



Northampton UDA Planning Committee Paper

Report by Director of Planning Services

Applicant:

Roxhill Developments
Ltd.

Application No:

11/0053/OUTWNN

Date Registered:

19.08.2011

Expiry Date:

09.12.2011

Ward:

Rushmills

Date of Committee Meeting: 14th February 2012

Agenda Item: 5

Description: Outline application for warehouse and distribution development, with associated infrastructure and landscaping. All matters reserved except access.

Address: Land at Brackmills Point, former Cattlemarket site, Liliput Road, Northampton. NN4 7HS.

1. Recommendation

It is recommended that the application be **APPROVED** subject to the conditions set out at the end of the report with authority delegated to the Director of Planning Services to issue planning permission subject to the completion of a satisfactory s.106 agreement and any additional conditions necessary to mitigate the impact of the development.

Reason for Approval

Having regard to saved policies D1, B8 and E6 of the Northampton Local Plan, it is considered that the principle of redevelopment for warehousing and distribution within class B8 of the Town and Country Planning (Use Classes) Order 1987 is acceptable and would bring substantial economic benefits to the local area. Whilst the built development would project into allocated Greenspace (as defined by the Local Plan) and

the scale of buildings would impact upon the Locally Important Landscape Area and the setting of the Great Houghton Conservation Area, it is considered that these impacts can be substantially mitigated through the use of strategic landscaping and high quality design. Therefore, on balance, it is considered that the principle of development is acceptable with regard to Saved Policies E1, E6, E14, E20 and D1 of the Local Plan and, in view of the economic benefits associated with the development and other material considerations. Subject to appropriate mitigation measures that can be secured through condition and/or s.106 agreement this outline proposal is therefore considered to be acceptable.

An Environmental Impact Assessment has been undertaken in relation to the proposed development. Having assessed the Environmental Statement it is considered that the conditions attached to this decision are adequate to mitigate the impact of the proposals. Therefore, it is considered that there will be no significant, residual, adverse environmental effects.

2. Summary

- 2.1 The proposal seeks consent for the erection of warehousing (within Use Class B8) with a maximum external footprint of up to 39,000 square metres. The application is submitted in outline, with all matters reserved except for access which would be gained from the existing round-a-bout at Liliput Road.
- 2.2 An indicative layout plan has been submitted with the scheme showing the likely configuration of the development with two substantial warehouse buildings, one unit of 28,799 sq. m. and the other of 10,219 sq. m. The larger unit would occupy the site of the former Northampton Livestock Market and the smaller unit would occupy the corner site at the junction of Bedford Road with Liliput Road (allocated as a development site in the Northampton Local Plan). Access into the site would be from the existing round-a-bout on Liliput Road, within the Brackmills estate.
- 2.3 As stated above, part of the site is allocated for development within the Northampton Local Plan. Site D1 is identified as suitable for B1 development, or a mix of B1, B2 and B8 development, subject design and access considerations, with a particular emphasis on securing high quality development along the frontage to Bedford Road. To the rear of site D1, part of the application site was reserved in the Local Plan to allow for the

relocation of the Livestock Market from its previous home (now the site of Morrisons). The remainder of the site, running from the Livestock Market up to Bedford Road is identified as an area of Greenspace in the Local Plan. The larger of the two warehouse units extends into this area of Greenspace by approximately 40 metres.

2.4 Further to the initial consultation process, the applicants have made a number of amendments to the scheme to reduce the maximum height of the buildings (from 18.5m to 15.5m) and have moved the larger unit further away from the Bedford Road frontage, reducing the area of new building that encroaches into the Greenspace allocation.

2.5 It is considered that the key planning issues for consideration in relation to the scheme are:

- Assessment of the impact against saved policies of the Northampton Local Plan, with particular regard to impact upon designated Greenspace and Locally Important Landscape Areas
- Consideration of the scheme against the specific requirements as set out within the Local Plan in relation to site D1
- Consideration of the planning policy and economic issues relating to the redevelopment of the former Northampton Livestock Market
- Issues relating to design and visual impact
- Impact upon the character and setting of the Great Houghton Conservation Area
- Consideration of the potential economic/ job creation benefits of the scheme
- Whether the impacts of the development can be adequately mitigated through the use of conditions and/or s.106 obligations.

2.6 As will be set out fully in the report, it is considered that the development will have some adverse impacts upon the designated Greenspace and Locally Important Landscape Area within the Northampton Local Plan. However, on balance, the landscaping proposals put forward as part of the scheme will offer significant mitigation in this regard. In addition, the weight that should be attached to the economic benefits of the scheme is considered to be significant, particularly with reference to PPS4 *Planning for Sustainable Economic Growth*, the draft National Planning Policy Framework and the Ministerial Statement *Planning for Growth*.

2.7 When considered 'in the round' after detailed assessment of all relevant material considerations, it is therefore considered that the current scheme is acceptable.

3. Description of Site

3.1 The application site is a roughly triangular area of land, covering 10.24 hectares, situated between the eastern edge of Brackmills Industrial Estate and the A428 Bedford Road. A public footpath runs along the southern boundary of the site connecting Bedford Road to the Brackmills Estate. Beyond the southern boundary a green wedge of pasture land rises up to the edge of Great Houghton which is roughly 250-300 metres to the south east. The site is fully in the ownership of the applicants (Roxhill Developments Ltd.) but previously comprised two main parcels - the site of the former Northampton Livestock Market in the southern section and an undeveloped but allocated development site (Site D1) in the northern section in-between the Bedford Road and Liliput Road.

3.2 In terms of topography, the site slopes gently upwards in a south-westerly direction from a ground level of 56 metres adjacent to the Bedford Road/ Liliput Road round-about to a maximum height of 62 metres in the south-west corner on the edge of the Brackmills Estate. A man made bund rising to 60 metres is also present to the eastern edge of the site adjacent to Martin's Farm on the Bedford Road. This bund is the capped area of a former landfill site. The buildings associated with the livestock market were demolished in 2011 but the concrete hardstanding remains in-situ. The finished floor level of the former buildings on site ranges between 57 and 58 metres AOD. To give an indication of the change in levels to the south, the centre of Great Houghton lies between the 85 and 90 metre contour.

3.3 Vehicular access into the site is solely from the Liliput Road round-a-bout within the Brackmills Estate. A public footpath/ right of way running between Bedford Road and Great Houghton cuts through the eastern end of the site.

3.4 In a wider context, approximately 200m to the north of Bedford Road are the Clifford Hill Gravel Pits which form part of the Upper Nene Valley Gravel Pits Site of Special Scientific Interest, Special Protection Area and Ramsar Site (a designation of international importance). The town centre is approximately 3km to the north west of the site.

3.5 A number of designations cover the site in terms of the Northampton Local Plan. Site D1 (referred to above) at the corner of Bedford Road and Liliput Road is allocated for employment development within Use Class B1 (offices) or a mix of uses within B1, B2 and B8. The area to the rear was allocated as the site to relocate the Northampton cattlemarket from its previous site at Victoria Promenade (now occupied by Morrison's). Land in-between the Cattlemarket site and Bedford Road is identified as Greenspace in the Local Plan. The area in-between the site and Great Houghton is designated as a Locally Important Landscape Area, in addition to the Greenspace designation. Further comment on the impact upon these designations is given in the main body of this report.

4. Description of Proposal

4.1 The proposal is an outline planning application for the erection of warehousing within Use Class B8. All matters are reserved for subsequent approval with the exception of the access arrangements which would come from the existing round-a-bout at Liliput Road.

4.2 Given that all other matters are reserved, the applicants have identified a number of development parameters so that the likely impact of the scheme can be tested within the Environmental Impact Assessment. Following amendments during the course of the application, the maximum parameters of the scheme are as follows:

- Gross internal floorspace proposed is a maximum of 39,018m²
- A maximum height to ridge of 15.5 metres
- Maximum site area 10.24 hectares

4.3 In addition, a series of indicative plans have been submitted with the application identifying the potential layout of the scheme, the associated car parking and landscaping arrangements and the design detail of the buildings. It is important to note that these indicative plans are not submitted for approval in themselves but their intended purpose is to demonstrate that the maximum parameters (outlined above) can be accommodated on the site in a suitable form of development. Should the outline application be approved, the applicants would still need to secure reserved matters approval for the appearance, landscaping, layout and scale of the buildings.

- 4.4 The indicative layout plan shows two sheds set out on an L-shaped form with a larger unit to the rear of the site and a smaller unit to the front of the site adjacent to the Bedford Road/ Liliput Road junction. The plan shows the larger unit with a length of 224 metres and width of 124.5 metres and the smaller unit measuring 131.6 metres by 70.6 metres. As a result of concerns raised by WNDC officers, NBC's Planning Committee, Great Houghton Parish Council and responses to the public consultation, the applicants have reduced the maximum height parameter of the larger unit from 18.5 metres to 15.5 metres. Therefore, the maximum height to ridge of both units is now 15.5 metres.
- 4.5 In addition, a revised indicative landscaping scheme has been submitted showing bunding along the Bedford Road frontage with planting around the perimeter of the site. Car parking for both units is situated next to the Bedford Road. Initially, the larger of the two units was located closer to the Bedford Road frontage with car parking adjacent to the Brackmills Industrial Estate. However, in an attempt to lessen the visual impact of the scheme, the revised indicative plan moved the building closer to the Brackmills Estate and moved the ancillary office accommodation and car parking to the Bedford Road frontage. The result is that the closest point of the building (the office unit) is now approximately 45 metres from the boundary with Bedford Road. Under the original layout the corner of the warehouse closest to that boundary was set in a distance of 33 metres.
- 4.6 The indicative elevations put forward show a range of potential cladding treatments and an option for either a shallow pitched roof or curved roof profile.

5. Policy Considerations

5.1 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.

5.2 National Policy:

PPS 1 Sustainable Development

PPS1 supplement - Planning and Climate Change

PPS4 Planning for Sustainable Economic Growth

PPS5 Planning for the Historic Environment

PPS7 Sustainable Development in Rural Areas

PPS9 Biodiversity and Nature Conservation

PPG13 Transport

PPS22 Renewable Energy

PPS23 Planning and Pollution Control

PPG24 Planning and Noise

PPS25 Development and Flood Risk

Other National Planning Policy Documents

Draft National Planning Policy Statement (NPPF)

Ministerial Statement for Growth

5.3 Development Plan:

The Northampton Borough Local Plan (1997) (saved policies);

E1 – Landscape impact

E6 – Greenspace

E9 – Locally Important Landscape Areas

E14 – Corridors of Travel

E20 – New development (design)

E40 – Crime and vandalism

B7 – Brackmills height restrictions

B8 – Northampton Cattlemarket

D1 – Land adjacent to Bedford Road and Liliput Road

T12 – Development requiring servicing

5.4 East Midlands Regional Plan:

Policy 1 – Regional Core Objectives

Policy 2 – Promoting Better Design

Policy 3 – Distribution of new development

Policy 11 – Development in the Southern sub-area

Policy 18 – Regional priorities for the Economy

Policy 19 – Regional Priorities for regeneration

Policy 20 – Regional Priorities for Employment Land

Policy 21 – Strategic Distribution

Policy 28 – Green Infrastructure

Policy 38 – Waste Management

Policy 39 – Energy Reduction

Policy MKSM Sub-Regional Strategy Northamptonshire 1 – The Spatial Framework

Policy MKSM Sub Regional Strategy Northamptonshire 2 – Northampton
Implementation Area

5.5 Other Documents

WNDC Planning Principles (2009)

WNDC Planning Obligation Strategy (2008)

WNDC West Northamptonshire Manual for Design Codes (2009)

6. Representations (as summarised)

Northampton Borough Council (NBC)

6.1 Following the initial round of consultation, a report was taken to NBC's Northampton Area Planning Committee on 15th November 2011. The committee resolved to object to the application for the following reasons:

- Having regard to the details submitted it is apparent that the applicant has intentions for a large scale form of development that encroaches into designated Greenspace and would conflict with development policies, notably E1, E14 and E6 of the Northampton Local Plan.
- Although there would be economic development benefits to be gained from the proposed development, it is unlikely that these would outweigh the apparent policy conflicts.

6.2 Therefore, members requested that WNDC work with the applicants and NBC to secure revisions to the scheme in order to:

- Limit the scale of floorspace
- Secure elevations/ built form appropriate to this prominent entrance to the town in accordance with the objectives of Policy E14 of the Northampton Local Plan
- Secure a reduction in the visual scale of development generally and specifically by not encroaching into the Greenspace designation and its visual impact upon adjacent open countryside and, at a greater distance, impacts upon the character and appearance of the Great Houghton Conservation Area.

6.3 Following the consultation response, amended plans were submitted to re-position the larger of the two buildings further away from Bedford Road and to introduced landscaped bunding (as described more fully at paragraphs 4.5 and 4.6 above). NBC have been re-consulted on these plans and a delegated response has been received from the Head of Planning. Appended to these comments is an assessment from NBC's Urban Designer which has helped to shape the consultation response. The key points raised are as follows:

- The proposed revisions are welcomed as they go some way to responding to the Planning Committee's concerns. However, having reviewed the changes and discussed them with the Chair of Committee, it is considered that the fundamental concerns of the Committee have not been addressed.

- The Bedford Road frontage is a key Corridor of Travel (Local plan Policies E1 and E14). The elevations illustrated towards that major road in terms of siting, mass, height and general appearance, although improved, are still typical of large scale warehouse type buildings and are not befitting this visually sensitive entrance to the Borough and approach to the town.
- The built form would still project significantly into the Greenspace as described in the original report to the Council's Planning Committee on 15th November 2011. Although the re-siting westward and additional landscaping are, to an extent welcome revisions, a building of that scale and in that location would intrude substantially into the rural character of that part of the proposed "urban edge" which separates the nearby area of Great Houghton village, conflicting with the function of the Greenspace designation.
- For similar reasons, the Borough Council continues to hold reservations over the impact on the character and appearance of the Great Houghton Conservation Area.
- As previously acknowledged, there would be economic development benefits but it remains unlikely that these would outweigh the apparent Policy conflicts.
- Therefore, although not opposed to the principle of development of the Policy D1 site, and the part of the Policy B8 site which lies outside the Greenspace, the Council continues to object to the application.
- There has been suggestion that the site may be developed for a mixed use of manufacturing and warehousing and that an end user is interested in occupying the site. Although welcomed in principle, the application as submitted is for warehouse use (Class B8) only and therefore can only be determined on that basis.
- Overall, the contents of paragraph 8.2 of the Committee report continues to apply in that the development should not encroach onto Greenspace and the indicative proposals must pay due regard to the requirements of the Local Plan in terms of Policies E1, E6, E14, D1 and B8.
- For members reference, paragraph 8.2 of the original NBC Committee report is reproduced below:
- *Although there would be economic development benefits to be gained from the proposed development, it is unlikely that these would outweigh the apparent Policy conflicts. Therefore, although not opposed to the general*

principle of the Policy D1 site and that part of the Policy D1 site outside the Greenspace for the uses proposed, until the applicant has provided details/evidence of how the site could be developed in accordance with the relevant policies, officers would recommend that the Borough Council object to the application and encourage WNDG to work with the applicant to identify an indicative form of development that would clearly comply with the prevailing planning policies. To this end, the development should not encroach into the Greenspace area and the indicative proposals must pay due regard to the requirements of the Development Plan, notably Local Plan Policies E1, E6, E14 and D1. Policy B8 is also of value in terms of informing how built development could be successfully brought about within the southern part of the site at this sensitive interface with the open countryside.

Northamptonshire County Council (NCC) Sustainable Transport (Highways)

6.4 No objection subject to conditions to secure the following:

- A Framework Travel Plan to be submitted to and approved in writing by the Local Planning Authority prior to the occupation of any unit on the development.
- Prior to the first occupation of any unit, the following highway works shall be completed in accordance with full engineering, drainage and constructional details, to be submitted to and approved in writing by the Local Planning Authority:
 - Provision of a 2m wide footway on the eastern side of Liliput Road between the site access roundabout and the existing footway on Bedford Road.
 - Provision of 2 bus shelters and associated infrastructure and road markings at the 2 existing bus stops on Liliput Road to the north of the site access roundabout.
- Prior to commencement of any part of the development hereby permitted full engineering, drainage, and constructional details of the internal highway layout, including roads, junctions, service areas, position of any gates and footways shall be provide to and agreed by the Local Planning Authority. (Please note

that the LHA would require the access road to the east of the access roundabout to be constructed to adoptable standards, including a suitable turning head facility to accommodate HGV vehicle movements and dedicated as public highway via a s.38 agreement with the County Council)

- Prior to the commencement of the development hereby permitted, a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority.

NCC Archaeology

- 6.5 Advises that the site is adjacent to an area of potential Roman activity which requires consideration. Recommends that on-site investigative evaluation is required and that this should be secured via condition in line with the standard condition in PPS5

Northampton Police Crime Prevention Design Advisor (CPDA)

- 6.6 Notes that crime in Brackmills has fallen significantly since 2007, especially thefts from vehicles, largely as a result of extensive CCTV coverage. Currently, the highest crime types are anti-social behaviour and thefts from vehicles other than HGV's. It is important to ensure that vehicles cannot park on the access road into the site to ensure that no overnight parking occurs
- 6.7 The site perimeter fencing described in the DAS is 2.4m paladin is only provided to secure the warehouse buildings and associated goods service yards. Consideration should be given to the provision of a secure perimeter to the car parking areas with access control measures to reduce opportunities for theft from vehicles. Notes the aspiration to achieve BREEAM very good or excellent. I would hope that Secured by Design compliance would be achieved in order to develop as safe and crime free an area as possible. This accreditation would gain points towards the BREEAM accreditation.

Environment Agency (EA)

- 6.8 Initially an objection was raised by the EA on grounds that the surface water drainage strategy was not fully compliant with the requirements of PPS25. Following further correspondence with the applicant and WND, the EA submitted further comments

and have now removed their initial objection subject to a number of conditions covering the following matters:

- Submission and approval of a detailed surface water drainage strategy
- Site investigation and submission of a detailed scheme to deal with any contaminated land at the site (including the former landfill area)
- A condition to prevent infiltration of any surface water into the ground, unless the applicant has demonstrated that there will be no unacceptable risks to controlled waters
- Submission of a scheme to deal with foul water drainage
- Advisory notes regarding Site Waste Management Plans, Environmental Permitting Regulations and pollution prevention are also attached.

Anglian Water (AW)

- 6.9 Confirm that the foul drainage from the site is in the catchment of the Great Billing STW which has capacity to deal with these flows. Also confirm that the sewerage system has capacity to accommodate the flows.
- 6.10 Recommend that the surface water drainage is dealt with by way of a Sustainable Urban Drainage System (SUDS). Anglian Water are not satisfied that the present Flood Risk Assessment adequately demonstrates how soakaways will be utilised and note that Anglian Water will wish to see how the hierarchy of surface water disposal has been examined prior to accepting discharge into the public sewer. Request a surface water drainage condition to secure an adequate surface water drainage strategy.

Natural England

- 6.11 Note that the development is located within 180m of Clifford Hill Gravel Pits which form part of the Upper Nene Valley Gravel Pits SSSI, Special Protection Area and Ramsar Site. Consider that the SPA has been adequately considered within the EIA and no likely significant effects have been identified. Following further confirmation from the applicants, NE are also satisfied that the development will not adversely impact upon the sight lines of birds using the SPA.
- 6.12 Recommend that any planning approval shall include a requirement for a biodiversity management plan or similar document to ensure that the future ecological value of the site is maximised.

Highways Agency

- 6.13 The proposed development is not expected to have a material impact on the closest strategic route, the A45. Therefore, the HA offers no objection.

Health and Safety Executive

- 6.14 The site is within the consultation zone for a hazardous substances consent relating to the old MFI Furniture Centre on the opposite side of Liliput Road. The Hazardous Substances Consent related specifically to MFI but the site in question is now occupied by Howden's Joinery. Officers notified the HSE of this and questioned whether the Hazardous Substance Consultation Zone still applies. The HSE confirmed that Howdens advised them that the LPG Storage tanks have been removed from the site in May 2011. However, the HSE stated that the Consultation Zone technically still applies unless the consent has been revoked by the enforcing authority which would be NBC. In any event, the proposed development is of a type which is considered to be suitable within the consultation zone area and the standard HSE advice is that they do not advise against the proposal.

Great Houghton Parish Council

- 6.15 Great Houghton Parish Council made the following points:
- It is recognised that the site is allocated for development and that the opportunity to infill the final phase of Brackmills will not significantly encroach on the green buffer provided between Brackmills and Great Houghton
 - The scale of development is a significant concern. A 15m + ridge height will have a significant impact upon the surrounding area when viewed from all directions. The scale of this building is contrary to Policies E, E7 and D1 of the Local Plan.
 - The building will dominate the landscape when viewed from the Great Houghton Conservation Area. It is therefore contrary to Policies E1, E9, E20 and E26. The proposed planting scheme will take years to become established and may never adequately screen the buildings from the village.
 - When compared to neighbouring buildings e.g. the Howden's warehouse opposite, this proposal is out of keeping and not suitable as either an entrance to Brackmills or gateway to the town.

- Proximity to the Upper Nene Valley Gravel Pits needs further investigation in terms of impact upon migrating and nesting birds.
- A public footpath runs through the site and would require re-routing.
- We have significant concerns over the effect on Bedford Road traffic flow on what is already a congested route.
- There may be potential noise disturbance to neighbouring properties.

6.16 Therefore Great Houghton Parish Council object to the application and feel that the site is more suited to single storey light industrial units which could be more effectively screened from the village and could be designed in such a way as to offer a more pleasing gateway into the town.

6.17 The Parish Council were re-notified of the amended plans/ information and have made the following points in response:

- Further to previous comments, we recognise the efforts taken by the developers. However, the plans do not seem to have changed significantly enough to negate any of our original comments.
- Revisions to the bunding and additional planting are welcomed and may eventually screen the development from the Conservation Area. However, the view of the Conservation Area is completely obscured when observed from Bedford Road, significantly reducing the amenity value of the Northampton Gateway when leaving the town.
- Great Houghton Parish Council continues to object to the application and feels that the scale of the proposal is still not in keeping with the surrounding area.

7. Notifications and Responses

7.1 The application was publicised by way of press and site notices in addition to neighbour notification letters to surrounding properties. Following the submission of revised information, further notification letters were sent to interested parties. As a result, responses have been received from 12 individuals/ organisations (some of which have sent more than 1 letter. The following is a summary of the key points:

Bletsoe and Son

- Bletsoe and Son, have commented on behalf of the Northampton Farmers' Consortium and their campaign to re-open the livestock market at the site.

- They point out that the ADAS report submitted by the applicant (which concludes that a Livestock Market would be unviable) is 'deeply flawed' and has been produced to justify the proposals.
- Request that the planning status of the site is respected, preserving the site for a livestock market, safeguarding this element of the town's heritage.
- Note the long history of previous discussions with NBC and WNDC and the considerable effort that has been invested in plans to bring the livestock market back to the site
- Stress that 400 farmers have pledged their support for the campaign
- Point out that legal action is about to commence to establish how £3million disappeared following the previous disposal of the site. If legal action is successful in recovering these funds, this would supply a substantial proportion of the funds to build a replacement cattlemarket

Comments from Local Farmers

Letters have been received from 5 local farmers in addition to the local NFU Group Secretary. They have made the following points:

- All express support for the campaign of the Northampton Farmers' Consortium and the aim of bringing a livestock market back to the site.
- Note the adopted Policies of the Local Plan which protect the land for a livestock market
- Note that the previous market was very busy prior to the foot and mouth crisis
- Stress the need for a livestock market in Northampton
- State that a market would be a viable proposition

Comments on Behalf of the Brackmills Business Improvement District (BID)

- The Brackmills BID represents 150 businesses on the Brackmills Estate. The BID company is very keen to see this site developed rather than lying empty with no use.
- We have no desire to see it used as a cattlemarket as we do not believe that this is in the best interests of the Industrial Estate as a whole.
- The proposal fits very well with the vision for the BID and would provide a strong commercial fit with other business clusters which operate in the area.

- Strongly support the application.

Comments from Local Residents/ other interested parties

- Residents from 'The Old Rectory' in Great Houghton state that they have no objection in principle, providing that the development is not too high, that adequate landscaping is implemented, that low level lighting is used, that loading bays face inwards into the site and not towards Great Houghton, and that the separation land between the estate and the village to the rear is maintained.
- A letter has been received from Harris & Clarke Accountants in support of the Farmers' Consortium and noting that Northampton had a market for over 800 years until 2002. Also that the market did not fail through lack of demand but due to the actions of the previous operating company, that the policy status of the site should remain and that legal action may well secure funds to redevelop a market.

Comments from DLP Planning on behalf of the owners of Hampton Brook Ltd representing the interests of the owners of Martin's Farm

- Hampton Brook Ltd are promoting the land at Martin's Farm for a comprehensive redevelopment scheme comprising high quality employment land. Submissions have been made through the LDF process. When this application is considered appropriate thought should be given to the potential development of adjoining areas.
- Do not object to the principle and support a comprehensive approach to developing the area.
- Support the re-use of the vacant cattlemarket.
- Suggest that incursion into the Greenspace, whilst contrary to local plan policy can be adequately mitigated through the comprehensive redevelopment of the area, including Martin's Farm.
- Whilst there would be visual impact upon Martin's Farm, it is considered that the residential buildings should be redeveloped in any event in future.
- Based on the designs shown on the indicative drawings do not consider that the proposals would provide the quality entrance required in this location.
- Consider that the application site, in addition to Martins Farm and the land owned by HCA should be promoted as a high quality employment area.

8. Relevant Site History

- 8.1 N/1995/0430 – Auction and Sales Centre with Associated Facilities and Overnight Lorry parking Area approved 6/09/1995. The application referenced led to the relocation of the Cattlemarket onto the site. Following its erection, various planning applications were submitted with regard to the site, primarily for extensions/ alterations and changes of use. None of these are directly relevant to the current scheme.

9. Considerations

- 9.1 The key material planning considerations with regard to the application are those relating to the principle of development when viewed against the saved policies of the Northampton Local Plan and the economic benefits of the scheme in view of guidance in PPS4 *Planning for Sustainable Economic Growth*, the draft National Planning Policy Framework (NPPF) and recent Ministerial statements relating to Planning for Growth. In particular, the following issues are considered to be the principal matters upon which members should base their judgement:

- The principle of development with regard to Local Plan Policies B8 (in relation to the cattlemarket) and D1 (in relation to the gateway development site at the corner of Liliput Road and Bedford Road).
- Consideration of the impact resulting from incursion of buildings into area designated as Greenspace under Policy E6 of the Northampton Local Plan.
- Consideration of the scale and visual impact of the development proposed, with particular regard to the gateway location of the site, the impact upon the Great Houghton Conservation Area and the Locally Important Landscape Area (with reference to saved Policies E1, E9, E14, E20 and D1 of the Local Plan).
- Consideration of the weight to be given to economic development and job creation opportunities
- Whether the development can secure any measures necessary to mitigate any likely direct impacts by way of appropriate conditions or s.106 obligations.

The Principle of Development

- 9.2 Setting aside the issue of allocated Greenspace (which is considered in detail below), the site is covered by two saved policies in the Northampton Local Plan; Policy D1 covering the triangular piece of land at the junction with Bedford Road/ Liliput Road and Policy B8 relating to the site of the former cattlemarket.

Site D1

- 9.3 With regard to site D1, the Local Plan states:

Planning permission will be granted on land adjoining Bedford Road and Liliput Road, Brackmills, for employment development comprising either uses within Class B1 of the Town and Country Planning (Use Classes) Order 1987, or a combination of uses within Classes B1, B2 and B8 and/or other agriculturally based uses appropriate to an adjoining cattlemarket, subject to:

- A. The buildings being of an appropriate scale and character appropriate to a prominent location on the fringe of the urban area
- B. Any buildings along the frontage to Bedford Road being of a quality and design which reflects development to the north of Bedford Road
- C. Vehicular access to the site being solely from Liliput Road, Brackmills
- D. The retention of the mature hedgerow along the frontage to Bedford Road
- E. Provision of a landscaped margin in the eastern corner of the site.

- 9.4 In essence, the Policy envisaged either a B1 office development, of a similar nature to the development at The Lakes to the north of Bedford Road, or a mixed development encompassing units within B1 (office), B2 (general industry) and B8 (warehousing). The current proposal before members is a single use development for large scale warehousing within Use Class B8. Clearly, this is a different scenario than that envisaged under Policy D1. However, in terms of the proposed use class, it is considered that national and local planning policy have evolved to such an extent that a use within Class B1 would no longer be suitable on the site. PPS4 *Planning for Sustainable Economic Growth* classes B1 office buildings as appropriate 'town centre' uses and directs that a 'town centre first' approach should be taken. The guidance requires a sequential approach to site selection in the same manner that is applied to retail developments. The pre-submission Joint Core Strategy and Central

Area Action Plan both respond to this approach and seek to make the town centre the key location for office development within the town. Further out of town office developments such as The Lakes, would make this aim more difficult to deliver.

- 9.5 Consequently, it is considered that there is no objection in principle to a development of the site which doesn't comprise a B1 element (other than ancillary office accommodation). A single B8 is acceptable, providing that the site specific criteria set out at points A) to E) of Policy D1 are met. These criteria essentially seek to ensure that any development creates a design and appearance reflecting the prominent location of the site. Further comments on the specific design issues are considered later in this report. However, in terms of the principle of the B8 land use, it is considered that site D1 is capable of accommodating warehousing of an appropriate scale and design, such that the objectives of the policy are not significantly undermined.

Redevelopment of the Former Northampton Cattlemarket - Policy B8

- 9.6 Committee members will no doubt be aware of the long standing campaign to re-open a livestock market within Northampton, organised by the Northampton Farmers' Consortium. The Consortium have made representations about the application in addition to comments from 5 local farmers (see paragraph 7.1 above). These comments contend that a livestock market would be a viable proposition, that it is a much needed facility within the town and that the site should be reserved for a market under Policy B8 of the Northampton Local Plan. The Consortium also note that legal action is being taken in relation to former property deals affecting the site with a view to recovering monies and investing these in a new market. Officers stress that any legal proceedings in this regard are private matters between the parties concerned and are not material to any decision in relation to this application.
- 9.7 The applicants have submitted a report prepared by ADAS (Agricultural Design Advisory Service) investigating the need for a livestock market and commenting upon its likely viability. The main conclusions of this report are that the trade in livestock has significantly altered since the Northampton market closed in 2002, that the overall level of trade within the region has reduced and that other markets within the area provide adequate coverage (including the proposed market at Thrapston alongside the A14). Ultimately, the report concludes that a new market at this site would be financially unviable based upon the costs of purchasing the land and erecting new

buildings/ lairage etc. The Farmers' Consortium have suggested that the report is unsound but have not provided any detailed analysis of why they disagree with its conclusions.

- 9.8 Regardless of the debate relating to the need or viability of a Cattlemarket in the town, the current owners of the site have no intention of reinstating a market and have put forward the current proposal. This needs to be considered against the prevailing planning policies for the area and other material considerations. Officers consider that the key issue in this case is whether Policy B8 is intended to preserve the site as a Livestock Market in perpetuity. In this regard, the response of NBC (the Policy making authority) is significant. The officer report to NBC's Planning Committee on 15th November 2011 stated:

In this particular case, the Council's concern to promote a Northampton Cattlemarket in the Local Plan of 1997 was clearly satisfied, until its closure in 2002. Policy B8 does not actually call for the site to be reserved for a future reinstated cattlemarket. If the Northampton Farmers' Consortium is able to raise the required funds then such a facility could well be provided on an alternative site. Therefore, although sympathetic to the objective of re-introducing a livestock market to the area, officers consider that there would be no development plan conflict in allowing the B8 Policy site to be redeveloped for alternative purposes and a market could potentially be developed at another site.

- 9.9 NBC's Committee considered the report and raised objections on grounds of Greenspace and visual impact but did not object to the principle of redeveloping the cattlemarket in policy terms. In effect, NBC, as policy making authority, has taken a view that the purpose of Policy B8 was to secure a site to relocate the market from its previous position within the town. That policy objective was achieved and, subsequently, the market closed in 2002. NBC are clearly of the view that the Policy does not seek to preserve the site for that purpose on a continual basis i.e. it was a historical policy based upon the needs at the time the Local Plan was written. In view of this, they did not object to the principle of its redevelopment for other economic development purposes.
- 9.10 With regard to the general principle of alternative uses on the site, WNDC officers are minded to agree with this policy position and do not feel that the redevelopment of

the site, and the associated economic and job creation benefits, could be resisted on the basis of Policy B8. Officers therefore advise that the principle of a B8 use on the site is acceptable.

- 9.11 In that respect, the arguments put forward (for and against) in relation to the likely economic viability of any new livestock market are considered to be secondary to any decision in this case. The primary consideration in relation to Local Policy is that B8 of the Local Plan should not be seen as a constraint on alternative development proposals. WNDK officers are mindful of the campaign to re-introduce a livestock market to the town and support these aims. However, in planning terms, the application site need not be the sole focus of the campaign and alternative sites could be brought forward elsewhere should the level of demand and economic viability permit.

Comments in Relation to Allocated Greenspace – Policy E6 of the Local Plan

- 9.12 As described at paragraphs 4.1 to 4.6 above, the application is submitted in outline form, with all matters reserved except for access. In simple terms, approval is sought at this stage for the principle of a defined quantum of B8 warehousing floorspace, with a height restriction put forward by the applicants of 15.5 metres. Indicative layout and landscaping plans have been put forward to show how the proposed level of floorspace *could* be accommodated on the site. Essentially, this is the applicant's interpretation of the likely layout of the scheme if outline approval is granted. However, a reserved matters application would be required for the layout of the development.
- 9.13 The indicative layout shows two warehouse buildings, the largest at the rear of the site, running perpendicular to Bedford Road and a smaller unit at the front of the site, with the gable end facing towards the Bedford Road/ Liliput Road round-a-bout. Whilst the plan is indicative, it is considered that the amount of floorspace put forward in the application could only realistically be achieved on a layout similar to that proposed. The triangular shape of the site, and the centrally located position of the access point effectively dictate that the layout will be similar to that indicated in order to maximise the development potential of the site. The revised indicative layout relocated the larger unit further away from Bedford Road in an attempt to reduce the visual impact and incursion into the Greenspace allocation. A precise measurement of how much

this projects into the Greenspace is difficult to calculate due to the large scale of the Local Plan proposals map. However, the revised scheme indicates that the largest warehouse building would project into the Greenspace by approximately 40 metres. The original layout showed an incursion of just under 70 metres. For reference, the proposed length of the building is 224 metres so the amount projecting into Greenspace represents roughly one sixth of the overall structure.

9.14 The Local Plan appendix identifies the purpose of the Greenspace allocation as follows:

These areas serve to create spaces between development and surrounding areas. In many instances, strategic areas of open space have been established to screen and reduce the impact of existing business development. In other cases such spaces are the result of land remaining undeveloped and which has now developed an important function of providing a buffer of open space between different land uses. It is important that these are maintained.....in order to reduce future impact of development upon surrounding areas.

9.15 In this case, the Greenspace adjacent to Brackmills was clearly designated at the time of the Local Plan to provide a buffer from the estate to surrounding areas, including the village of Great Houghton. The key question to consider is whether the likely incursion of the larger building into Greenspace would prejudice the overall aim and function of the Policy.

9.16 In the context of the scale of Greenspace in the wider area, an incursion of 40 metres is not considered to be particularly significant. The countryside to the rear would still maintain a substantial physical buffer to the village of Great Houghton. The key impact in terms of loss of Greenspace would be the visual effect when viewed from the Bedford Road leaving the town, looking in a south-easterly direction. However, in this respect, it should be noted that site D1, which forms part of the application site, is allocated for development in the Local Plan. Any development of site D1 will inevitably impact upon views to the south east (towards Great Houghton) from the Bedford Road aspect. This was always envisaged in the Local Plan. In other words, development of site D1 in the foreground will automatically reduce views of the Greenspace area in the rear section of the site. Given the relationship between site D1 and the Greenspace allocation, the incursion of 40 metres into the Greenspace

would not significantly alter views to the south-east from the vantage point of the Bedford Road, once site D1 is developed.

- 9.17 In addition, the applicants have provided an indicative landscaping scheme, incorporating bunding of varying heights and depths running along the boundary with Bedford Road. As with the proposed layout arrangements, this plan is purely indicative at present and a fully detailed landscaping scheme would be required at the reserved matters stage. However, on the basis of the indicative layout, the mitigation that could be achieved along the Bedford Road frontage is considered to be sufficient to outweigh any harm resulting from the incursion into the Greenspace area.

Design, Visual Impact and Impact Upon the Setting of the Great Houghton Conservation Area and the Wider Landscape

- 9.18 Whilst the impact caused by the incursion into Greenspace is capable of being mitigated by a substantial landscaping scheme, the most significant and noticeable change resulting from the development would be due to the scale and format of the large scale warehousing. At present, site D1 is a relatively level, undeveloped, field and the former cattlemarket is now completely open following the demolition of the former buildings. Prior to demolition, the buildings were low level structures with minimal impact in the surrounding area. In contrast, the proposal represents built development of a substantial form. The larger of the two warehouses proposed is of a comparable scale to the larger warehouses recently erected in the Pineham/ Swan Valley distribution parks (i.e. those occupied by Sainsbury's and BMW).
- 9.19 Whilst the principle of redeveloping the site for business purposes is acceptable and that the level of incursion into Greenspace can be adequately mitigated, officers feel that a key issue for consideration is whether the location of the site is suitable for large scale structures of the scale proposed. In this respect, there are three main issues to consider – whether the proposal can secure a high quality gateway development at this prominent site, whether the scheme would be detrimental to the character of the surrounding landscape and, whether it would be detrimental to the character and appearance of the Great Houghton Conservation Area.
- 9.20 Policy D1 of the Local Plan sets a number of criteria to ensure that any development creates a high quality impression at this key gateway location. In addition, Policy E14 of

the Local Plan aims to secure high quality development along key corridors of travel, one of which is the Bedford Road.

- 9.21 Although a substantial landscaping scheme is put forward, it is not possible to fully screen buildings of the scale proposed and there would undoubtedly be a residual impact. The aim of the applicants has been to place the ancillary office development adjacent to the road corridor to present the more interesting element of the buildings in the most prominent positions. The landscaping scheme is designed to screen the functional elements of the site, such as the loading bays and parking areas. A number of suggested elevations have been put forward to show how this would be achieved.
- 9.22 Although the principle of the approach put forward is accepted, it is considered that the indicative plans fall some way short of what would be required to create an attractive, high quality gateway development. The elevations show two large rectangular sheds with ancillary offices ‘bolted on’ to the side elevations. An option of a curved or pitched roof profile is suggested but there is little within the elevational treatment of either building to enliven or break up the monotony of the structures. If the development was erected as shown in the indicative plans, officers feel that the visual impact from the Bedford Road corridor would be unacceptable. In particular, the principal elevation of the smaller unit facing the Bedford Road round-a-bout is a blank gable wall, 15.5 metres in height with a much smaller office element attached to the side. Despite the landscaping proposals, the main visual element leaving the town would be the blank gable of this unit. Officers feel that this would be unacceptable on design grounds if a reserved matters application was submitted on that basis. However, this is a matter that can be controlled at the reserved matters stage and an improved design could be secured at that stage.
- 9.23 The larger unit to the rear would be protected from view by a greater level of landscaping but the mass and height of the building is such that the roofline and higher elements of the structure would dominate the landscape, particularly upon leaving the town. The scale of buildings when viewed from this aspect would also significantly alter views to the Great Houghton Conservation Area and the Locally Important Landscape Area to the south and south-east of the site. There is no doubt that the development, as presently shown, would have a residual and detrimental impact upon views of the surrounding landscape area and would significantly alter the setting of the Great Houghton Conservation Area. It is considered that views from within the

Conservation Area would be less affected because of the topography and distance between the village and the site i.e. when viewed from the edge of the village, the development would be seen in the distance, at a lower level, with the remaining fields in-between.

- 9.24 However, members should be mindful that the application is submitted in outline form and the Local Planning Authority would be able to control the detailed design of any buildings through reserved matters applications. In submitting revised plans, the applicants have made it clear that the proposed height, at 15.5 metres to ridge (reduced from 18.5 metres as originally submitted), is the minimum required to meet operational demand. The height, as now proposed, is as high as any of the warehouse schemes approved in Northampton by WNDC during its tenure.
- 9.25 Despite concerns about the indicative elevations, officers consider that the site could accommodate development of this scale, providing that more sympathetic design solutions are developed at the detailed application stage. It is considered that improved design could successfully mitigate the impact resulting from the scale of buildings, in particular to secure a much higher quality frontage to the Bedford Road and to lessen the visual impact/ massing of the large building at the rear.
- 9.26 A series of measures could be incorporated in response to the location of the site and with reference to best practice elsewhere. For example:
- The use of office accommodation that is integrated with the main building to provide greater design interest at key elevations
 - The use of innovative roof and building profiles to lessen the impact of the larger structure
 - Potential use of stepped building profiles to break up the monotony of the buildings (particularly the larger structure)
 - Potential use of green roofs on visually prominent sections
 - Improved fenestration to add visual interest and break up the monotony of large elevations
 - Greater variety of external building and cladding materials on principal elevations
- 9.27 Providing an appropriate design is secured, it is considered that the principle of development of the maximum scale proposed would be acceptable. A warehousing

scheme can secure a high quality gateway development and provide an appropriate setting to the surrounding area, providing detailed consideration is given to the prominent setting and location of the site. The site is somewhat different to other large scale warehouse parks at sites such as Swan Valley and Pineham which have been strategically planned to accommodate large footprint buildings. This site is at the edge of the Brackmills estate and the immediately surrounding buildings have a much lower roof height than those proposed. Any detailed design proposals need to recognise the prominent nature of the site and the need for high quality innovative design. However, the current application merely seeks outline approval for the principle of development and has been tested under a set of maximum parameters within the Environmental Impact Assessment. Although there would undoubtedly be a visual impact, officers are satisfied that this can be mitigated to a significant extent through a combination of landscaping and good design.

- 9.28 In view of the above, it is considered that the proposed development can be brought forward in a manner that provides an appropriate gateway to the town and respects the adjacent landscape area and preserves the character and appearance of the Great Houghton Conservation Area. Views of the surrounding landscape and the Conservation Area beyond will undoubtedly change as a result of the scheme but, providing appropriate design and landscaping is secured, these impacts can be largely mitigated.

Economic Benefits

- 9.29 In addition, it is also considered that the economic and job creation benefits of the proposed development are a material factor in support of the application. The applicants have indicated that the likely number of jobs resulting from the scheme would be 560, 10% of which would be office based. In addition, they estimate that the employment related GVA/yr (Gross Value Added) would be £14.6m and that the development would generate an annual ratable value of £2.1m with over £1m in payable rates.
- 9.30 Reference is made within the application submission to the draft National Planning Policy Statement (NPPF), particularly with reference to the presumption in favour of sustainable development. The Ministerial Statement 'Planning for Growth' is also referenced, placing emphasis on the Government's commitment to sustainable

economic growth and the presumption that LPA's *should approve applications where plans are absent, out of date, silent or intermediate.*

- 9.31 As discussed above, there is no over-riding local planning policy objection to the redevelopment at the site. In fact, approximately half of the site is allocated for development in the Local Plan. There would be some visual impacts resulting from the scheme but these could, to an extent, be mitigated through appropriate design and landscaping. In these circumstances where there is no clear local policy conflict, it is considered that the weight that should be given to the economic benefits is significant and adds to the balance of arguments in support of the scheme.

Conditions/s.106 Agreement

- 9.32 If approved, there are a number of areas of mitigation that would need to be secured by way of condition or planning obligation. A full list of recommended conditions is set out below and these include those recommended by the Highway Authority, Environment Agency, Anglian Water, and Natural England in relation to sustainable transport, flood risk/ water management, contamination and nature conservation. In addition, the Police Architectural Liaison Officer has recommended specific conditions in relation to site security and these can adequately be controlled by condition requiring details to be submitted with reserved matters applications.
- 9.33 In addition, negotiations are on-going with the applicant to secure a s.106 agreement, in line with WNDP's Interim Planning Obligations Strategy. The applicants have suggested that the level of contribution that can be borne by the development is less than the £30-50 per metre benchmark figure put forward in the POS Strategy. As a result, an independent financial viability assessment is presently being undertaken on behalf of both parties to assess the appropriate level of contribution. The results of this work are not available at the time of writing. Any update will be provided at the planning committee. However, members will note the recommendation that this matter is delegated to the Director of Planning Services to secure an appropriate s.106 agreement following the outcome of this process.
- 9.34 The applicants have confirmed that, in addition to any financial contribution, they would be prepared to commit to WNDP's Construction Futures programme within any s.106 agreement.

10. Conclusion

- 10.1 In summary, it is considered that the site can be suitably developed for warehouse and distribution development of the scale put forward, providing that careful consideration is given to mitigating the visual impact through a combination of careful design and strategic landscaping. Furthermore, the economic benefits of the redevelopment should be given significant weight. NBC have maintained their objection on the grounds of visual impact and incursion into the Greenspace. In their view, the applicants have not adequately demonstrated that the scale of development put forward can be accommodated on the site. Similar concerns have been expressed by Great Houghton Parish Council who are also concerned about the potential impact on the setting of the Great Houghton Conservation Area.
- 10.2 Whilst the merits of this proposal are finely balanced, the combination of mitigation measures outlined in this report (and set out in conditions below), and the economic benefits of the scheme are such that officers recommend that the application is approved for the reasons set out at the beginning of this report.

11. Conditions

1. Approval of the details of the, appearance of the building, landscaping, layout and scale (hereinafter called “the reserved matters”) for the development shall be obtained from the Local Planning Authority prior to the commencement of development.
Reason: To comply with the provisions of section 92 of the Town and Country Planning Act 1990.
2. Application for approval of all the reserved matters must be made to the Local Planning Authority before the expiration of three years from the date of this permission unless otherwise agreed in writing by the Local Planning Authority.
Reason: To comply with the provisions of section 92 of the Town and Country Planning Act 1990.
3. The development hereby permitted shall be begun not later than whichever is the later of the following dates:
 - i) five years from the date of this permission; and/or

ii) the expiration of two years from the date of approval of the last reserved matters to be approved.

Reason: To ensure that the development complies with the provisions of section 92 of the Town and Country Planning Act 1990.

4. The development and all reserved matters applications submitted pursuant to this permission shall not materially depart from the following plans and parameters:

- a) maximum development footprint of 39,000m²
- b) maximum ridge height of 15.5 metres (as amended by letter from Savills dated 22nd September 2011)
- c) external access to the site to be provided from the existing roundabout at Liliput Road, with no access directly from Bedford Road

Reason: For the avoidance of doubt and to ensure that the development is carried out within the parameters assessed within the Environmental Impact Assessment submitted with the application.

5. Any reserved matters application submitted pursuant to condition 1 above with respect of building, scale, layout and landscaping shall include a full topographical survey depicting existing ground levels, finished site levels (for all hard surfaced and soft landscaped areas including landscape bunds), finished floor levels and detailed cross sections through the site to demonstrate the finished building height in relation to any landscaping proposals.

Reason: To ensure that the details submitted with the application are sufficient to enable a full assessment of the visual impact of any proposals and to ensure that the proposed floor levels take account of the sloping nature of the site, for the avoidance of doubt.

6. Any reserved matters application submitted pursuant to condition 1 with regard to landscaping shall include a Site-Wide Landscape Strategy. The Site-Wide Landscape Strategy shall include:

- a) a plan to identify areas of hard and soft landscaping and planting across the whole development, including full details of any landscape bunds;
- b) a survey of existing trees (in accordance with BS5837:2005) and hedgerows;

- c) details of measures to protect the existing trees, hedges and hedgerows to be retained on the site;
- d) details of construction methods in the vicinity of retained trees and hedges, including protection measures in accordance with BS4428 and BS5837:2005;
- e) schedules of proposed trees and plants, location, species, sizes and densities;
- f) details of planted boundary treatments and means of enclosure;
- g) details of all areas of hard landscaping, including proposed surface materials;
- h) a phasing plan to set out the timing of the hard and soft landscaping;
- i) a management strategy outlining proposals for the on-going maintenance of any landscaping proposals.

Reason: To ensure satisfactory hard and soft landscaping of the site, in the interests of visual amenity, site security and good design, in accordance with Policies E6, E14, E20, E40 and D1 of the Northampton Local Plan.

7. Within 6 months of the first occupation (or any subsequent occupation by a new user) of any unit on the development a Travel Plan for the occupiers of that unit shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall be implemented at all times that the development is occupied unless otherwise agreed in writing by the Local Planning Authority.

Reason: To reduce the reliance on the private car for journeys to work, in accordance with.

8. Prior to the first occupation of any unit on the development, or such other timescale as may be first agreed in writing by the Local Planning Authority, the following highway works shall be completed in accordance with full engineering, drainage and constructional details to be submitted to and approved in writing by the Local Planning Authority:

- Provision of a 2 metre wide footway on the eastern side of Liliput Road between the site access roundabout and the existing footway on Bedford Road

- Provision of 2 bus shelters and associated infrastructure and road markings at the location of the two existing bus stops on Liliput Road to the north of the site access roundabout

Reason: To secure improvements in the off-site highway infrastructure in the interests of encouraging sustainable patterns of travel.

9. Prior to the commencement of any development hereby permitted, a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Construction Management Plan shall include and specify provision for the following:

- Dust mitigation measures during the construction period;
- Control of noise emanating from the site during the construction period;
- Hours of construction work for the development;
- Details of contractors compounds and other storage arrangements;
- Provision for access, parking and turning arrangements for vehicles during the construction period (including site workforce, visitors and construction traffic);
- Arrangements to minimise the deposit of mud and other material on the public highway
- Routing arrangements for construction traffic.

Thereafter, construction of the development shall be carried out in accordance with the approved details.

Reason: To ensure that development at the site is controlled in the interests of highway safety and amenity of adjacent occupiers.

10. Prior to the commencement of any part of the development hereby permitted, full engineering, drainage and constructional details of the internal highway layout, including roads, junctions, car parking layouts, service areas, position of any access gates and footways, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the highway layout shall be constructed in accordance with the approved details and completed prior to the occupation of any unit on the development. All internal access roads and car parking areas shall be maintained, free from obstruction and available for use at all times whilst the use is operational.

Reason: To ensure a satisfactory highway layout in the interests of highway safety, in accordance with Policy T12 of the Northampton Local Plan.

11. Development shall not commence until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed:
- Percolation tests accordance with BRE Digest 365 (or CIRIA Report 156), and to the satisfaction of the Local Authority;
 - Full detailed surface water calculations to ensure adequate surface water drainage facilities on site;
 - Surface water discharge not to exceed existing rates and volumes (max 189l/s) unless otherwise agreed;
 - An assessment of overland flood flows; and
 - Details of how the scheme shall be maintained and managed after completion for the lifetime of the development.

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

12. Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the Local Planning Authority:
- 1) A preliminary risk assessment which has identified:
 - all previous uses
 - potential contaminants associated with those uses
 - a conceptual model of the site indicating sources, pathways and receptors
 - potentially unacceptable risks arising from contamination at the site.
 - 2) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

3) The results of the site investigation and detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

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

Reason: To protect the quality of controlled waters in accordance with Groundwater Protection, Policy and Practice (GP3) P9-6 and Planning Policy Statement 23.

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

Reason: To ensure that any unforeseen contamination encountered during development is appropriately dealt with.

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

Reason: To ensure that infiltration systems such as soakaways do not increase the potential for contaminant migration. Soakaways should not be located in areas of potential contamination.

15. No development shall commence until details of a scheme, including phasing, for the provision of mains foul water drainage on and off site has been submitted to and approved in writing by the Local Planning Authority. No units shall be occupied until the works have been carried out in accordance with the approved scheme.

Reason:

- To prevent flooding, pollution and detriment to public amenity through provision of suitable water infrastructure.
16. No overhead lines, wires or cables, whether for the purpose of telephones, electricity, wired television or any other purpose whatsoever shall be erected on, over or across any part of the application site unless agreed in writing with the Local Planning Authority.
- Reason:** To maintain the amenities of the area in accordance with Policies E6, E14 and E20 of the Northampton Local Plan.
17. No development shall take place until the applicant, or their agents, or successors in title, have secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority.
- Reason:** To ensure the recording of any features of archaeological interest on the site, in accordance with the principles set out in PPS5 – Planning for the Historic Environment.
18. Prior to the commencement of development, a Biodiversity Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Management Plan shall identify a strategy for the enhancement and maintenance of the site in the interests of nature conservation. Thereafter, the site shall be managed in accordance with the approved strategy.
- Reason:** To mitigate against any impact upon the ecological value of the site in the interests of nature conservation, in accordance with the principles of PPS9 *Biodiversity and Nature Conservation*, and Policy E17 of the Northampton Local Plan.
19. Prior to the commencement of the development hereby permitted, the applicant shall submit a lighting scheme to the Planning Authority for approval. The scheme shall provide data on the predicted lighting levels, including the vertical luminance levels, at all sensitive locations due to the proposed scheme. Any lighting scheme shall have regard to the presence of bats within the development site and shall be designed to avoid light spill into habitats surrounding the perimeter of the site. Thereafter, the development shall be implemented in accordance with the approved scheme prior to the occupation of any unit.

Reason. In the interests of visual amenity, nature conservation, crime prevention and highway safety.

20. Before the development hereby permitted is occupied a Sustainability Strategy, detailing the method of achievement of BREEAM 'very good' (or successor) shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied for any purpose until a post construction assessment has been undertaken to demonstrate compliance with the approved Sustainability Strategy has been submitted to and agreed in writing by the Local Planning Authority.

Reason: To ensure the delivery of a sustainable development in accordance with PPS1 and its supplement Planning and Climate Change and saved Policy E19 of the Northampton Local Plan.

SITE PLAN

