

Application Number: WNN/2022/0806

Location: Land south of Rowtree Road and west of Windingbrook Lane, Northampton, Northamptonshire

Proposal: Reserved Matters Application pursuant to Outline Planning Permission N/2013/1035 for the development of Phase 2A (Residential) for a development comprising 425no dwellings together with associated landscaping and infrastructure

Applicant: Vistry Homes

Agent: Pegasus Group

Case Officer: Adam Walker

Ward: East Hunsbury and Shelfleys Unitary Ward

Reason for Referral: Development relating to a Sustainable Urban Extension

Committee Date: 20.03.2023

EXECUTIVE SUMMARY OF PROPOSALS AND RECOMMENDATION

RECOMMENDATION: GRANT PERMISSION SUBJECT TO CONDITIONS AS SET OUT BELOW WITH DELEGATED AUTHORITY TO THE ASSISTANT DIRECTOR FOR PLANNING AND DEVELOPMENT TO APPROVE ANY AMENDMENTS TO THOSE CONDITIONS AS DEEMED NECESSARY.

Proposal

Reserved matters application for the second phase of residential development within the Northampton South Sustainable Urban Extension. Approval of matters of layout, scale, appearance and landscaping are sought for the erection of 425 dwellings.

Consultations

The following consultees have raised **no objection** or have **made comments** on the application:

- Archaeology Advisor
- Building Control
- Canal & Rivers Trust
- Collingtree Parish Council
- Ecology Advisor
- Environment Agency
- Environmental Protection
- Local Highway Authority
- National Highways
- Natural England
- Network Rail
- Northamptonshire Police
- Northamptonshire Badger Group
- Ramblers Association
- School Services
- Sport England

No representations have been received in response to the publicity of the application.

Conclusion

The application has been assessed against the relevant policies in the NPPF, the adopted Local Plan and other relevant guidance as listed in detail in this report.

The key issues arising from the application details are:

- The layout, scale, appearance and landscaping of the site, including an assessment against the Masterplan and Design Code
- Residential amenity (including living conditions of future occupiers, noise and air quality)
- Highway matters

The report looks into the key planning issues in detail and Officers conclude that the proposal is acceptable, subject to conditions. The proposals broadly align with the Masterplan and Design Code and, in the context of the presumption in favour of sustainable development set out within the NPPF, it is considered that the proposal would result in an acceptable form of development that would bring forward the second phase of residential development within the Northampton South Sustainable Urban Extension.

Members are advised that the above is a summary of the proposals and key issues contained in the main report below which provides full details of all consultation responses, planning policies, the Officer's assessment and recommendations, and Members are advised that this summary should be read in conjunction with the detailed report.

MAIN REPORT

1. APPLICATION SITE AND LOCALITY

- 1.1 The application relates to the Northampton South Sustainable Urban Extension, also known as 'Collingtree Park'. The Northampton South Sustainable Urban Extension is to provide up to 1000 dwellings, a mixed-use local centre, a site for a primary school and open space.
- 1.2 Phase 1 of the development is currently under construction and comprises of 349 dwellings.
- 1.3 The site comprises of approximately 21 hectares of agricultural land that lies to the west of Phase 1. To the north eastern edge of the site is part of the Collingtree Park Golf Course and some existing residential development on Belfry Lane. There is agricultural land towards the west of the site and the M1 motorway lies towards the south. Rowtree Road lies towards the north of the site, separated by another part golf course.

2. CONSTRAINTS

- 2.1 The Wootton Brook lies to the northern boundary of the site and falls within Flood Zones 2 and 3.
- 2.2 The Wootton Brook forms part of the Collingtree Golf Course Local Wildlife Site.
- 2.3 There is a high pressure gas pipeline, slurry pipeline and methane pipeline to the south of the Wootton Brook.
- 2.4 There is a public right of way to the east of the site that runs between Phases 1 and 2 of the development.

3. DESCRIPTION OF PROPOSED DEVELOPMENT

- 3.1 The application seeks reserved matters approval for the second phase of residential development comprising of 425 dwellings. The matters for consideration under this application comprise the appearance, layout, scale and landscaping of the site. Details of the new vehicular access arrangements from Windingbrook Lane and Rowtree Road were approved under the outline permission and are therefore not under consideration as part of this application.

- 3.2 Reserved matters approval for a substantial section of the primary access road and the surface water drainage scheme to serve Phases 2 and 3 of the development was approved by the Strategic Planning Committee last year. This has fixed the position of the main access road within the current application site; the approved road links to the existing Phase 1 residential development. The approved drainage scheme involves a series of three attenuation basins that occupy the northern part of the current application site.
- 3.3 The proposed layout for the residential development is arranged around a tree lined spine road (primary route) that links to Phase 1 and will eventually connect to Rowtree Road to the north.
- 3.4 The proposal involves the land that immediately surrounds the area where the new primary school and local centre are to be located. The proposed layout provides a looped secondary road around the school and local centre site with areas of housing located off the loop road and backing onto the school site.
- 3.5 A network of smaller roads would connect to the main spine and secondary roads, with the residential development loosely arranged in perimeter blocks fronting the road network and open spaces.
- 3.6 The proposed mix of dwellings would comprise of:
- 10 x 1 bed (maisonettes)
 - 79 x 2 bed (18 flats and 61 two storey dwellings)
 - 201 x 3 bed houses
 - 99 x 4 bed houses
 - 36 x 5 bed houses
- 3.7 The dwellings would be a mixture of 2 and 2.5 storeys. The flats would be provided within a three-storey building.
- 3.8 The proposed layout includes an extensive swathe of open space that runs on a broad northeast-southwest axis and effectively splits the site in two parts. This area of open space would connect to other open land to the north where the drainage basins are located and to the planned sports pitches and parkland to the south which is to come forward as part of a future phase. Equipped play provision and opportunities for informal play would be provided within this swathe of open space. The proposal also includes a landscaped buffer along the eastern edge of the site.
- 3.9 An acoustic bund parallel to the M1 motorway is proposed as part of this application. The bund would be 3 metres in height with acoustic fencing on top.

4. RELEVANT PLANNING HISTORY

- 4.1 The following planning history relates to the application site and is of relevance to the proposal:

Application Reference	Proposal	Decision
N/2013/1035	Outline Application for the Northampton South Sustainable Urban Extension to comprise up to 1000 dwellings, a mixed use local centre, a site for a primary school, green infrastructure including formal and informal open space, reconfiguration and extension of Collingtree Park Golf Course, demolition of all existing buildings and structures within the site, new vehicular accesses off Windingbrook Lane and Rowtree Road, car parking, sustainable drainage systems (including flood risk betterment) and infrastructure (including highway improvements) all matters reserved accept access.	Allowed on appeal
N/2013/1063	378 dwellings served by a new access from Windingbrook Lane, and the re-configuration of part of the Collingtree Park Golf Course including a new	Refused and dismissed on appeal

	temporary hole 17 and the demolition of all existing buildings and structures within the site, green infrastructure including formal and informal open space, car parking, sustainable drainage systems (including flood risk betterment) and infrastructure (including highway improvements)	
N/2017/1556	Reserved Matters application pursuant to planning permission N/2013/1035 (Sustainable Urban Extension to comprise up to 1,000 dwellings) for the approval of Phase 1 development comprising 349 dwellings served by a new access from Windingbrook Lane, re-configuration of part of the Golf Course including new temporary hole 17, children's play area, drainage attenuation and demolition of all existing buildings and structures within the site	Approved
N/2020/0362	Variation of Conditions 1 and 15 of Planning Permission N/2017/1566 (Reserved Matters application pursuant to planning permission N/2013/1035 (Sustainable Urban Extension to comprise up to 1,000 dwellings) for the approval of Phase 1 development comprising 349 dwellings served by a new access from Windingbrook Lane, re-configuration of part of the Golf Course including new temporary hole 17, children's play area, drainage attenuation and demolition of all existing buildings and structures within the site) to revise house types and make minor layout changes	Approved
N/2021/0052	Variation of Conditions 1 of Planning Permission N/2020/0362 (Variation of Conditions 1 and 15 of Planning Permission N/2017/1566 (Reserved Matters application pursuant to planning permission N/2013/1035 (Sustainable Urban Extension to comprise up to 1,000 dwellings) for the approval of Phase 1 development comprising 349 dwellings served by a new access from Windingbrook Lane, re-configuration of part of the Golf Course including new temporary hole 17, children's play area, drainage attenuation and demolition of all existing buildings and structures within the site) to revise house types and make minor layout changes) to vary the house types	Approved
WNN/2022/0370	Reserved Matters Application pursuant to Outline Planning Permission N/2013/1035 for the approval of Phase 2A of the development comprising the delivery of the central primary street, together with the associated drainage and ecology	Approved
WNN/2023/0026	Variation of Condition 14 of Planning Permission N/2013/1035 (Outline Application for the Northampton South Sustainable Urban Extension to comprise up to 1000 dwellings, a mixed use local centre, a site for a primary school, green infrastructure including formal and informal open space, reconfiguration and extension of Collingtree Park Golf Course, demolition of all existing buildings and structures within the site, new vehicular accesses off Windingbrook Lane and Rowtree Road, car parking, sustainable drainage systems (including flood risk betterment) and infrastructure (including highway improvements) all matters reserved accept access) to improve the Rowtree Road/Butts Road roundabout	Under consideration

5. RELEVANT PLANNING POLICY AND GUIDANCE

Statutory Duty

- 5.1 Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.

Development Plan

- 5.2 The Development Plan comprises the West Northamptonshire Joint Core Strategy Local Plan (Part 1) which was formally adopted by the Joint Strategic Planning Committee on 15th December 2014 and which provides the strategic planning policy framework for the District to 2029, the adopted Local Plan (Part 1 – saved policies) and adopted Neighbourhood Plans. The relevant planning policies of the statutory Development Plan are set out below:

West Northamptonshire Joint Core Strategy Local Plan (Part 1) (LPP1)

- 5.3 The relevant policies of the West Northamptonshire Joint Core Strategy Local Plan (Part 1) are:

- SA - Presumption in Favour of Sustainable Development
- S5 - Sustainable Urban Extensions
- S10 - Sustainable Development Principles
- S11 - Low Carbon and Renewable Energy
- N5 - Northampton South Sustainable Urban Extension
- C1 - Changing Behaviour and Achieving Modal Shift
- C2 - New Developments
- RC2 - Community Needs
- H1 - Housing Density and Mix and Type of Dwellings
- H2 - Affordable Housing
- H4 - Sustainable Housing
- BN1 - Green Infrastructure Connections
- BN2 - Biodiversity
- BN3 - Woodland Enhancement and Creation
- BN5 - The Historic Environment and Landscape
- BN7A - Water Supply, Quality and Wastewater Infrastructure
- BN7 - Flood Risk
- BN9 - Planning for Pollution Control

Material Considerations

- 5.4 Below is a list of the relevant Material Planning Considerations

National Planning Policy Framework (NPPF)

- 5.5 The NPPF sets out the current aims and objectives for the planning system and how these should be applied. In delivering sustainable development, decisions should have regard to the mutually dependent social, economic and environmental roles of the planning system. The NPPF should be read as one complete document. However, the following sections are of particular relevance to this application:

- Paragraphs 7-12 – Presumption in favour of sustainable development.
- Section 5 – Delivering a sufficient supply of homes
- Section 8 – Promoting healthy and safe communities
- Section 9 – Promoting sustainable transport
- Section 11 – Making effective use of land
- Section 12 – Achieving well-designed places
- Section 14 – Meeting the challenge of climate change, flooding and coastal change
- Section 15 – Conserving and enhancing the natural environment

Northampton Local Plan Part 2 (2011-2029) (Emerging)

- 5.6 Following the decision at the Full Council on 18 January 2021, the former Northampton Borough Council submitted the Northampton Local Plan Part 2 (2011 – 2029) and supporting documents to the Secretary of State for Housing, Communities and Local Government (now Secretary of State for Levelling Up, Housing and Communities) on 4 February 2021 for examination. This is in accordance with Regulation 22 of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended).
- 5.7 On 3rd February 2023, the Council received the Inspector's Final report which concluded that the Plan is legally compliant and sound, subject to Main Modifications being made. The policies therein are therefore considered to carry significant weight.
- 5.8 In line with Paragraph 48 of the National Planning Policy Framework, the policies contained with the emerging Northampton Local Plan Part 2 are therefore a material consideration in the determination of planning applications. The main policies of relevance are:

Policy 1 – Presumption in favour of sustainable development

Policy 2 – Placemaking and Design

Policy 4 – Amenity and layout

Policy 5 – Carbon reduction, community energy networks, sustainable design and construction, and water use

Policy 6 – Health and wellbeing

Policy 7 – Flood risk and water management

Policy 14 – Type and mix of housing

Policy 28 – Providing Open Spaces

Policy 29A – Supporting and Enhancing Biodiversity

Policy 33 – Highway network and safety

Policy 35 – Parking standards

Policy 36 – Electronic communication networks

Policy 37 – Infrastructure Delivery and Contributions

6. RESPONSE TO CONSULTATION

- 6.1 Below is a summary of the consultation responses received at the time of writing this report. Responses are available to view in full on the Council's website.

Consultee Name	Position	Comment
Anglian Water	No comment	No comments received. However, Anglian Water has previously commented on approved application WNN/2022/0370 which covers the drainage for the proposed development.
Archaeology Advisor	No objection	The outline consent includes a condition for a programme of archaeological works. A Written Scheme of Investigation has previously been approved and the final phase of trenching and excavation, which lies within the current application site, was nearing completion as of August 2022. The remaining works comprise the analysis and reporting of this final phase of works. A condition to secure this is recommended.
Building Control	Comment	The submitted Energy and Sustainability Statement demonstrates that the proposed development would comply with Building Regulations.
Cadent Gas	No comment	No comments received
Canal & Rivers Trust		The Canal and Rivers Trust have no comments to make on the details submitted as part of the current reserved matters application. Request to be consulted on the discharge of drainage conditions on the outline permission.
Collingtree Parish Council	No objection	The Parish Council have no concerns or objections with the application.
Construction Futures	Comment	A financial contribution towards construction training is recommended.

Ecology Advisor	No objection	Broadly speaking the proposals are acceptable. Two changes are recommended to improve the ecological value; hedgehog holes should be provided in the close boarded and trellis top fencing and one of the proposed tree species (wild service tree) should be replaced with an alternative such as elm (species to be type that is resistant to Dutch Elm Disease).
East Hunsbury Parish Council	No comment	No comments received
Environment Agency	No objection	Phase 2A is within flood zone 1 and will have no impact on Wootton Brook. The Environment Agency is satisfied that this parcel of development can be commenced.
Environmental Health	No objection	The proposed site layout and the proposed noise mitigation measures detailed within the Noise Assessment would provide adequate protection for the development against noise. The Noise Assessment therefore satisfies the requirements of condition 32 of the outline permission for this phase of development. This is subject to further information being submitted for the detailed design of the glazing/ventilation and comfort cooling (mechanical ventilation) strategy.
Hunsbury & Collingtree Residents Alliance	No comment	No comments received
Lead Local Flood Authority	No comment	No comments received. However, the LLFA has previously commented on approved application WNN/2022/0370 which covers the drainage for the proposed development.
Local Highway Authority	Comment	<i>The LHA requested revised and additional information to address issues with the site layout including parking, visibility, surfacing and turning. Further information has been provided by the applicant in response to this and final comments are awaited from the LHA.</i>
Minerals Section	No comment	No comments received
National Highways	No objection	National Highways offer no objection.
Natural England	No objection	Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.
Network Rail	Comment	The LPA and developer should determine the most appropriate measures to mitigate noise and vibration from the existing operational railway to ensure that there will be no future issues for residents once they take up occupation of the dwellings. The developer will need to consult with Network Rail's Asset Protection Engineers and the Local Highway Authority to understand if any measures are necessary to reduce the risk of bridge strikes.
NHS Clinical Commissioning Group	Comment	Request a financial contribution towards healthcare provision.
Northamptonshire Badger Group	Comment	Standard badger 'tool box talks' should be provided to construction workers.
Northamptonshire Police	Comment	<i>Initial comments confirmed that the layout is broadly in line with the principles of designing out crime and Secured by Design. Some issues were raised with boundary definition and boundary treatment to provide better defensible space, the level of natural surveillance of some of the parking spaces and the gating of rear alleyway access points. The applicant has provided revised plans to address these points and final comments from the Northamptonshire Police are awaited.</i>

Northamptonshire Wildlife Trust	No comment	No comments received
Ramblers Association	Comment	It has previously been agreed that the development would include the diversion of Footpath Wootton LD12 to form a continuation of Footpath Collingtree KG3 on a direct line north to south along the western boundary of the site. The diversion is an eminently sensible thing to do in its own right, but if it is not done then Footpath LD12 will remain as a legal entity and as such be a likely source of problems in the future. It is unclear where this diversion sits in the phasing of the development, but the Ramblers Association would like to remind / draw the attention of all those who will be involved in the making of the Order to the undertaking given.
School Services	Comment	Comments in relation to the site layout as originally submitted: Ideally the school would not be accessed via a cul-de-sac as this has issues in terms of congestion and cars blocking the entrance / exit and the main junction – which then potentially also has a safety risk for pupils. The preference would be for the road to circulate around the school to allow more free-flowing traffic. It could also assist with providing a separate in / out access for the school. It also necessary to be mindful of the plans for the local centre and how it will operate alongside the school. The school will need to ensure that their site can provide a safe and secure environment, so boundaries will be important.
Section 106 Officer	No comment	No comments received
Sport England	No objection	Sport England wishes to raise no objection but advise the applicant to take account of the following comment: Sport England note that this phase of development abuts land identified for a community facility, formal playing pitches and associated car parking. Whilst not forming part of this reserved matters application consideration should be had to the layout of the formal playing pitches to ensure that the relevant pitch sport national governing bodies recommended pitch dimensions can be accommodated. Based on the indicative layout of this area, consideration should be had to the location of the community facility and its access to ensure that there is greater flexibility to mark out alternative pitch types and for views from the facility for spectators and players (from the changing room) to the cricket pitch can be achieved.
Ward Councillors	No comment	No comments received
Western Power Distribution	No comment	No comments received

Officer comment: Financial contributions have been sought from the NHS Clinical Commissioning Group and Construction Futures. However, all relevant financial contributions were secured at outline stage (including healthcare) and it is not possible to seek further contributions under this reserved matters application.

7. RESPONSE TO PUBLICITY

7.1 No public/third party representations have been received in response to the publicity of the application.

8. APPRAISAL

Background

- 8.1 The Northampton South Sustainable Urban Extension (SUE) is allocated under Policy N5 of the West Northamptonshire Joint Core Strategy (Adopted December 2014) for in the region of 1,000 dwellings, together with provisions for other facilities including a primary school, local centre, green space and flood risk management.
- 8.2 An outline planning application with all matters reserved except for access was approved in August 2016 for up to 1,000 dwellings together with other works including a mixed use local centre, primary school, green infrastructure, reconfiguration of Collingtree Park Golf Course, and drainage works (planning application reference N/2013/1035).
- 8.3 A Masterplan, Design Code and Phasing Plan have been approved for the SUE pursuant to conditions on the outline planning permission. The approved Masterplan, Design Code and Phasing Plan show the SUE site being developed in three main phases.
- The first phase comprises circa 373 dwellings and associated drainage attenuation, the access from Windingbrook Lane and the first phase of works to the golf course.
 - The second phase comprises circa 276 dwellings, the access to Rowtree Road, drainage attenuation area, the second phase of works to the golf course, primary school, outdoor sport facilities (including community pavilion and pitches), the park adjacent to the M1 (Hillsfield Park) and the formation of a bund to the M1.
 - The third phase comprises circa 351 dwellings and drainage attenuation.
- 8.4 Phase 1 of the Northampton South Sustainable Urban Extension, comprising of 349 dwellings, is currently under construction and is partially occupied.
- 8.5 Reserved matters have been approved for the infrastructure works to serve phases 2 and 3. These comprise the primary access route that connects to Phase 1 (but does not yet extend as far as Rowtree Road) and the drainage attenuation.
- 8.6 The developer's vision for the development, as set out in the Design Code and Masterplan, is for a landscape led scheme with a key feature of the development comprising wide green corridors running from north to south through the development and connect with larger areas of green space. The main southern area of open space would comprise a park including playing pitches, community facility building, play area and an earth bund with an acoustic fence on top to shield Phases 2 and 3 from motorway noise. The area to the northern extent of the site provides a large naturalistic area of open space that contains the drainage attenuation
- 8.7 The Design Code details that the scale of the development will vary from bungalows to three storey flatted buildings and sets out a number of Character Types within the development that respond to key edges of the site and the proposed new public spaces.

Principle

- 8.8 As this is reserved matters application, the principle of developing this site for residential purposes has already been established. In addition, the access arrangements for the SUE formed part of the outline planning permission. The development was found to be acceptable in highway terms subject to conditions and mitigation being secured through the Section 106 Legal Agreement. The primary matters for consideration within the application relate to those that were reserved by the outline planning permission; these being the appearance, landscaping, layout and scale of the development.
- 8.9 The number of dwellings approved within Phase 1 plus the 425 dwellings proposed within the current application would leave a maximum of 226 dwellings to come forward in the final phase of development.

Layout

- 8.10 The general distribution of development broadly aligns with the Masterplan and Design Code. There are two distinct parcels of housing development bisected by a 'Green Corridor', with the eastern parcel largely surrounding the school and Local Centre site and including a landscaped buffer to its eastern flank. Whilst not forming part of this application, the proposed layout provides the required space for the school and Local Centre as set out within the Section 106. The layout plan also shows the indicative location of the community facility and sports pitches to the south, which aligns with the Masterplan. The proposal includes details for the bund alongside the M1 motorway.
- 8.11 The proposed development is served from the approved section of the Primary Route with Secondary Streets creating connecting loops that mirror similar alignments to those proposed in the Design Code, one of which provides a loop road around the school site. A network of tertiary roads would connect into these primary and secondary routes and allow the formation of perimeter blocks of housing.
- 8.12 There are some instances where the distribution of housing deviates from that shown within the Masterplan. The main occurrence is the formation of an additional parcel of housing comprising 17 dwellings that lies to the south of the primary route adjacent to where the road links with Phase 1. The developer has advised that the principal reason for the inclusion of this additional parcel is because the extent of developable land within Phase 3 will be constrained. This is due to the proximity of a high pressure gas pipeline within the northern part of the SUE site which means that the extent of the Phase 3 residential development parcel as shown on the Masterplan will be reduced. The proposed additional parcel would therefore help to enable the SUE to deliver the approved quantum of housing. The developer also considers that the additional built form in this location would provide a design benefit by strengthening the edge to the open space to the south as well as strengthening the entry to the development between Phases 1 and 2.
- 8.13 The proposed layout also includes 'refinements' of the northern edge of the development in comparison to the Masterplan. For example, the extent of development encroaches slightly further northwards on the western side of the primary route. The applicant has sought to justify this on the basis that it allows for a more spacious and better quality form of development and enables the density of residential development within Phase 2 to be within the limits set out within the Design Code.
- 8.14 Officers accept the justification provided for the relatively modest variances between the distribution of residential development in the Masterplan and the proposed layout. Whilst the changes to the extent of the residential development would impinge on open space provision, this would be offset to a degree by the anticipated reduction in the extent of Phase 3 residential development. Moreover, the proposed layout - and the development as a whole - would still be providing ample open space.
- 8.15 The proposed residential layout surrounds the school and Local Centre site and is therefore interrelated with these non-residential uses. The Masterplan and Design Code envision the school building fronting directly onto the Primary Route with a one-way circulatory school drop-off area off the Primary Route to allow for car and bus drop-off. However, the proposed layout includes a row of houses to the east of the school site that would front onto the Primary Route instead of the school and the main access for the school would be via a loop road (Secondary Route). Having considered this matter in detail and in consultation with School Services, Officers are of the opinion that there are some clear benefits to the proposed layout and on balance this deviation from the Masterplan and Design Code is acceptable.
- 8.16 The proposed access is beneficial for the school because it avoids issues with dropping off and picking up on the main road and it also allows for a direct connection between the main school entrance and the adjacent Green Corridor that would contain equipped play provision. The proposed layout would also avoid the need for school security fencing alongside the Primary Route. While the proposed layout would mean that there is less of a visual connection within the streetscene between the school and Local Centre, the school would still be viewed within the context of the Local Centre. The proposed layout would not result in any significant change in terms of houses backing onto the school site as the Masterplan already has housing abutting the school grounds to the south and west.

- 8.17 The proposed housing to the west of the Primary Route would also mean that there is a dwelling directly abutting the Local Centre but this does not give rise to any specific concerns – subject to the detailed design of the Local Centre. The Local Centre would be accessed directly from the primary route, as indicated in the Design Code and Masterplan.
- 8.18 The Design Code details various Character Types and the Coding Principles that apply to these areas. An assessment of the proposals against the relevant Character Types is provided below.

Wootton Plain – Public Space

- 8.19 This area is to form a large naturalistic space occupying the northern part of the SUE that combines swathes of meadow, native planting and wetlands to create an ecologically diverse public space between the development and the existing golf course to the north. This area contains the approved surface water attenuation basins and it is to provide pathway and cycleway routes that connects to the existing Public Right of Way, the Green Corridors and the surrounding wider movement network.
- 8.20 The scheme provides a substantial proportion of this semi-natural open space. The remainder of the Wootton Plain lies to the north of the Phase 3 residential development and is outside of the application site boundary. The proposal includes the attenuation basins that would also serve as a wetland habitat and areas of wildflower meadow, tussocky grass and low maintenance amenity grassland are provided together with native shrub and tree planting. The overall layout would help to achieve the feel of a natural extension to the Wootton Brook flood plain. A meandering pathway connects to the Primary Route, Green Corridor and the Public Right of Way to the east and benches are provided sporadically alongside the pathway. All these elements are considered to be in line with the Design Code.
- 8.21 One aspect that has not currently been provided for however are timber boardwalks or jetties that occasionally protrude into the drainage basins. Such features are identified in the Design Code and are intended to help provide recreational opportunities and connect people with their environment. It is considered that this type of feature should be provided for and to this end a condition is recommended requiring details for their inclusion.
- 8.22 The Design Code identifies an area where allotments are to be provided towards the end of the open space. This area is outside of the application site boundary and would form part of the Wootton Plain directly associated with the Phase 3 residential development.

Wootton Plain – Edge

- 8.23 Development onto the Wootton Plain is to have an open aspect with principal elevations of detached and semi-detached dwellings facing onto the open space. This edge of the development will be highly visible from the north and as such rhythm of form and architectural details are essential to ensure a high quality backdrop to the adjacent semi-natural public space. This area includes one of two Formal Entrance landmark locations to the SUE site; this is the point at which the Primary Route enters the development from the north. Formal Entrance landmarks should announce the entrance to the development and should be framed as such through their relative height and the use of high quality materials.
- 8.24 The proposed layout has detached dwellings fronting onto the open space with shared private driveways lying in between. The dwellings are generally well-spaced out and a substantive proportion have their parking to the sides of the houses. Boundary treatment is low level which affords something of an open aspect. There is broad consistency with the eaves and ridge heights and repetition of architectural features such as bay windows and gables which serves to provide rhythm to the built form. The Formal Entrance is marked by large 2.5 storey dwellings on each side of the Primary Route which are distinctly taller than adjacent dwellings along this edge of the site and in terms of their relative bulk and mass provide landmark buildings that distinguish the northern entrance to the development. These two dwellings would be faced in differing materials from one another which would help to accentuate their prominence. One of the dwellings would be constructed of brick and the other would be faced in render, both with matching brick detail. It is considered that Overall, this aspect of the development is considered to align with the Design Code in an acceptable fashion.

Habitat Edge

- 8.25 The Masterplan shows a natural/semi-natural landscape buffer to the eastern flank of the residential development with the Habitat Edge Character Type forming the transition between the houses and the strip of natural open space. This landscape buffer is provided for within the proposed layout; it would predominantly form tussocky grassland with the existing substantial vegetation retained along the eastern edge and new native hedgerow planting provided to enclose the visitor parking bays that adjoin the buffer. The Design Code envisions detached and semi-detached dwellings with principal elevations facing outwards onto the open space that are irregularly arranged with planting between units to provide an informal response to the adjacent natural character. Dwellings are to be generally two storeys with driveways and garages to the sides of properties.
- 8.26 The proposed layout provides detached dwellings with principal elevations fronting onto the open space. The dwellings are predominantly two storey with occasional use of 2.5 storey properties and garages and parking spaces are all located to the sides of the dwellings. A very modest degree of irregularity is provided within the orientation of the dwellings; the developer has sought to justify this arrangement on the basis that plot depths have to be fixed in relation to the position of the Primary Route and that the degree of irregularity shown in the Design Code would result in an inefficient use of land and a large number of side elevations visible from the public realm. Taking this into account, on balance, it is considered that the proposal provides an acceptable response to the Habitat Edge.

Green Corridors – Public Space

- 8.27 The Masterplan includes three linear Green Corridors across the SUE, one of which falls within the application site. The intention of these is to create multi-functional linear open spaces that provide strategic green corridors through the development and follow the prevailing landform falling from the higher land to the south west to the lower Wootton Brook plains to the north east. The key principles for these areas are to accentuate the existing sloping site with rippled landforms, slopes and terraces with central lawns to provide a range of community spaces and a series of play opportunities stitched into the entire length of the Green Corridor to create one long playful environment along with localised pathway connections and a diverse mixture of planting. Each Green Corridor should aim to provide similar equipment to one traditional Locally Equipped Area of Play (LEAP).
- 8.28 The proposal delivers the central Green Corridor within the SUE. It includes two connected formal play areas towards the southern end of the corridor that would be opposite the school entrance. These areas would contain a mixture of traditional play equipment suitable for a range of ages that would meet the requirements of a LEAP. The LEAP would be augmented with informal play opportunities in the form of fallen tree logs and tree log steps. Benches and picnic benches are provided adjacent to the LEAP. The location of the main play area provides a functional relationship with the school. The formal play equipment would be around 18-19m away from the front elevations of the nearest new houses and separated by adoptable highway and shared private drives which would help provide a buffer from activity in these areas of open space.
- 8.29 Moving towards the north, the Green Corridor provides similar informal play opportunities along with play boulders, two pieces of low level formal play equipment and oversized benches that are strung out across the remainder of the corridor. Variations in topography are accentuated with a series of smooth slopes and terraces across the corridor and these would deliver the desired rippled landscape effect and also contribute towards the play experience. A meandering path crosses the full length of the corridor and allows a connection from the Wootton Plain open space to the north through to the Hillsfield Park open space towards the south, with connections also provided between this pathway and adjacent streets. A mixture of planting is included such as wildflower meadow to enhance ecology.
- 8.30 It is considered that the proposed scheme provides a successful response to the requirements of the Design Code for the Green Corridor.

Green Corridor – Edge

- 8.31 The proposed layout provides edges to the Green Corridor within the site, and the western side of the development will also provide one edge to the Green Corridor within the future Phase 3 residential development.
- 8.32 The Design Code seeks to provide containment and uninterrupted overlooking of this space with a linked built form (such as through the use of car ports with accommodation over between the main dwelling footprint) and principal elevations fronting directly onto the corridor. Development is to have a consistent eaves and roof line and include repeated architectural features. Legible and continuous movement routes for pedestrians and cyclists should be provided along the edge.
- 8.33 The proposal generally provides dwellings that have their principal elevations fronting onto the Green Corridors. There are a small number of instances where plots have side elevations onto the corridors but in these instances the dwellings have windows onto the open space and also include some architectural detailing such as bay windows and chimney breasts which help to add visual interest to these elevations. In this regard the proposal would provide suitable overlooking and provide a positive interface with the open space.
- 8.34 The proposed layout mainly provides detached dwellings onto the Green Corridors that do not provide a linked built form and this therefore lessens the sense of containment. Nevertheless, the layout would still afford a reasonable sense of enclosure to these open spaces. The proposals are also consistent with Phase 1 in this regard.
- 8.35 There is consistency in the roof height of the dwellings and many have repeated use of architectural features which both help to provide rhythm to the backdrop of the Green Corridors. Private parking spaces are largely to the sides of properties and set behind the building line which allows for the dwelling elevations to be dominant.
- 8.36 The proposed layout does not strictly accord with the Design Code in that a movement route for pedestrians and cyclists is not provided for along the edges of the Green Corridor, as the dwellings adjacent have a more irregular edge to the open space in order to add interest. However, a 1.8m wide pathway would be provided through the Green Corridor that would connect to the wider movement network including the Primary Route, Secondary Streets and tertiary roads as well as the open spaces to the north and south of the development. The path provides a logical route through the Green Corridor and as such it is considered that suitable connectivity would be provided.

Hillsfield Park – Public Space

- 8.37 Hillsfield Park is to provide a multifunctional expansive space incorporating community pavilion, playing fields, children's play, viewing terraces and native planting. The area is to include substantial earthworks to create a sculptural earth form (10m high) and a bund (5m high) running alongside the M1 motorway. The Design Code refers to a 5m high bund between the sports pitches and the motorway to provide a noise buffer and an interesting site feature from where one can sit and watch the activities.
- 8.38 The current application site boundary includes an area alongside the M1 motorway where the location of an acoustic bund is indicated. All other aspects of Hillsfield Park fall outside of the application site boundary and are not under consideration as part of this application.
- 8.39 The application does not include a detailed design for the bund although the submitted Noise Assessment proposes a 3m high bund topped with 2m fencing along the eastern part of the bund.
- 8.40 Environmental Health have advised that the proposed bund and fencing are sufficient to protect the development from noise from the M1. However, in the absence of a detailed design of the bund it is difficult to make an informed assessment of its general acceptability and how it would integrate with the remainder of Hillsfield Park, including the 10m sculptural earth form which is shown to the western part of the bund within the Design Code. The inclusion of fencing to achieve the necessary acoustic barrier would affect what is envisioned in the Design Code because the bund is also intended to provide a feature of interest and be used by sports spectators. Having elevated fencing

would have a visual impact by introducing a harder form of boundary treatment and could impinge on the top of the bund being used as a viewpoint to the sports pitches.

- 8.41 Given that full details of the bund have not been submitted it is not possible to approve the bund under this application. A condition would need to be imposed requiring such details.

Hillsfield Park – Edge

- 8.42 The key principles for the development to the edge of Hillsfield Park is to have semi-detached and terraced dwellings directly facing onto Hillsfield Park with much of it forming a continuous 'barrier block' form of development to ensure satisfactory acoustic conditions. Development is to be predominantly two storey and have a collective rhythm of form with consistent eaves and roof heights. Visitor parking is to be provided opposite the buildings to serve the sports and leisure facilities at Hillsfield Park.
- 8.43 Development along this edge has been orientated to ensure frontages overlook the adjacent parkland/sports pitches. In instances where dwellings form corner plots they are provided as dual aspect properties, thus ensuring an appropriate relationship to both Hillsfield Park and the roadside. A mix of two storey semi-detached and terraced houses are provided, with a smaller number of gaps between buildings than other green edges within the development. As discussed earlier in this appraisal, an additional parcel of development has been included here which forms an extension of the Hills Field Park Edge Character Type. This element includes detached properties fronting onto the open space however these dwellings are not needed form a barrier block. Visitor parking has been accommodated on the southern side of the carriageway adjacent to the area where the sports pitches are identified in the Design Code.
- 8.44 Parking spaces for the dwellings along this edge are quite dominant, although this is largely a consequence of the presence of terraced houses. Some parking spaces have been accommodated to the sides of dwellings and parking spaces have been broken up with soft landscaping which helps to mitigate the visual impact.
- 8.45 The layout and scale of development along the edge of Hillside Park have been taken into account within the applicant's Noise Assessment. No concerns have been raised by Environmental Health from a noise perspective and as such it is accepted that the proposal provides an adequate 'barrier block' form of development.
- 8.46 In addition to the Character Types described above, the Design Code identifies certain other key features and principles for the development. An assessment of these is provided below.

Development along the Primary Route

- 8.47 The section of the Primary Route within the site has already been approved and provides the carriageway, footway, shared cycle/footway plus space for 3m grass verges on both sides of the route, as required under the Design Code.
- 8.48 The aspiration of the Design Code is to provide a tree lined route with a rhythmic, co-ordinated building arrangement and semi-continuous built form. Building heights are to range from 2 to 3 storey. All on-plot parking to be provided to the side or rear of properties. Properties on the north and east sides of the route are to have direct vehicular access off the Primary Route. Properties on the south and west sides are to have grouped vehicular access to private drives that run parallel to the main carriageway with the dwellings fronting onto the private drives; this arrangement facilitates minimal breaks to the cycle route and ensures sufficient space for visitor parking. Visitor parking is to be provided in parallel bays located within the highway verge (predominantly on the south and west sides of the Primary Route) or in private drives on the south/west side of Primary Route.
- 8.49 Development along the Primary Route follows the principles set out in the Design Code. Built form consists of a small number of house types repeated along the street creating a rhythmic formal arrangement with consistent frontage depths. Dwellings front directly onto the spine road and reflect the required access arrangements as set out in the Design Code. Private parking is provided to the side of dwellings and visitor bays are located in the verge. Tree planting is included

on both sides of the street. A consistent semi-formal hedgerow is provided to the boundary between the residential development and the south and western side of the Primary Route. A similar type hedgerow is to form the boundary of the front gardens on the opposite side of the road and this would need to be delivered through the detailed on-plot landscaping proposals. A condition is recommended in relation to on-plot soft landscaping.

View Street

- 8.50 A 'View Street' is identified in the Design Code. The View Street is intended to provide a visual continuation of the tree lined Primary Route to ensure a green corridor aligned north-south extending from Hillsfield Park. Following an amendment to the site layout, it is considered that the View Street meets the aim of the Design Code. The View Street aligns with the Primary Route at a key junction within the development allowing for north-south vistas and trees are provided within the highway verge creating a tree lined street.

Secondary Routes

- 8.51 The key principles for Secondary Routes are building heights of 2-3 storeys with a co-ordinated building arrangement and a consistent approach to eaves and roof line. Direct vehicular access to parking spaces/garages is promoted with on-plot parking provided to the front or side of properties. Single or double-sided verges are appropriate and visitor parking can be accommodated in parallel bays.
- 8.52 Development along the two Secondary Routes consists of a mixture of house types that are predominantly two storeys in height creating a consistent approach to eaves and roof line. Allocated parking is provided both to the side and front of dwellings. Verges are provided on one or both sides of the street incorporating visitor parking in certain locations. The proposal is therefore considered to be consistent with the Design Code in this regard.

Landmarks

- 8.53 A series of landmark locations are identified in the Design Code. These include formal entrances, major corners to the development, other important corner locations and vista termination.
- 8.54 The Formal Entrance to the north of the site has been considered earlier within this appraisal. In terms of identified Major Corners, there are several of these within the site which generally correspond to the outermost edges of the development where dwellings occupy more prominent locations. Here the dwellings have a direct interface with the open space as well as with the street. Another Major Corner is formed at the junction of the Primary Route and Secondary Route close to the Local Centre. There are also some identified Minor Corners at the junction of the View Street. In addition to these corner landmarks within the Design Code, the proposed layout naturally results in corner plots within the development that have frontages onto the roadside.
- 8.55 There have been some amendments to the site layout and house type design to ensure that all dwellings occupying important corner plots have a positive interface with the public realm and officers are satisfied that the principles of the Design Code have been achieved in this regard.

Vista termination

- 8.56 The Design Code states that "Vista Termination Landmarks are positioned deliberately at an intended termination of a direct view along a street or path and are therefore more visible than most buildings". Views of such dwellings should not terminate on non-primary façades, including blank, semi-blank or uncoordinated elevations, or non-habitable structures such as garages or car ports.
- 8.57 One of the most important vista termination points within the site is where plots 375 and 376 are located because of their position relative to the Primary Route. These plots form a pair of 2.5 storey semi-detached dwellings constructed of natural ironstone that front onto the Primary Route. In front of the dwellings is a triangular shaped parcel of public realm landscaping that contains a tree. This is considered to provide a successful response to vista termination in this location.

8.58 Where vistas along secondary and tertiary streets terminate on new dwellings (as opposed to there being a continuous view through to areas of open space), the dwellings have principal elevations facing onto the road in accordance with the Design Code.

Housing Mix and Affordable Housing

8.59 The proposed mix of dwellings would comprise of:

- 10 x 1 bed (2.35%)
- 79 x 2 bed (18.6%)
- 201 x 3 bed houses (47.3%)
- 99 x 4 bed houses (23.3%)
- 36 x 5 bed houses (8.5%)

8.60 The proposed housing mix is broadly similar to the mix within Phase 1, albeit the proposal includes a small proportion of 1 bed units whereas Phase 1 does not have any of that size.

8.61 The proposed scheme indicates a total of 62 affordable units, which equates to 14.58% provision. The proposed tenure split is 37% shared ownership and 63% affordable rent. The dwellings comprise of 2-4 bed properties and comprise 2 storey dwellings and flatted development. The affordable housing is shown to be distributed in clusters of properties across the site.

8.62 The Section 106 agreement for the SUE requires a minimum affordable housing provision of 15% for each phase and a maximum provision of 35%. Phase 1 provides 15% provision on the basis of a viability appraisal that was undertaken.

8.63 As set out within the Section 106 agreement, the affordable housing provision for Phase 2 is subject to a viability reassessment. The viability reassessment is yet to be submitted and therefore the proportion of affordable housing required for Phase 2 has not yet been established. The financial viability reassessment is to be submitted somewhere between the occupation of the 275th and 350th dwelling and the trigger for this has not yet been met. In addition, a 'Framework Affordable Housing Scheme' for this next phase of development is also required to be approved by the Local Planning Authority.

8.64 Given that the affordable housing requirement for this part of the development is still to be determined through a viability reappraisal, the proposed provision cannot be approved as part of this application. To this end, the applicant has provided plans which remove reference to the affordable units. Affordable housing will need to be agreed through the 'Framework Affordable Housing Scheme' and subsequent 'Affordable Housing Scheme' as set out in the S106.

8.65 It is to be noted as well that the Council's Interim Affordable Housing Statement explains that the Council will seek to provide a tenure split of 70% social rented provision and 30% other affordable routes to home ownership. The tenure split as currently indicated does not accord with this.

Scale and appearance

8.66 The scale and design of the buildings would reflect the residential and suburban nature of the development and would vary between 2, 2.5 and 3 storeys in height. The three storey buildings form two blocks of flatted development along the Primary Route that occupy corner plots opposite one another. Development along the Primary Route includes a high proportion of taller units and the appearance of the dwellings are designed to provide rhythm; this helps to aid legibility along this key route and reflect its specific character. Building heights in the remainder of the site are predominantly 2 storey with occasional use of 2.5 storey dwellings to create some variation in roof scape. Similarly, variation in massing of the residential buildings is achieved through the use of a range of house types and sizes. The proposal is in line with the prescribed building heights within the Design Code and provide an appropriate response to the nature of the public realm to be created.

8.67 There are clear commonalities between the proposed house types and those within Phase 1 and as such there would be a consistency of appearance across the development.

- 8.68 The Design Code does not seek to impose rigid rules on the application of materials within the Development. Instead, a general approach to materials is provided to facilitate consideration at reserved matters stage. The proposed facing materials provide a varied material palette, encompassing different types of red brick, buff brick, render and natural ironstone. Contrasting brick detailing is provided consistently across the scheme. Ironstone is used at key nodes and transition points to accentuate important buildings within the development and aid legibility. In terms of roofing materials, a mixture of grey, brown and red concrete tiles are proposed.
- 8.69 Different materials have been utilised across the site in an arbitrary fashion to create a continually changing streetscene and a 'developed over time' appearance. A similar approach has been adopted on Phase 1 and the proposed material palette is also reflective of the materials used within the first phase.
- 8.70 Overall, it is considered that the scale and design of the development align with the Design Code in an acceptable manner.

Landscaping

- 8.71 In terms of the open space within the site, the layout of the Green Corridor, Wootton Plain and the Habitat Edge have already been discussed within this appraisal and are considered acceptable. The proposal also meets the requirements of the Design Code in terms of delivering a tree lined Primary Route and a View Street forming a visual continuation of this. Tree planting is also provided along Secondary Routes and there are pockets of soft landscaping around certain key junctions.
- 8.72 The County Ecologist has not raised any significant issues with the proposed planting scheme; the only issue raised is the recommendation that one of the proposed tree species (wild service tree) be replaced with an alternative such as an elm (of a type that is resistant to Dutch Elm Disease). The reason for this is because wild service tree is generally only found in one other part of the country (Rockingham Forest) and the suggested change would complement the wych elms proposed in the understorey mix. This matter can be addressed by condition.
- 8.73 Prominent boundaries to the front of plots are enclosed by 1m high railings with either shrub or hedgerow planting behind. This includes to one side of the Primary Route and houses fronting the Wootton Plain public open space. As previously mentioned, houses on the opposite side of the Primary Route are to be bound by low hedgerow along the plot frontages as part of the on-plot planting scheme. Of the ironstone dwellings that occupy the most prominent positions within the site, these are provided with a matching 1.2m wall to their frontage. Brick walls (1.8m height) are proposed where rear garden boundaries abut the street.
- 8.74 Enclosed rear gardens are bound by typical 1.8m timber fencing and more vulnerable garden boundaries are also provided with 0.3 trellis on top to reduce opportunities for climbing. A condition is recommended requiring these boundary treatments to include hedgehog holes to allow hedgehogs to forage among the gardens; this reflects advice from the County Ecologist. The rear boundaries of the houses that back onto the school site would have 1.8m fencing, which is considered acceptable. Separate boundary treatment within the school site would be considered as part of the reserved matters for the school. Lockable gates are provided to the rear alleyway access points.
- 8.75 Additional boundary treatments and landscaping have been added to certain plots where they directly abut open space and to the flats where they abut the roadside so as to define public-private space. This is to address comments made by Northamptonshire Police. The developer has also stated that the detailed on-plot planting proposals will be designed to provide additional definition between plots and the open space where necessary. Northamptonshire Police have been re-consulted on the amended plans and a further response is awaited. The consultation response will therefore be reported to members as an addendum to this report.
- 8.76 It is considered that there is an overuse of 0.45m timber knee railing to the edge of the built form where it abuts the various areas of open space, and this detracts from the sense of openness and the integration between built development and the open space. This is particularly the case with the Green Corridor and the Wootton Plain to the north. A more judicious use of knee railing across

the site would provide a better transition between the housing and public amenity areas. A condition is therefore recommended to address this issue.

- 8.77 Hard surfacing comprises of tarmacadam to the majority of the Primary Route with block paving around the frontage of the Local Centre forming a raised plateau to emphasise the entrance to the Local Centre, encourage lower vehicle speeds and highlight pedestrian movement routes. Secondary Routes would also have a tarmacadam surface. Buff coloured pavoids are proposed to the shared surface tertiary streets and shared private drives would have contrasting buff coloured block paving. The use of these differing materials helps to provide legibility to the road hierarchy.
- 8.78 Overall, it is considered that the proposed hard and soft landscaping of the site is acceptable, subject to conditions.

Residential amenity

- 8.79 The proposed new dwellings are well separated from the nearest existing dwellings and those within Phase 1 and as such there are not any significant issues with regards to the relationship between the development and housing outside of the application site.
- 8.80 There is some variety in separation distances between properties and rear garden sizes across the development. Parts of the proposed development are more compact than others which results in some slightly closer dwelling to dwelling relationships, however, on the whole the scheme is considered to provide adequate separation distances, especially when the type and location of windows within dwellings and the relative orientation of buildings are also taken into account. Nevertheless, given the sizes of many of the rear gardens and the generally compact form of development it is considered that permitted development rights for rear and side extensions should be removed to ensure the amenities of future occupiers are safeguarded and to avoid an overdevelopment of the site.
- 8.81 In terms of the sizes of the proposed dwellings, the vast majority of the house types meet or exceed Government's Nationally Described Space Standard. However, two of the house types fall short of the standard for gross internal area (GIA). There is a shortfall of 4.5m² in Troon house type and a shortfall of 1m² in the S351 house type. The Troon house type equates to 3.5% of the total number of units and is indicatively shown as an open market dwelling. The S351 house type equates to 12% of the total number of units and is intended to be used as both an open market and affordable dwelling.
- 8.82 Given that the shortfall in GIA relates to a relatively limited number of dwellings and considering that the shortfall is quite modest – especially in the case of the S351 house type – on balance it is considered that the development would provide an adequate dwelling sizes and thus provide an acceptable standard of living conditions for future occupiers.
- 8.83 In respect of the flatted development, all habitable rooms would be served by at least one window and the scheme has been designed to have railing running around the buildings to provide a buffer strip to ground floor properties. The flats would not benefit from their own dedicated amenity space however the site would benefit from large areas of open space. The proposal includes self-contained bin storage buildings set away from residential properties and the provision of these would be secured by Condition 39 on the outline planning permission (N/2013/1035). As such, it is considered that the proposal would provide an acceptable level of amenity for future occupiers of the flatted units.
- 8.84 The layout of the residential development has been designed such that properties would generally have roads and driveways between the open space, which would help provide a buffer from activity in these areas. Part of the Collingtree Golf Course abuts the site to the east and so there is the potential for stray balls to affect properties that form the Habitat Edge Character Type. There is nevertheless a landscaped buffer and road lying in between plus some reasonably substantial planting along the boundary which would help to mitigate the potential for issues to arise.
- 8.85 A Noise Assessment Report has been submitted with the application which considers the impact of noise from the M1 motorway and Milton Malsor Motocross Park. The M1 is mainly below site ground level, except towards the south eastern boundary where the motorway is slightly elevated

relative to the site. Beyond the M1 motorway, approximately 500m west, is the Milton Malsor Motocross Park.

- 8.86 The noise report finds that acceptable indoor noise levels can be achieved on the site with a package of mitigation measures including acoustically rated glazing and ventilators where necessary. With regards to external noise levels, the layout has been designed to provide mitigation through the formation of barrier blocks of housing and the use of acoustic barriers for boundary fences. The report has been assessed by the Council's Environmental Protection Team and no objections have been raised, subject to conditions to secure detailed design and implementation of the glazing/ventilation and comfort cooling (mechanical ventilation) strategy. The applicant's noise assessment has been based on a 3m bund topped with 2m fencing as a form of acoustic mitigation from the motorway. This form of mitigation has previously been discussed in this appraisal in the context of the Design Code. The noise report demonstrates that adequate noise mitigation can be achieved with this feature, however, the detailed design of the acoustic bund will need to be agreed through a condition so that all relevant planning considerations can be assessed in the round.
- 8.87 The Noise Assessment Report identifies that a railway line lies approximately 470m from the nearest site boundary. Network Rail have commented on the application and have advised that the LPA and developer will need to determine the most appropriate measures to mitigate noise and vibration from the existing operational railway to ensure that there will be no future issues for residents once they take up occupation of the dwellings. The Noise Assessment Report does not identify any specific noise issues associated with the railway and this has not been raised as an issue by Environmental Protection. Given the separation distance to the railway line it is not considered that any mitigation is required for noise or vibration.
- 8.88 A Technical Note relating to air quality has been provided with the application. This concludes that pollutant concentrations at worst case locations are predicted to be well below relevant objectives and the effects of operational road traffic on the development would not be significant. As such, no specific mitigation is proposed as part of this application. Environmental Protection have not raised any issues in relation to air quality and the conclusions of the Technical Note are therefore accepted. A condition is recommended to secure a scheme of electric vehicle recharging provision for the development.
- 8.89 Matters of air quality and noise would be assessed separately for the school as part of a future reserved matters application for the education facility.
- 8.90 Overall, subject to conditions, it is considered that the development would provide an acceptable standard of amenity for future occupiers.

Highway matters

- 8.91 The traffic highway impacts and access arrangements for the SUE development, the latter comprising a new junction arrangement to Windingbrook Lane and a junction roundabout on Rowtree Road, have already been assessed and considered acceptable under the outline planning permission, subject to conditions and mitigation being secured through the Section 106 Legal Agreement. The section of the main Primary Route within the site has also already been approved.
- 8.92 The road layout for the new residential development, including cycle and pedestrian connectivity, would broadly follow the approach outlined in the Design Code and Masterplan. The proposed layout does not include the section of the Primary Route that will connect to Rowtree Road, but the applicant has confirmed that this will come forward under a separate application in the future.
- 8.93 In terms of the detailed layout of the site, the Local Highway Authority (LHA) has assessed the application and have made comments in respect of some of the proposed parking arrangements, visibility splays, manoeuvrability and surfacing. The applicant has sought to address the LHA's comments through a suite of revised plans and a response from the LHA is awaited. An update on highway matters will be provided to the committee following receipt of the LHA's comments.

Other matters

- 8.94 There are not considered to be any significant heritage issues given that the site is further away from the Collingtree Conservation Area than the Phase 1 development. Archaeological matters are covered by a condition on the outline permission.
- 8.95 Flood risk and drainage issues associated with the proposal have already been considered as part of application WNN/2022/0370. That application has approved the overall drainage strategy for Phases 2 and 3.
- 8.96 There are not any significant ecology issues associated with the proposal. The only issues raised by the County Ecologist relate to a single tree species and the provision of hedgehog holes – as discussed earlier in this appraisal. Natural England have not raised any objection. Northamptonshire Badger Group has recommended that standard badger 'tool box talks' should be provided to construction workers; a condition is recommended regarding this.
- 8.97 Condition 8 of the outline permission requires a Sustainability Strategy to be submitted with future reserved matters applications indicating compliance with Building Regulations. The applicant has provided an Energy and Sustainability Statement and Building Control have confirmed that the document demonstrates that the proposed development would comply with Building Regulations. Responsibility for verifying that the completed development meets with Building Regulations would rest with the Building Control Body appointed by the developer.
- 8.98 The Ramblers Association have suggested that a footpath (Footpath KG3) that falls within the SUE site is diverted. The diversion that they are seeking falls outside of the current application site boundary and within the planned new parkland and sports pitches to the south. Whilst the suggested diversion appears logical, this issue would need to be considered in more detail outside of this application.

9. FINANCIAL CONSIDERATIONS

- 9.1 Financial considerations are not relevant to this reserved matters application.

10. PLANNING BALANCE AND CONCLUSION

- 10.1 The proposed development would be broadly in accordance with the approved Design Code, Masterplan and outline planning permission. Furthermore, the details of layout, appearance, scale and landscaping, as part of a balanced assessment and having regard to the presumption in favour of sustainable development, are of an acceptable standard – subject to the outstanding highway matters being satisfactorily resolved. As such, the proposal would not give rise to any significant adverse impacts on the character of the area, heritage assets, highway safety, flood risk and ecology and would provide an adequate standard of amenity for future occupiers of the residential development. Furthermore, the proposals would help to bring forward the second phase of residential development within the Northampton South Sustainable Urban Extension.

11. RECOMMENDATION

- 11.1 **RECOMMENDATION: GRANT PERMISSION SUBJECT TO CONDITIONS AS SET OUT BELOW WITH DELEGATED AUTHORITY TO THE ASSISTANT DIRECTOR FOR PLANNING AND DEVELOPMENT TO APPROVE ANY AMENDMENTS TO THOSE CONDITIONS AS DEEMED NECESSARY.**

Conditions

Approved plans

1. The development hereby permitted shall be carried out in accordance with the attached schedule of approved plans.

Reason: For the avoidance of doubt and to conform with the planning application.

Glazing and ventilation specification

2. Prior to the construction of the dwellings hereby approved above ground floor slab level, full details of the proposed glazing and ventilation strategy to achieve the acoustic targets as set out in the approved Noise Assessment Report shall be submitted to and approved in writing by the Local Planning Authority. The approved acoustic design measures for each dwelling shall be implemented in accordance with the approved details prior to the occupation of that dwelling and retained thereafter.

Reason: To secure an acceptable level of residential amenity in accordance with Policies H1 and BN9 of the West Northamptonshire Joint Core Strategy, Policies 4 and 6 of the emerging Northampton Local Plan Part 2 and guidance in the NPPF.

Bund

3. Notwithstanding the approved Noise Assessment Report, full details of the acoustic bund adjacent to the M1 Motorway shall be submitted to and approved in writing by the Local Planning Authority prior to the construction of any dwelling hereby approved above ground floor slab level. The approved bund shall be provided before any dwelling hereby approved is first occupied and shall thereafter be retained as such.

Reason: To secure an acceptable level of residential amenity and in the interests of the visual amenity and character of the area. This is to accord with Policies H1, BN9 and S10 of the West Northamptonshire Joint Core Strategy, Policies 2, 4 and 6 of the emerging Northampton Local Plan Part 2 and guidance in the NPPF.

On-plot landscaping

4. Full details of the soft landscaping proposals for individual plots shall be submitted to and approved in writing by the Local Planning Authority prior to the construction of any dwelling hereby approved above ground floor slab level. The approved landscaping shall be provided before the plot to which it relates is first occupied.

Reason: In the interests of visual amenity and crime prevention and to accord with Policy S10 of the West Northamptonshire Joint Core Strategy and Policy 2 of the emerging Northampton Local Plan Part 2.

Management and maintenance of the areas of public open space

5. Prior to the construction of the dwellings hereby approved above ground floor slab level, details of the management and maintenance of the areas of public open space (including play equipment) as shown on the plans hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The public open space shall be managed and maintained in accordance with the approved details thereafter.

Reason: In the interests of amenity and to secure a satisfactory standard of development in accordance with Policy H1 of the West Northamptonshire Joint Core Strategy and Policies 2 and 4 of the emerging Northampton Local Plan Part 2.

EV charging

6. Prior to occupation of the residential development hereby permitted, a scheme for the installation of electric vehicle charging points within the site shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: In the interest of reducing carbon emissions and securing a sustainable development in accordance with Policies S10 and S11 of the West Northamptonshire Joint Core Strategy and the Parking Standards SPD.

Badgers

7. The details submitted pursuant to condition 10 (Construction Environmental Management Plan) of outline planning permission N/2013/1035 in relation the development hereby approved shall include badger 'tool box talks' for construction workers.

Reason: In the interests of biodiversity and to accord with Policy BN2 of the West Northamptonshire Joint Core Strategy and Policy 31A of the emerging Northampton Local Plan Part 2.

Hedgehogs

8. A hedgehog hole shall be provided within the approved timber fencing to rear gardens (minimum 1 per plot) to allow the free movement of hedgehogs. The hedgehog holes shall be retained as such.

Reason: In the interests of biodiversity and to accord with Policy BN2 of the West Northamptonshire Joint Core Strategy and Policy 31A of the emerging Northampton Local Plan Part 2.

Trees

9. Notwithstanding the submitted planting schedule, the wild service tree (*Sorbus torminalis*) shall be replaced with an elm tree and the elm shall be of a type that is resistant to Dutch Elm Disease.

Reason: In the interests of biodiversity and to accord with Policy BN2 of the West Northamptonshire Joint Core Strategy and Policy 31A of the emerging Northampton Local Plan Part 2.

Open space enclosure

10. Notwithstanding the submitted plans, the extent of 0.45m timber knee rail to the edge of the areas of open space is not approved. Revised details for the provision of this form of enclosure shall be submitted to and approved in writing by the Local Planning Authority before any dwelling hereby approved is first occupied. This boundary treatment shall be provided in accordance with the approved details and retained as such.

Reason: In the interests of the visual amenity and character of the development and to accord with Policy S10 of the West Northamptonshire Joint Core Strategy and Policy 2 of the emerging Northampton Local Plan Part 2.

Open space features (jetties/boardwalks and footpath connection)

11. Details for the provision of timber jetties/board walks that extend into the approved drainage basins and details of a footpath connection between the Wootton Plain open space within the application site and the adjoining Wootton Plain open space that is to be provided within Phase 3 of the Sustainable Urban Extension shall be submitted to and approved in writing by the Local Planning Authority before any dwelling is first occupied. These features shall be provided in accordance with the approved details and retained as such.

Permitted development rights

12. Notwithstanding the provisions of Schedule 2, Part 1, Class A of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification), no extensions shall be erected to the dwellings hereby approved without the prior written approval of the Local Planning Authority.

Reason: To prevent overdevelopment of the site and safeguard residential amenity in accordance with Policies H1 and BN9 of the West Northamptonshire Joint Core Strategy and Policy 4 of the emerging Northampton Local Plan Part 2.