safe crossings for cyclists. They have also confirmed that the existing footway running along the northern side of Bedford Road is to be upgraded to incorporate cycles too (with an associated Toucan crossing provided to Becket's Park) and that the shared-use pathway can be extended to the eastern spurs of the 2no. proposed roundabouts so as to lead into the future development sites, which can be incorporated at detailed design stage.
- 8.34 The Access Development Officer has requested a direct link to be formed between the new shared path on Nunn Mills Road and the existing river promenade path within the park (as opposed to the proposed arrangement of a detour to the top of Nunn Mills Road and back down again). This point has also been queried through the public consultation process, it has been stated that the desire line may lead to an informal cut-through developing. In this instance the matter is complicated somewhat by the retention of mature tree specimens along the Becket's Park frontage. As discussed earlier with the 'Visual Impact and Landscaping' section of these considerations, the line of the new shared path has been pushed eastwards during the planning process to minimise land take and to allow for the retention of trees. The newly proposed arrangement would incorporate a retaining wall feature along the boundary of the

park, which would not readily incorporate a formal access point. Officers consider that the originally proposed access arrangements within the park should be retained, particularly in light of these arrangements corresponding with and lining up with the positions of Toucan crossings on Nunn Mills Road and Bedford Road.

- 8.35 The new road link would subsume and replace an existing public right of way (HW28). The works would represent a significant upgrade of this route, which presently takes the form of an informal track for much of its route down to the eastern end of Ransome Road. A public comment has been received which states the importance of maintaining the use of existing public rights of way during the execution of the works – namely HW28 and also HW26 (which runs southwards from Ransome Road). In response to this Officers consider that a Construction Management Plan (CMP) should be secured by way of condition to ensure that the development is phased and organised in such a way so as to minimise disruption in this context. Notwithstanding this, it is considered that the comprehensive nature of the proposed development would necessitate some disturbance of these public routes (particularly HW28). A CMP condition would allow this disturbance to be acceptably controlled.
- 8.36 A CMP condition would also cover an issue raised on behalf of the owner of the Avon HQ building in respect to Avon's responsibility to retain suitable access arrangements at all times. It has been asked how this will occur while the proposed new bridges are being constructed. The applicant's agent, in response, has confirmed that the future appointed contractor will be obliged to provide constant access to the Avon Buildings. The necessary arrangements are not yet known, hence the requirement for a CMP condition to be imposed.

#### **Diversion of a Right of Way**

- 8.37 This scheme (should it be approved) shall likely necessitate an application to formally divert the right of way HW28 given that the proposals would likely result in minor alterations to its existing route, i.e. changes in levels and a slight realignment to complement the new highway. This process is under separate legislation, Section 257 of the Town & Country Planning Act 1990. The effect of development on a public right of way is a material consideration in the determination of applications for planning permission.
- 8.38 The existing footpath runs from the southern side of the River Nene where Avon HQ is based and takes the form of a hard surfaced path with cleared brownfield land on either side. This continues to run south across the dismantled railway line where the route takes the form of a less formalised track with undeveloped land situated to its eastern side and further cleared industrial land to the west. Whilst it is not desirable to re-route a right of way alongside a carriageway, there are no other realistic options in this instance. Given the industrial context of the area the re-routing would appear acceptable in planning terms. In any event a minimal realignment would be required to the existing footpath.

## Biodiversity

- 8.39 The application is accompanied by an Ecological Appraisal document, which combines a desk study and field survey to inform the likely potential impact of the proposals upon habitats and species. The Wildlife Trust has commented that the broad scope and content of this document is both acceptable and satisfactory in general terms. The document identifies that the site is of predominantly brownfield habitat of up to local value for nature conservation with structures and buildings being of low value for nature conservation. The Ecological Appraisal identifies that the site supports reptiles and has the potential to support breeding birds, bats, water voles and otters. Further species-specific studies were undertaken accordingly.
- 8.40 In respect to reptiles a full survey was undertaken. The disused railway line was found to be the focus of reptile activity within the site. This provides foraging, commuting, sheltering and basking habitat and is less disturbed than the river corridor. An exceptional population of grass snake and a low population of common lizard were recorded on the railway line, while a low population of grass snake was recorded from the river survey area. The survey report recommends that a mitigation strategy is devised to protect reptiles during road / bridge construction and to safeguard important breeding sites. If the recommendations are implemented the proposals will enhance habitat along the river channels and railway line while swales will provide new habitat and improved connectivity for reptiles.
- 8.41 A survey was also undertaken in respect to otters and water voles, no evidence of either otter or water vole activity were observed during the survey. The recommendations that are concluded from the survey include ensuring that new river crossings do not compromise the river corridor and that new bridges are of a sufficiently wide span to allow animal passage along the bank in high flows. Also, sub-carriageway routes for otters should be provided where appropriate and disturbed banks should be softened through soft planting for water voles. Officers consider that these matters can be covered by the imposition of a planning condition requiring a Biodiversity Management Plan to be submitted. This is consistent with Natural England advice. This Plan would be required to include measures to minimise impacts to wildlife through the design and construction of the development. It should also be noted that the final technical details of the new bridge structures are to be secured via condition, which would allow otter and water vole considerations to be built into the final designs.
- 8.42 A Bat Survey was also conducted which involved comprehensive on-site surveying in the context of there being a known roost within an oak tree immediately south of Delepre Brook and there being 5no. further trees adjacent to the River Nene that could support roosting bats. 5no. species of bat were recorded during the survey work. The survey concludes with recommendations that any tree works undertaken close to the river are done so using a precautionary approach. Replacement planting should compensate for any tree removals and sensitive lighting should be considered.

- 8.43 In light of bats being a European protected species, Natural England (NE) has submitted detailed comments in respect to the Bat Survey and its relationship with their Standing Advice Species Sheet: Bats. They conclude that the scale of impact of the proposals is low and that the proposed mitigation is proportionate. NE advise that permission may be granted subject to an appropriate condition being appended to secure a detailed mitigation and monitoring strategy for bats. In respect to the other specialist species reports discussed above (i.e. Reptile, Otter and Water Vole), Officers are satisfied that their content and recommendations comply with the relevant standing advice published by Natural England.
- 8.44 The Wildlife Trust (WT) in their consultation response has noted disappointment that the application does not appear to include any treatment of Green Infrastructure (GI) principles. The WT have stated that the key ecological aspect of GI is the linking of existing and / or potential wildlife habitat within the site and connections out of the site to create more sustainable ecosystems.
- 8.45 In response, Officers consider that the application does follow GI principles. It should first be noted that the application is purely for a new road that follows the line of existing highway and footway links, which limits the potential impacts of the development in this context. The Ecological Appraisal concludes that the development can be implemented without significant adverse ecological impacts. A Biodiversity Management Plan is to be secured via condition, which will include such details as how the bridges are to be designed so as to avoid causing obstructions to wildlife. The concerns voiced by the WT appear to be of a wider nature that will need to be fully taken into account when associated development sites come forward in the future.
- 8.46 A comment has been received through the consultation process which suggests that a Peregrine Falcon may be nesting within the power station located to the east of the application site. This is a matter that would not be directly affected by these particular proposals for a new highway link.

#### **Air Quality & Contamination**

- 8.47 The issue of air quality has not been raised within NBC's Committee Report. The Environmental Health Officer (EHO) at Northampton Borough Council has however submitted comments directly in respect of this scheme. The EHO has detailed concerns and has requested an air quality condition to be attached to any permission, which would require baseline modelling to detail local conditions. This would appear to be a reasonable request in light of the extant approval for the access from Bedford Road to the Avon offices (07/0406/FULWNN) securing the submission of updated air quality information (including potential mitigation measures) by way of a planning condition.
- 8.48 The EHO has not raised any other particular concerns in respect to the Geo-Environmental Audit that was submitted with the application, which concludes that the

overall risk of contamination associated with the redevelopment of the site is assessed to be low.

### **Crime Prevention**

- 8.49 Northants Police have submitted no objections to the application subject to a recommendation that Automated Number Plate Recognition (ANPR) enabled CCTV cameras are provided along the route. A total of 7no. cameras have been suggested with an approximate £110,000 to £120,000 installation cost and an annual monitoring and maintenance contribution of £21,000 per year for a period of 10 years. The requested contribution therefore totals approximately £320,000.
- 8.50 It should be noted that the Community Infrastructure Levy Regulations (CIL) came into force in 2010. Planning obligations need to be in accordance with these new regulations. Regulation 122 states that a planning obligation may only constitute a reason for approval if it is:
- a) Necessary to make the development acceptable in planning terms
  - b) Directly related to the development; and
  - c) Fairly and reasonable related in scale and kind to the development.
- 8.51 Officers consider that the Police's suggested ANPR contribution cannot be justified in this instance; it would fail to meet any of the 3no. tests outlined above. The application is for new infrastructure with the intention of bringing forward regeneration of the wider area. There is no development of floor space proposed as part of this application. It may be the case that contributions for such purposes would be better placed with regeneration projects that may come forward in the future on associated development sites. It would still however fall to the police to make the case, even then, that such a contribution would be CIL compliant.
- 8.52 Further discussions have taken place between Officers and Northants Police on this matter, with further comments expected which will be updated to Members at Committee should they be forthcoming.

### **NBC Committee Report**

- 8.53 NBC has published their Committee Report (NBC Report) to go before their 23<sup>rd</sup> August Planning Committee; this will generate their consultation response to WNDC as Local Planning Authority. WNDC Officers have been through the NBC Report, it being publically available, and have a number of comments to make in response.
- 8.54 The NBC Report recommends the imposition of a planning obligation to secure compensation for the loss of open space where the existing car park within Midsummer Meadow is to be reconfigured (including access arrangements) and extended. WNDC Officers consider that such an obligation would be unnecessary in this instance. As has been noted within the NBC Report, the additional parking area is proposed to utilise a grasscrete type material so as to minimise its visual impact. It is

also considered that a robust soft landscaping scheme to include specimen tree planting shall notably contribute towards compensating for the limited loss that would occur.

- 8.55 The NBC Report refers to two separate improvements schemes being put forward at the Bedford Road / Nunn Mills Road junction, with one of these being an interim arrangement. WNDC Officers can clarify that only the final junction design is being sought for approval. The proposed interim arrangement would not be covered by any consent that may be granted in this instance, for which a further application would be required.
- 8.56 The NBC Report refers to fundamental deficiencies being inherent in the scheme as a direct result of the road being brought forward as a standalone infrastructure scheme; although NBC consider that these can be dealt with via a condition securing a masterplan being produced for the site's development. It is not clearly explained within the NBC Report what the deficiencies actually constitute.
- 8.57 WNDC Officers are of the position that the scheme would provide an important highway upgrade whilst supplying a fundamentally important highway link to connect Nunn Mills Road and Ransome Road, thus promoting investment and regeneration upon adjoining sites. The scheme has been designed to respect the amenity value of both Becket's Park and Midsummer Meadow whilst accommodating for future access arrangements to adjoining development sites. The scheme would also be designed so as not to encourage through traffic given the speed restrictions to be imposed along it. There is no need for a masterplan to be developed at this stage for a single piece of infrastructure.
- 8.58 A further comprehensive detailed Heritage Assessment and Buildings Condition Survey have been requested within the NBC Report in respect of the Grade II Listed Building (railway locomotive shed). As noted with the 'Heritage & Listed Buildings' section of this report, WNDC Officers have concluded that the setting of all nearby listed buildings shall remain unchanged as a result of the proposals. This is particularly in light of the railway locomotive shed being set back approximately 200m from the line of the proposed link and already being located within an existing hard urban landscape.
- 8.59 The NBC Report notes the importance of the design of the new bridge proposed to cross the dismantled railway line, particularly in respect of its effect on local heritage assets and in terms of its design. It states that the bridge should be of a residential scale, although it is not specified precisely what this should entail. WNDC Officers can clarify that a planning condition is to be attached to secure the full details of the materials of the railway bridge in the interests of visual amenity. The scale and design of the bridge has been negotiated with Network Rail so as to offer sufficient clearance of the railway line. It is acknowledged that the bridge, if built in isolation, would have a prominent visual impact. In reality the bridge would only come forward as part of a comprehensive redevelopment of its immediate surroundings. In this context the

design of the bridge is considered acceptable. Full technical details have been submitted as part of this application.

- 8.60 Also covered within the NBC Report, the Environment Agency should be satisfied that the development would not unacceptably increase the risk of flooding or adversely affect water quality. NBC are also of the position that, as part of the drainage proposals, swales should not be provided directly along the Nunn Mills Road route – underground storm cells should be provided instead. Their justification for this is that the swales would take up valuable development land and result in a poor urban design solution.
- 8.61 As noted within the ‘Food Risk & Drainage’ section of these considerations, liaison is continuing between the Environment Agency and the applicant’s agent in order to finalise the full details of the final drainage options and a planning condition is to be appended accordingly. There still exists the potential for alternative solutions to be utilised along Nunn Mills Road and NBC shall be consulted upon the final arrangements to be installed. Given the detailed technical involvement of the EA at this stage, it can be stated with confidence that the development shall not result in an unacceptable increase to the risk of flooding.
- 8.62 The NBC Report refers to a number of detailed matters that are requested to be agreed by the Borough Council. For example, full details of the newly proposed bridge to cross the rail line, archaeological investigation details and the siting of all pedestrian and cycle routes. It should be made clear that the matters of detail to be secured via planning condition are to ultimately be agreed by the relevant Local Planning Authority (presently WNDC). Currently NBC perform the role of statutory consultee in respect to this application and shall be consulted upon the submission of the relevant details.

### **Other Matters**

- 8.63 A matter was raised through the public consultation process requesting that a full and proper search of land ownership is undertaken to ensure that any common land rights are honoured. A Land Ownership Plan has been submitted with the application, this details NBC ownership of the western extent of Midsummer Meadow and the eastern extent of Becket’s Park. The appropriate Certificate of Ownership has been submitted and associated land owners notified. There is a strip of land within the application site that is in unknown ownership. This represents a constraint to development given the potential for an external party to claim ownership of the land and to disrupt the progression of the scheme. This is why it is expected that, should this application be approved, WNDC (the applicants) will consider entering into compulsory purchase proceedings to procure the ownership of this strip of land and remove this constraint.
- 8.64 Comments have also been received relating to the expense that would be incurred to the public purse from constructing a formalised bridge structure over a dismantled railway line that has not been used operationally for a notable period of time. Building a bridge is the only acceptable way to cross the line, which is in Network Rail’s ownership and is the only method of crossing acceptable to them. Network Rail’s

requirements dictate that the line must be able to be reinstated. They do not entertain the introduction of new level crossings to any of their lines. However, this matter is being taken up by WNDC with Network Rail and the rail regulator, but is a separate matter from the determination of this application. It should also be noted that the scale of the bridge has been negotiated with Network Rail.

8.65 A comment was raised through the consultation process relating to the access arrangements for the Sea Cadets located to the west of the application site. The Environment Agency has confirmed that a formal agreement is in place that allows the Sea Cadets full access via Becket's Park and the Marina. Midsummer Meadow car park provides a pick-up / drop-off area in close proximity to the Sea Cadets.

## 9. Conclusion

9.1 The proposed development would provide an acceptable important link within an area defined by redevelopment and regeneration opportunities and deliver acceptable vehicle access arrangements in compliance with Policies E1, E2, E6, E9, E11, E12, E17, E19, E20, E40, T4, L1, L16 and D17 of the Northampton Local Plan (1997) and with the guidance contained within PPS5: Planning for the Historic Environment, PPS9: Biodiversity and Geological Conservation, PPG13: Transport and PPS25: Development and Flood Risk.

## 10. Conditions

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

**Reason:** To comply with Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the approved plans listed in schedule 1 of this permission.

**Reason:** For the avoidance of doubt and in the interests of proper planning.

3. No development shall take place until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the local planning authority.

**Reason:** To ensure that features of archaeological interest are properly examined and recorded, in accordance with PPS5 Policy HE12.

4. Unless otherwise agreed in writing by the Local Planning Authority, prior to the commencement of development, a Construction Management Plan (CMP) shall be submitted to and approved in writing by the Local Planning Authority. The CMP shall include, but not be limited to, details of the intended hours of work, measures proposed to minimise dust and noise, on and off site traffic management proposals

(including details of wheel washing facilities and routing arrangements for construction traffic) and the location of waste management and site compound areas within the site.

**Reason:** To manage the impact of the development upon the local area during its construction in the interests of public amenity and the local natural environment in accordance with Policy E19 of the Northampton Local Plan.

5. Development shall be implemented in full accordance with the Tree Protection section of the submitted 'Tree Survey Methodology and Schedule' (July 2011) including the provision of 2.3m tall protective fencing for the duration of construction works in the positions indicated on Tree Retention Plan Sheets 1 & 2 (Figure 3 and Figure 4 within the Tree Survey Methodology and Schedule).

**Reason:** To ensure the appropriate protection of mature tree specimens.

6. No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a detailed scheme of hard and soft landscaping for the site. The scheme shall include indications of all existing trees and hedgerows on the land and details of any to be retained.

**Reason:** In the interests of amenity and to secure a satisfactory standard of development.

7. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the building or the completion of the development, whichever is the sooner, and which shall be maintained for a period of five years; such maintenance to include the replacement in the current or nearest planting season whichever is the sooner or shrubs that may die are removed or become seriously damaged or diseased with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

**Reason:** In the interests of amenity and to secure a satisfactory standard of development.

8. Prior to the commencement of development an Air Quality Assessment shall be submitted to and approved in writing by the Local Planning Authority; this shall constitute a baseline assessment of the present situation across the application site.

**Reason:** To allow baseline air quality to be understood in the interests of informing future development schemes across the wider area.

9. Prior to the commencement of development a Biodiversity Management Plan shall be submitted to and approved in writing by the Local Planning Authority. As a minimum this Plan shall include measures to minimise impacts to wildlife through the design and construction of development and shall provide ecological enhancements wherever there are opportunities to do so. The Plan shall also incorporate the recommendations

made within the Ecological Appraisal (June 2011) in respect to the habitats present on site. Development shall be implemented in full accordance with the agreed details.

**Reason:** In the interests of protecting biodiversity.

10. Prior to the commencement of development a mitigation strategy addressing the potential impacts of the development on reptiles shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall as a minimum seek to mitigate against the potential impacts of killing reptiles during site clearance, the temporary loss of habitat and habitat connectivity and the permanent loss of breeding sites. Development shall be implemented in full accordance with the agreed details.

**Reason:** In the interests of protecting reptile species.

11. Prior to the commencement of development a detailed mitigation and monitoring strategy for bats shall be submitted to and approved in writing by the Local Planning Authority. Development shall be implemented in accordance with the agreed details.

**Reason:** In the interests of protecting bat species.

12. 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.

13. Notwithstanding the submitted details, prior to the commencement of development details of the surface water drainage strategy shall be submitted to and approved in writing by the Local Planning Authority.

**Reason:** To ensure the development is satisfactorily drained of surface water.

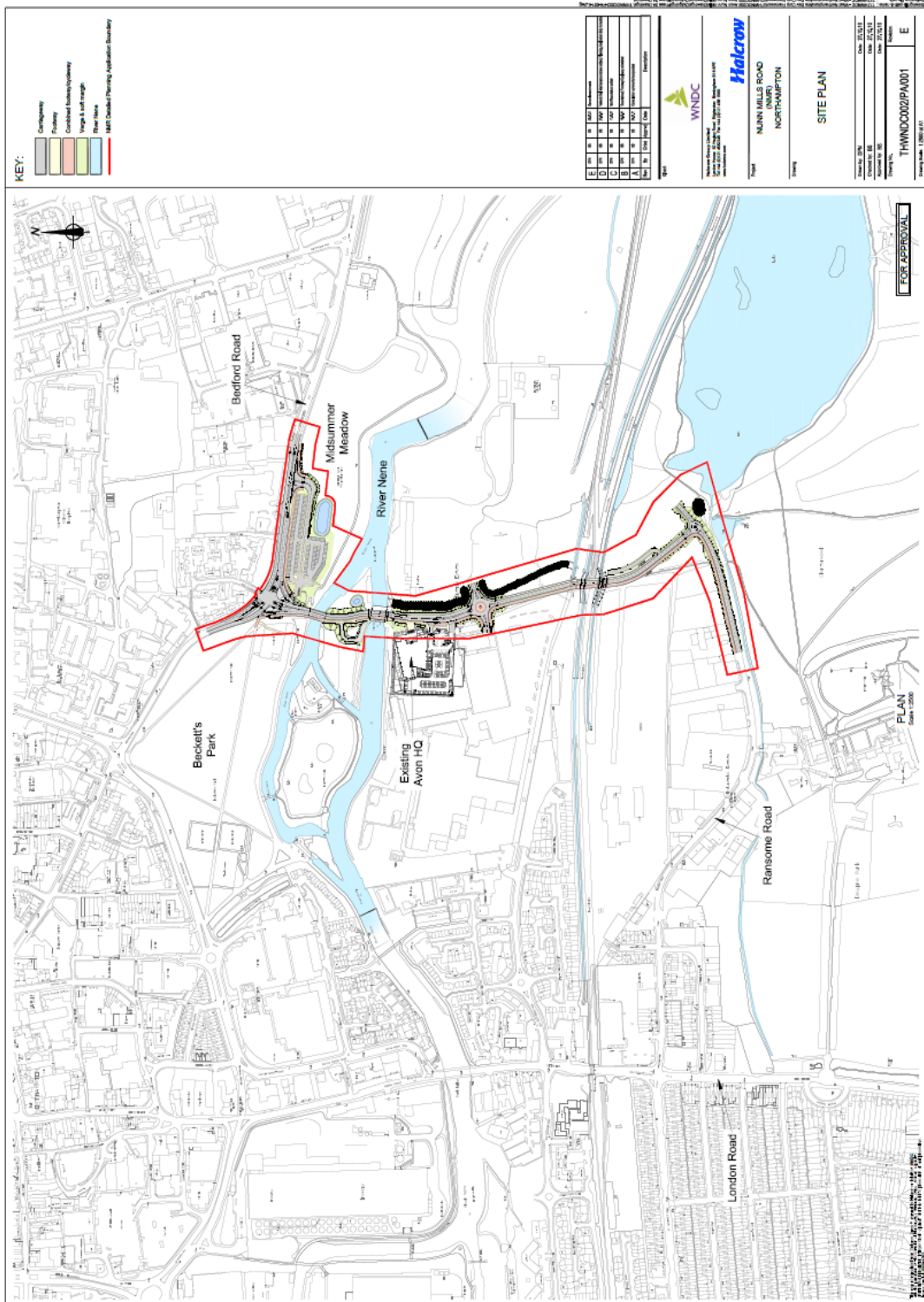
14. Prior to the commencement of development samples of all proposed external facing materials associated with the Ransome Road Railway Bridge shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with approved details.

**Reason:** In the interests of visual amenity and to ensure that the development will harmonise with its surroundings.

15. Prior to the commencement of construction works full details of the method of construction of the Bedford Road / Nunn Mills Road junction detailing the measures to safeguard the trees in Becket's Park shall be submitted to and approved in writing by the Local Planning Authority.

**Reason:** To ensure the appropriate protection of mature tree specimens at the entrance to Becket's Park.

# SITE PLAN



**KEY:**

- Proposed
- Existing
- Green Infrastructure
- High & Low Energy
- Other
- WNC Strategic Planning Application Boundary

Code	Description
1	Proposed
2	Existing
3	Green Infrastructure
4	High & Low Energy
5	Other
6	WNC Strategic Planning Application Boundary

**WINDC**  
 WINDC CONSULTANTS  
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**Halcrow**  
 NUNN HILLS ROAD  
 NORTHAMPTON

**SITE PLAN**

Project: THWNC002/PA001  
 Date: 17/03/21  
 Drawing No: 01  
 Scale: 1:1000  
 Drawing Title: SITE PLAN

FOR APPROVAL

## APPENDIX 1 – NBC Planning Committee Report



PLANNING COMMITTEE: 23 August 2011  
DIRECTORATE: Planning and Regeneration  
HEAD OF PLANNING: Susan Bridge

N/2011/0558: Planning Application for a new road to link Nunn Mills Road with Ransome Road. The scheme incorporates three new bridges, including a single bridge over the existing rail crossing, together with improvements at the Bedford Road/Nunn Mills Road junction and reconfiguration to the existing public car parking located adjacent to Bedford Road. Nunn Mills Road/Ransome Road, Northampton

WARD: Delapre & Briar Hill

APPLICANT: West Northamptonshire Development Corporation  
AGENT: Halcrow

REFERRED BY: Head Of Planning  
REASON: Major Development

APPLICATION FOR CONSULTATION BY WNDC:

### 1. RECOMMENDATION

1.1 It is recommended that WNDC be advised that the Borough Council raises **NO OBJECTION TO THE PRINCIPLE** of the proposed development, provided that the issues below being fully addressed and the recommended planning conditions being attached to any grant of planning permission;

1.2 It is also recommended that should WNDC not give effect through planning conditions to the key areas of concern raised and agree to necessary S106 Planning Obligation to compensate for loss of open space in this report than the Head Of Planning be authorised to present the views of this Committee to the WNDC Northampton Planning Committee.

### 2. THE PROPOSAL

2.1 Applicant is seeking your Committees comments on a full planning application that seeks to provide a new highway connecting Ransome Rd with Nunn Mills Road.

2.2 Applicant seeks to provide a new highway connecting Ransome Rd with Nunn Mills Road to facilitate the larger regeneration of the area by opening up the locality for future commercial mixed use and residential developments. The entire route would have a length of 1.6 Km and would effectively provide a route linking Bedford Road with London Rd.

2.3 The intention is that the proposed development would be delivered in phases. An initial phase would involve upgrading the existing London Rd/Ransome Road junction and the specific upgrade of Ransome Road. Work on Ransome Road/London Road junction has commenced, this element forms part of a previous consent.

2.4 The current application relates to the second phase and seeks to specifically provide improvements to Nun Mills Road to provide a connection to Ransome Road. The proposal would also involve significant junction improvements at Bedford Road/ Nunn Mills Road.

2.5 The submitted scheme specifically includes two improvement schemes at the Bedford Road/Nunn Mills Road junction. These essentially seek to widen the road to improve traffic conditions at the junctions. Option one is considered to be an interim proposal and would involve being constructed initially and the second larger scheme would be constructed should future traffic growths request it.

2.6 Both of the proposed works involve the following works;

- An extended left turn lane from Bedford Road and:
- An additional lane on Nunn Mills Road heading northwards over the river bridge
- An additional left turn filter lane on Nunn Mills Road northbound, taken out of the signals, forming a give way priority with Bedford Road westbound.

2.7 The key difference between the first interim option and final stages of the proposed Bedford Rd westbound and Nunn Mills Road junction road design would be that in the initial phase would be the removal of the left turn filter lanes from Bedford Rd westbound and Nunn Mills Road northbound.

2.8 The interim improvement scheme is seeking to create a compact junction with reduced delays to pedestrians and cyclists and also seeks to minimise the amount of land taken up at the junction. Following advice from the Borough Council, further revised plans have been submitted to take the development way from Becketts Park and ensure that the existing mature trees, which align the boundary of the site, are retained.

2.9 The need for the final and second phase would therefore be re – assessed in the future.

2.10 The submitted proposal includes the following other key elements which would form part of the proposed works;

- The existing pay and display car park off Bedford adjacent to Midsummer Meadow would be extended into the open space and the existing access off Nunn Mills/Bedford Road junction would be closed and a new vehicular access would be provided off Bedford Road. The additional parking would utilise a grasscrete or reinforced grass involving a permeable plastic grid to minimise the paved area to the area.
- The width of Nunn Mills Road would be reduced between the Avon access and Ransome from 7.3 to 6.5m to provide a lower grade road. The speed limit at this part would be reduced from 30mph to 20 mph.
- A new bridge (Ransome Road Bridge) would be provided for access across the existing railway track. This would consist of 3 spans with a length of 47 m and constructed from pre

cast concrete slabs. External features would include headwalls and parapets features. The bridge would contain brick arches as a feature. It would have a maximum height of 10.2 m, which includes 1.8 high parapets, and have a total length of approx 69 m.

□ To meet with new highway standards a new replacement bridge (River Nene Bridge) is also proposed for the existing River Nene Bridge. This would span over the abutments/foundations of the existing bridge and designed to provide maximum clearance during periods of heavy flooding.

□ Vehicular access to the Avon and Nunn Mills development sites would be provided via a new roundabout on Nunn Mills Road.

□ Alterations in connection with the existing sluice gate bridge would involve the replacement of a small portion of the existing structure and the remaining part of the bridge remaining untouched. A dedicated vehicular access is to be also provided to enable the Environment Agency to maintain the sluice.

□ Creation of a mini roundabout along Nunn Mills Rd to facilitate other junctions and open up the site and to allow for large vehicles to turn and manoeuvre.

□ Environmental Improvements to the eastern section of Ransome Road.

□ Development access to service existing uses on Nunn Mills Road.

□ A new footpath and cycle path will be provided along the link route and this would involve part of the existing cycle/footpath outside the Avon site being realigned.

□ Provision of a Mini roundabout at Nunn Mills Road to connect to Ransome Road.

2.11 With regard to drainage related matters, details have been submitted which relates to the drainage strategy, which includes storm water run off from neighbouring road catchments. The attenuation facilities would be sized to accommodate the increased run off which would ensure that the effect of the proposed road works on receiving water courses is no greater than at present, and takes into effect the impact of climate change. The road drainage design would cover any culverts required below the roadway to maintain connectivity with existing watercourses and those needed to serve future developments.

2.12 The proposal has been amended following discussions with your Borough Councils Officers the key changes include the submission of a Heritage Report and changes to the alterations to Bedford Road/Nunn Mills Road junction affecting Becketts Park and the Midsummer Meadow car park. The proposal has been revised to minimise the effect on Becketts Park and ensure the protection of major trees

2.13 The new road along Nunn Mills road would provide a 7.3 m wide carriageway between Bedford Road and Avon with a maximum speed limit of 30 mph. A 6.5m wide carriageway with a speed restriction of 20 mph would be provided between the Avon access and Ransome Road. The layout of the Nunn Mills Road/Ransome Road has been altered to provide a mini roundabout.

2.14 The application is accompanied with a Planning, Design and Access Statement, Transportation Assessment, Ecological Reports, Landscape and Visual Impact Assessment, Ecological Reports and a Phase 1 Geo – Environmental Audit. A Tree Survey and Methodology were separated on the 2 August and a Heritage Statement was submitted on 4 August, along with revised details plans.

### **3. SITE DESCRIPTION**

3.1 The site lies to the south east of the town centre and covers an area of approximately 10 hectares. Vehicular access to the site is gained through Ransome Road from the South and Bedford Road to the north. The southern half of the site containing Ransome Road is presently disconnected from Nunn Mills Road and abuts the boundary of Delapre Conservation Area and the grounds of Delapre Abbey (Convent of St Mary De La Pré) which

is listed Grade II\*. Its Stable Block, Billiard Room, Garden Wall and Gateway, Game Larder, Coach House and Park House are recognised for their group value and listed Grade II.

3.2 The northern part of the site contains Nunn Mills Road, which is accessed off Bedford Road and is currently flanked by Becket's Road and Midsummer Meadow. Nunn Mills Road currently serves the former Power Station and the Avon Offices Head Quarters. Along the northern edge the River Nene flows through the northern part of the site under a road bridge and a sluice bridge on Nunn Mills Road.

3.3 The eastern and southern boundaries of the site run along the boundary of a designated Battlefield (Battle of Northampton - 1460).

3.4 The immediate area is industrial/commercial in nature, which includes a railway goods yard which crosses the site. There is a former railway locomotive shed, constructed in 1873, which is listed Grade II. This building is located to the west of the development site and, now disused. The building is a rare example of a Midland Railway locomotive shed.

#### **4. RELEVANT PLANNING HISTORY**

07/0406/FUL/WNN Planning Application for construction of an access road from Bedford Road to the former Nunn Mills Power Station and Avon office sites was submitted by Persimmon Homes and Taylor Wimpey in December 2007. This was granted planning permission by WNDP in December 2008.

This consent included an improvement scheme at the Bedford Road/Nunn Mills Road Junction. This allowed for a signal-controlled junction to be provided.

WN/2006/0014 Outline Planning application for Mixed Use Development, incorporating residential, community facilities, local leisure and retail centre, plus access arrangements at Bedford Road and Southbridge Road, at Land at Avon and Nunn Mills. Resolution to grant planning permission given in January 2007 subject to the completion of S106.

The resolution involved planning permission for up to 1,250 dwellings, however only 650 dwellings can be delivered prior to the link being provided.

WN/2006/0016 Planning application for 800 Residential units, community facilities and associated development, access improvements and retention of operational railway line at land off Ransome Road. Resolution to grant planning permission given in January 2007 subject to the completion of S106.

However only 450 dwellings can be delivered prior to the opening of the link between Nunn Mills Road and Ransome Rd.

WN/2006/0171 Demolition of existing buildings and erection of five storey office building, new access, lower ground, decked and small surface level car park, landscaping and associated infrastructure works at Avon Cosmetics site, Nunn Mills Road. Planning permission granted 20 December 2007

#### **5. PLANNING POLICY**

##### **5.1 Development Plan**

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires a planning application to be determined in accordance with the Development Plan unless material planning considerations indicate otherwise. The current Development Plan comprises of the

East Midlands Regional Plan, the saved policies of the Northamptonshire County Structure Plan and Northampton Local Plan 1997.

## **5.2 National Policies:**

Planning Policy Statement 1 – Delivering Sustainable Development

Planning Policy Statement 5 – Planning for the Historic Environment

Planning Policy Statement 9 - Biodiversity

Planning Policy Statement 23 -Planning and Pollution Control

Planning Policy Guidance 13 – Transportation

Planning Policy Guidance 24 - Planning and Noise

The Draft National Planning Policy Framework has recently been published and is capable of being a material consideration, although the weight to be given to it will be a matter for the decision maker's planning judgment in each particular case.

## **5.3 Northampton Borough Local Plan**

E6 - Green Space Policy

E20 – New Development

D17- Southbridge Area

The Southbridge Area policy states planning permission will be granted for a mixed use development and also retail uses at the Power Station site, all subject to the necessary infrastructure being provided.

## **5.4 Supplementary Planning Guidance**

Planning out Crime in Northamptonshire SPG 2004

Nene Meadows Masterplan Nov 2010.

## **6.0 Other Policy Considerations**

### **Planning Policy Statement: Ransome Rd/Nunn Mills Development Area (2003)**

6.1 The Statement confirms the preferred form of development that the Borough Council expects to take place in the area as a pre – cursor to a formal Action Plan. It proposed that an Action Plan would form part of the New Local Development Framework for Northampton. On transportation matters for the development of the site it identified the following elements.

- Necessity for a road link between Bedford Road and London Road, necessary junction improvements and the construction of a bridge over the railway;
- Provision of public transport service between Eagle Drive and Ransome Road (subject to a need being established);
- A pedestrian bridge between the two sites and measures to promote sustainable modes of transport to the railway station and town centre;
- Provision of a public riverside walkway/cycle paths connecting existing developments and improved cycle links to Hardingstone and Brackmills and
- Measures to safeguard the rail line and a site for a new station

## **Northampton Central Area Action Plan Pre Submission Draft 2010**

6.2 Policy 29 The Waterside: Avon Nunn Mills/Ransome Road recognises the site should be developed in a comprehensive and complementary manner to function as a new unified community. On Transportation related matters this includes the following objectives;

- Inclusion of a continuous street between Bedford Road and London Road designed not to encourage through traffic from the wider radial route and respect the wider residential character;
- Provide two new junctions at Cotton End/London Rd and Nunn Mills Road/Bedford Road that create good townscape and give priority to pedestrian and cyclists;
- Support improved public transport connectivity
- In the case of the Nunn Mills/Bedford junction it should respect the historic integrity of Becketts Park and its assets including its boundary walls and mature trees;
- Proposal should encourage suitable access to Delapre Lake, the Abbey and its environs.

## **Avon Mills Development Parameters Draft June 2011**

6.3 This draft documents sets out various options on how the site can be sensibly developed and identifies key qualities and characteristics which would lead to the creation of a successful community and delivering a flagship mixed use development and in turn contribute to the wider growth and regeneration of Northampton. The intention is that eventually this document will be adopted by the Borough Council as Supplementary Planning Document following discussion and consultation with the landowners and subject to the usual consultation as set out in the Council's Statement of Community Involvement.

## **7 THE SCHEME**

7.1 The proposal is considered essential and acknowledged in both the Northampton Local Plan and the Central Area Action Plan that the appropriate road infrastructure should be provided to ensure that proper access is considered to maximise the potential land use available. The Central Area Action Plan sets out development principles to guide the scheme. It has always been envisaged that the Avon, Nunn Mills Road/Ransome Road site would be bought forward in a comprehensive manner.

7.2 WNDC has been negotiating with and is intending to help bring the site forward by promoting a Compulsory Purchase Order to ensure that the road infrastructure is provided in a proper and phased manner. However, by bringing the application for the road link forward in advance of a comprehensive master plan and development framework, a number of fundamental deficiencies are inherent in the scheme as a direct result of the road being bought forward as a stand alone infrastructure scheme.

7.3 Notwithstanding this, it is considered that given proper planning consideration to the key elements of the scheme and ensuring that proper safeguards are imposed through the recommended planning conditions being attached than this proposal can be supported.

## **8. KEY CONSIDERATIONS**

### **TRANSPORTATION**

8.1 The County Highway Authority should be satisfied that the solutions proposed to the improvements to the highway network are satisfactory both in highway safety and environmental terms and proactively seek to ensure compliance with the aims and objectives of Manual for Streets 1 & 2 and take into account the potential impact of the development in other locations associated with the growth agenda in a sustainable manner;

8.2 The proposed road link has been grossly engineered and does not reflect contemporary thinking in highway development and government policy. A Design Audit should be carried out and submitted to the Borough Council to demonstrate and ensure that the development accords with the advice in Department For Transport Manual For Streets 1 and Manual For Streets 2;

8.3 Details of all the pedestrian and cycles routes in terms of layout and desire lines being submitted, agreed with the Borough Council and delivered to a high standard. Details to include the design of street lighting, signage and other associated street furniture being agreed prior to their implementation;

8.4 That further consideration is given to changing the design of the railway bridge crossing the disused railway line in terms of its size, design, materials and external appearance and if applicable further changes and details be submitted and agreed to improve the appearance of the proposed bridge in terms of its effect on local heritage assets and terms of its materials and external appearance. The bridge should be well designed and of a residential scale;

8.5 Ensure the design of the proposed link road promotes and supports future buildings sited to enable a strong development active frontages being provided and ensure the design of the road facilitates and promotes an integrated network of streets and spaces;

8.6 Design the proposal to promote a new continuous residential street level site between Bedford Road and London Road designed not to encourage through traffic from the surrounding radial route ways that is consistent with the predominantly residential character of the locality.

### **FLOODING & DRAINAGE MATTERS**

8.7 The Environment Agency should be satisfied that the development would not put existing and future potential occupiers in the vicinity at an unacceptable risk from flooding, or unacceptably increase the risk of flooding within the catchment of the River Nene and its tributaries, or adversely affect water quality;

8.8 Further details being submitted to the Borough Council and agreed on a sustainable urban drainage approach and all necessary mitigation measures are provided and maintained as fit for purpose in perpetuity. Swales should not be used as part of the drainage network on areas directly along the route of Nunn Mills Road and underground storm cells provided. Placing swales at this site would use up valuable development land and result in a poor urban design solution.

### **HERITAGE**

8.9 Further details being submitted to the Borough Council to enable the impact on the Heritage Assets to be fully considered. In particular the relationship of the proposed railway bridge in terms of height and appearance on the setting of the nearby former railway

locomotive shed, which is listed Grade II. The bridge should be of a residential scale and respect it's setting. A building condition survey on the listed building should be provided.

## **IMPACT ON TREES, LANDSCAPE AND OPEN SPACE**

8.10 Safeguarding mitigation measures are provided with advice from the Borough Council to protect mature trees indicated for retention on Becketts Park and where appropriate replacement tree planting is provided;

8.11 Enhanced landscaping details are provided to the Borough Council, particularly relating to the Midsummer Meadow open space car parking area both within the existing car park and around it, including the Bedford Road/Nunn Mills Road Junction to improve the approach from a major route way in addition to the extended car parking area;

8.12 The completion of a Section 106 Planning Obligation requiring compensatory provision for the loss of open space at Midsummer Meadow in connection with the revised parking.

8.13 That the development actively promotes a green corridor and a strong landscape framework to facilitate the linking of streets and spaces and semi mature trees are planted along the route of the proposed link road.

## **9. RECOMMENDED CONDITIONS**

9.1 The following key areas are recommended for inclusion as conditions in the event that WNDP are minded to approve the application in addition to the completion of S106 Planning Obligation to provide compensation for the loss of open space. The Head of Planning be authorised to agree the detailed wording of such conditions with the applicant.

(1) No development shall commence until details of all hard and/or soft landscape works landscaping for the site have been submitted, which shall include details of the types, sizes, locations of the planting of semi – mature trees along Nunn Mills Road have been submitted to the Borough Council for agreement;

(2) A landscape management and maintenance plan, including a survey of the existing landscape and its condition, long term design objectives, management responsibilities and maintenance operations for all landscape be submitted to the Borough Council for agreement;

(3) No development shall take place until a masterplan for the site development has been submitted to the Borough Council for agreement;

(4) No development shall take place until details of measures to be taken to prevent spoil/mud from vehicles leaving the site during the construction works being deposited on the public highway have been submitted to the Borough Council for agreement.

(5) No development shall take place until full details of the proposed boundary treatment of the site have been submitted to the Borough Council for agreement;

(6) No development shall commence until a full construction details of the highway adjacent to Becketts Park at a scale of 1:200 and details of tree protection measures during the construction have been submitted to the Borough Council for agreement;

(7) No development shall take place until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context, including alternative attenuation measures have been provided for the

swales indicated along Nunn Mills Road of the development, have been submitted to the Borough Council for agreement;

(8) No consent is granted for the drainage details relating to swales indicated along Nunn Mills Rd;

(9) No development shall take place until a detailed design audit has been carried out to demonstrate accordance with Transport Manual For Streets 1 & 2 and submitted to the Borough Council for agreement;

(10) No development shall take place until a desktop study in respect of possible contaminants within the site is completed and a site investigation has been designed. The scope and methodology of the desk top study and the site investigation report shall be submitted to the Borough Council for agreement;

(11) Details including routes and siting of all the pedestrian and cycle routes shall be submitted to the Borough Council for agreement.

(12) Details of the design and siting of all signage, street furniture, lighting and street furniture and CCTV provision shall be submitted to the Borough Council for agreement.

(13) A further comprehensive detailed Heritage Assessment and Buildings condition survey on the listed Railway Locomotive Shed shall be submitted to the Borough Council for agreement.

(14) Revised details of the design of Ransome Road Bridge, including materials, elevational details, height and length shall be submitted to the Borough Council for agreement.

(15) No development shall take place until a written scheme of investigation for archaeological observation and recording during development shall be submitted to the Borough Council for agreement.

(16) No development shall take place until all necessary consents, licenses, permits or agreements have been completed or obtained in respect of the proposed development.

## **10. CONCLUSION**

10.1 The Avon/Nunn Mills/ Ransome Road site is an area of extensive area of vacant, derelict under utilized land of approximately 41 hectares in close proximity to the town centre. The site has been subject to a number of planning applications and master planning objectives. The principle of the development is consistent with the existing National and Local Framework policies. If the proposal were to be redesigned in accordance with good planning standards and therefore revised, it would have the potential to facilitate the larger regeneration of the area by opening up the locality for future commercial mixed use and residential developments leading to the creation of mixed-use sustainable neighbourhood.

## **11. BACKGROUND PAPERS**

10.1 Initial Planning Submission and Ecological Reports, Heritage Statement and revised plans received 5 August 2011.

## **12. LEGAL IMPLICATIONS**

11.1 None identified

### **13. SUMMARY AND LINKS TO CORPORATE PLAN**

13.1 In considering the proposal regard has been given to securing the wider regeneration objectives, visions and priorities outlined in the Corporate Plan together with those of associated Frameworks and Strategies.

<b>Author:</b>	<b>Name/Signature:</b>	<b>Date:</b>
<b>Head Of Planning</b>	Reddy Nallamilli	12/8/2011
<b>Services Agreed:</b>	Susan Bridge	12/8/2011

# APPENDIX 2 – Tree Retention Plans

