

Application Number: WNS/2022/1468/MAF

Location: Aston Martin F1, Buckingham Road, Silverstone, Northamptonshire, NN12 8TJ

Proposal: Demolition of the existing building and construction of new ancillary building to house support services and facilities to Aston Martin's F1 Headquarters, the provision of a link between this and the recently approved wind tunnel and HQ, and associated works.

Applicant: Aston Martin Cognizant Formula One

Agent: Ridge

Case Officer: Rebecca Smith

Ward: Silverstone

Reason for Referral: Major application

Committee Date: 06/04/2023

EXECUTIVE SUMMARY OF PROPOSALS AND RECOMMENDATION

RECOMMENDATION: GRANT PERMISSION SUBJECT TO CONDITIONS

Proposal

The proposed development includes the demolition of the original building on the site and construction of a new staff amenity building. The proposed building is 5566sq.m over two floors with associated parking and landscaping. It is located between the approved new HQ and Wind Tunnel buildings. Pedestrian bridges will link the three buildings at first floor level.

Consultations

No consultees have raised **objections** to the application:

The following consultees have raised **no objections** to the application:

- Planning Policy, Environment Agency, National Highways, Local Highways Authority, Environmental Protection, Archaeology, Anglian Water, Crime Prevention Design Advisor, Developer Contributions, Building Control, Lead Local Flood Authority, Ecology.

The following consultees are **in support** of the application:

- Syresham Parish Council, Economic Development

There have been no third party or neighbour responses received.

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 at Section 8 of the report.

The key issues arising from the application details are:

- Principle of Development
- Design, Layout and Impact on Landscape and Character of Area
- Environmental Impact, Noise, Air Quality and Lighting
- Highway Safety
- Residential Amenity
- Drainage
- Archaeology
- Ecology
- Minerals Safeguarding Area

The report looks into the key planning issues in detail, and Officers conclude that the proposal is acceptable subject to conditions.

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 Aston Martin site is located to the west of Silverstone Circuit and is separated by the dual carriageway of Dadford Road. To the north the site is open apart from a small collection of farm buildings and residential dwellings. Silverstone Rally School lies to the northwest. Beyond this the site gives way to open countryside and the land slopes away gradually, this is then punctuated by the Silverstone Bypass (A43). To the east is Dadford Road and the Race Circuit, to the West substantial woodland (identified as Ancient Woodland - 'Lodge Copse/The Straights'), and to the South lies Buckingham Road Industrial Estate.
- 1.2 The application site is at the centre of the 13.1ha Aston Martin site and currently accommodates the original Aston Martin building, which would be demolished to make way for the development. It is located to the west of the approved new Aston Martin Formula 1 Team HQ Building, and to the east of the approved Wind Tunnel.
- 1.3 The site is currently accessed from the Dadford Road via an existing single-track road. A Public Bridleway (ref no: LID/13/1) runs along this single-track road and then out into the countryside to the west. The new HQ consent includes a new entrance and access road which is being formed directly off the Dadford Road. This new entrance will provide access to the application site.

2. CONSTRAINTS

- 2.1. The application site is within:
 - Mineral Safeguarding Area
 - 2km buffer of Local Wildlife Sites:
 - Bucknell Wood, Site ID: S328
 - Syresham Meadow, Site ID: S1468

- Hazelborough Woods, Site ID: S530
- Cheese Copse, Site ID: S374
- Foxhole Copse, Site ID: S334
- Wild Wood, Site ID: S304
- Technical Site Safeguarding Map for Wind Turbine Developments
- Aerodrome Consults, Height Consultation: 15m Obstacles
- Low Risk of Surface Water Flooding
- Flood Zone 1
- Special Landscape Area - Whittlewood Forest and Hazelborough Forest
- Archaeological Assets:
 - Silverstone Airfield (WWII), Monument ID: MNN17558
 - Syresham/Brackley Hatch, Monument ID: MNN115767

3. DESCRIPTION OF PROPOSED DEVELOPMENT

- 3.1. The proposed development includes the demolition of the original building on the site and construction of a new staff amenity building. The proposed building is 5566sq.m over two floors with associated parking and landscaping. It is located between the approved new HQ and Wind Tunnel buildings. Pedestrian bridges will link the three buildings at first floor level.

4. RELEVANT PLANNING HISTORY

- 4.1. The following planning history is considered relevant to the current proposal:

Application Ref.	Proposal	Decision
WNS/2022/0642/MAF	Variation of condition 2 (plans) of WNS/2021/1594/MAF (Wind Tunnel Facility consisting of a wind tunnel with associated machinery and test sections, ancillary office with associated access, reconfiguration of parking, landscaping and associated works) Relocation of the proposed building further east closer to the existing building and service yard, reduction in the overall height of the building, minor amendments to the parking layout and amendments to the overall footprint of the building.	Approved
WNS/2021/1917/FUL	Construction of a temporary modular workshop building.	Approved
WNS/2021/1594/MAF	Wind Tunnel	Approved
WNS/2021/1393/SCR	EIA Screening Opinion for wind tunnel building	EA not required
WNS/2021/1271/FUL	Retrospective consent for retention of 10 portacabins and placement of a further 28 portacabins	Approved
WNS/2021/0833/NMA	Non-Material Amendment - S/2021/0435/MAF	Approved
S/2021/0435/MAF	Variation of condition 2 of S/2019/1490/MAF to increase the footprint of the consented building, including a reduction in height and changes to fenestration. Plant compound footprint increased, and reconfiguration of the site layout to include changes to the internal roads and parking.	Approved
S/2021/0166/FUL	Retention of additional car parking for the headquarters Aston Martin Formula One Team (Part Retrospective).	Approved
S/2020/0444/NMA	Non material amendment to S/2019/1490/MAF	Approved

S/2019/1490/MAF	New building to house headquarters with workshops and design office with associated access, parking and landscaping.	Approved
S/2019/0349/FUL	New canteen facility (Retrospective)	Approved
S/2018/2829/SCR	EIA Screening opinion for proposed construction of new operational headquarters	EA not required
S/2014/2314/FUL	Additional car parking for headquarters of Force India Formula One Team (temporary consent for a term of five years)	Approved

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 South Northamptonshire Local Plan (Part 2) 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 LPP1 are:

- SA – Presumption in Favour of Sustainable Development
- S1 – Distribution of Development
- S7 – Provision of Jobs
- S8 – Distribution of Jobs
- S10 – Sustainable Development Principles
- S11 – Low Carbon and Renewable Energy
- E1 – Existing Employment Areas
- R2 – Rural Economy

South Northamptonshire Local Plan (Part 2) (LPP2)

- 5.4. The relevant policies of the LPP2 are:

- SS2 – General Development and Design Principles
- EMP1 – Supporting Skills
- EMP2 – Existing Commercial Sites
- EMP3 – New Employment Development
- INF4 – Electric Vehicle Charging Points
- NE2 – Special Landscape Areas
- NE4 – Trees, Woodlands and Hedgerows
- NE5 – Biodiversity and Geodiversity

Material Considerations

5.5. Below is a list of the relevant Material Planning Considerations

- National Planning Policy Framework (NPPF)
- Planning Practice Guidance (PPG)
- Supplementary Planning Guidance – Silverstone Circuit Development Brief
- South Northamptonshire Design Guide

6. RESPONSE TO CONSULTATION

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, via the online Planning Register.

Consultee Name	Position	Comment
Silverstone Parish Council	No response received	
Syresham Parish Council	Support	
Planning Policy	No objection	No objection to the principle of development, subject to the requirements of the original consent being complied with and other development management considerations being considered acceptable.
National Highways	No objection	Acknowledge that the relocation of the staff to Building 2 will not result in changes to the staff numbers and that the total number of staff for the whole site will remain the same as previously consented. Therefore, do not anticipate an increase in the number of vehicles on the Strategic Road Network. The Transport Assessment states that the number of parking spaces will remain the same as previously approved.
Local Highways Authority	No objection	Notes no change to the access arrangements, parking allocation or staffing numbers. As previously detailed at the site vehicular and cycle parking will be monitored and additional spaces allocated as required. Application site not affected by a Public Right of Way.
Environmental Protection	No objection subject to conditions	Request conditions regarding: <ul style="list-style-type: none"> • Noise – plant (i.e. refrigeration units and condensers/ heat pump) • Noise & Odour - Kitchen Extractor • Construction Management Plan

		<ul style="list-style-type: none"> • Contaminated Land • External Lighting • Electric vehicle charging infrastructure
Planning Archaeology WNC (NNC)	No objection	The archaeological requirements in connection with previous applications have been met. No further comments to make in respect of the new proposals.
Environment Agency	No objection	Provides comments for the applicant in relation to foul and surface water drainage.
Anglian Water	No objection subject to conditions	No objection subject to a condition requiring a scheme for on-site foul water drainage works and its implementation.
Crime Prevention Design Advisor	No objection	The new building sits within an established site which benefits from controlled access via a gatehouse and access control systems and CCTV are proposed. This new building should be protected by a fit for purpose intruder alarm, and credits towards the BREEAM target of Very Good can be achieved by discussion with Northants Police under Health and Wellbeing section HE06 Security.
Economic Development	Support	Effectively utilises land to in order to effectively develop the local economy. Requests a S106 contribution towards the West Northamptonshire Employment Support Service (WNESS) or alternatively a condition requiring a local labour strategy.
Developer Contributions	No objection	Request informative regarding Superfast Broadband.
Building Control	No objection	
Lead Local Flood Authority (LLFA)	Comments	Insufficient information available to comment on the acceptability of the proposed surface water drainage scheme for the proposed development.
Ecology	No objection	Confirm the submitted Ecological Assessment, Landscape and Ecology Management Plan/Construction Environmental Management Plan (LEMP/CEMP) are appropriate and fit for purpose. Recommends a condition requiring development to be carried out in accordance with the recommendations, mitigation and enhancements in the LEMP/CEMP and the Ecological Assessment.
Wildlife Trust	No response received	
Northants Fire and Rescue	No response received	

Aylesbury Vale District Council	No response received	
NCC Spatial, Environment and Economic Planning	No response received	

7. RESPONSE TO PUBLICITY

- 7.1. There have been no third party or neighbour responses received at the time of writing this report.

8. APPRAISAL

Principle of Development

Policy Context

- 8.1. Policy E1 of the LPP1 seeks to protect against the loss of existing employment sites, and Policy E5 recognises Silverstone Circuit as a 'high performance technology motorsport cluster' and an appropriate location to accommodate further employment, tourism, education and leisure development, in accordance with the adopted Development Brief. Policy R2 of the LPP1 further reinforces this by acknowledging the acceptability of proposals which sustain and enhance the rural economy, where they are of an appropriate scale for their location and respect the environmental quality and character of the rural area, including at part e) the expansion of businesses in their existing locations dependent upon the nature of the activities involved, the character of the site and its accessibility.
- 8.2. Policy EMP2 of the LPP2 permits the intensification of commercial/employment generating development within the existing curtilage or through appropriate exceptions subject to compliance with other policies in the plan and other material considerations. Policy EMP1 requires proposals for major new industrial and commercial development to contribute to increasing or maintaining a skilled workforce.
- 8.3. Chapter 6 of the NPPF seeks to provide for the building of a strong and competitive economy.

Assessment

- 8.4. The current proposal is located within the wider Aston Martin Formula 1 Headquarters (HQ) site and needs to be considered in conjunction with other recent approvals within the site curtilage.
- 8.5. The application seeks permission for the demolition of the existing building and replacement with a new staff amenity building which would physically connect to and be used in conjunction with the new HQ building and Wind Tunnel, which it would sit between.
- 8.6. The existing building is located in the centre of Aston Martin's F1 site; however it is no longer fit for purpose and does not reflect the ambition and innovation of the team. The proposal is for a purpose built building whose design, scale, layout, height and massing have been informed by the previously approved HQ and Wind Tunnel buildings. It will contain uses that all relate to the team's performance, physical and mental health, social

and breakout habits, as well as facilities to support the programme of the adjacent buildings.

- 8.7. The development of this central building will support Aston Martin's flagship operations at this site and in turn help support a vibrant, successful and developing local and rural economy. The building itself is a staff amenity building and as such will not result in the employment of additional staff at the site, however the proposals would contribute to maintaining a skilled workforce in the district. The specific nature of this application is such that it is not considered to be reasonable or necessary to condition a Local Labour Strategy or require a S106 contribution towards the West Northamptonshire Employment Support Service (WNESS).
- 8.8. The Local Plan recognises the contribution that Silverstone Circuit makes to the national and local economy, highlighting that it is a lynchpin for high value and high skill enterprises in motor sport and automotive development. This is reinforced through the Development Brief for the Silverstone Circuit as well as Policy E5 which looks for further motorsport-related development at Silverstone Circuit. It is noted that the site falls outside of the Development Brief boundary, and therefore outside the scope of the above policy; however, the Local Plan acknowledges the importance of this area generally for motorsport. This was recognised in granting planning consent for the new HQ building and wind tunnel.

Conclusion

- 8.9. Given the importance of F1 to the district and the consequential established need for the new Aston Martin HQ site to provide all their operational requirements in one place, it is considered that the proposal is acceptable in principle subject to the acceptability of all other matters that will be outlined in this report. It will safeguard a key business and jobs within the district, which in turn will contribute to supporting a vibrant and successful rural economy and the high-performance technology motorsport cluster at Silverstone Circuit. The proposal is therefore in accordance with the Development plan specifically policies E1 and R2 of the LPP1, Policies EMP1 and EMP2 of the LPP2 and national guidance within the NPPF.

Design, layout and impact on landscape and character of area

Policy Context

- 8.10. Policy S10 of the LPP1 states that (amongst others) 'development will achieve the highest standards of sustainable design incorporating safety and security considerations and a strong sense of place'.
- 8.11. Policy SS2 of the LPP2 requires development to (amongst others): use a design-led approach to demonstrate compatibility and integration in terms of type, scale, massing, siting, form, design, materials and details; and be designed to provide an accessible, safe and inclusive environment maximising opportunities to increase personal safety and security; and incorporate suitable landscape treatment.
- 8.12. Policy NE2 of the LPP2 relates to Special Landscape Areas and highlights that in these areas, planning permission will only be granted for development which will not have a harmful impact on their character and appearance. Particular attention must be paid to design, materials, siting of buildings and the use of land. Also developments of a scale would require a full landscape and visual impact assessment (LVIA) and that the 'LVIA should inform the design of the proposal to minimise negative landscape impacts including the incorporation of mitigation and compensatory measures'.

- 8.13. Chapter 12 of the NPPF reflects Government's requirements for achieving well-designed places with significant emphasis on good quality design. Paragraph 126 relates to the importance of good design and the fact that '*Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities*'.
- 8.14. Chapter 15 of the NPPF concerns the conservation and enhancement of the natural environment with Paragraph 174 explaining that decisions should recognise the intrinsic character and beauty of the countryside, and seeking the protection and enhancement of landscapes/countryside whether designated, valued or otherwise.

Assessment

- 8.15. The application seeks permission for the demolition of the existing building and construction of a new staff amenity building. The building will contain uses that all relate to the team's performance, physical and mental health, social and breakout habits, as well as facilities to support the programme of the adjacent buildings.
- 8.16. The proposed building is 5566m² over two floors with associated parking and landscaping. The design, scale, layout, materials and massing of the proposed building respond to the approved development at this Aston Martin HQ site, thereby creating a strong relationship and a consistent architectural language. Physical pedestrian bridges will link the proposed building to the previously approved HQ and Wind Tunnel, to reinforce a sense of connection and allow staff to move freely between the three facilities. The north elevation is in line with the approved HQ and Wind Tunnel. An external canopy of approximately 8.5m in depth projects off the north elevation providing cover to an external social space.
- 8.17. The existing building is no longer fit for purpose and does not reflect the ambition and innovation of the team. It is not considered to be of significant architectural merit to warrant its retention, and its design is no longer in keeping with the character of the new HQ campus that Aston Martin is creating on this site.
- 8.18. The existing building is of an L shape and has a footprint of approximately 2720m², with a maximum height of around 8.1m. The proposed building is rectangular in form and has a footprint of approximately 3780m², the main section of the building measures approximately 10.5m in height with the top of the rooflight at 11.8 metres. The percentage increase in mass of the proposal, over the existing building, is approximately 75%.
- 8.19. Although the mass and height of the proposed building are larger than that which is to be demolished the proportions relate to the new HQ and Wind Tunnel, which the proposal will sit between (HQ height approximately 10.5m; office section of wind tunnel building approximately 10.5m high, rising to 18.9m around the tunnel itself).
- 8.20. The proposed levels have been developed to ensure the creation of an inclusive and accessible Aston Martin campus. This will be achieved by providing a consistent ground floor Finished Floor Level (FFL) of 149.5m AOD, across all new buildings on the site.
- 8.21. In terms of providing a safe and secure development, the new building sits within an established site which benefits from controlled access via a gatehouse, and access control systems and CCTV are proposed. Northants Police has no objection to what is proposed and provides further advice regarding security.
- 8.22. The landscape proposals aim to extend the principles approved under the HQ and Wind Tunnel applications. The proposal will upgrade and re-configure the existing staff car

park to the south of the building to align in material and layout with the adjacent developments, creating consistency across the Masterplan site.

- 8.23. To the north of the building a covered terrace will be accessed directly from the building via a flush threshold to ensure the space can be enjoyed by all. From here the landscape will transition to sloped parkland falling towards the exercise route surrounding the balancing ponds, which sits outside of this application and within part of the HQ approval.
- 8.24. The Landscape and Visual Impact Appraisal (LVIA) identified that out of the 7 selected viewpoints, there are only two impacts (Viewpoints 5 and 6 on the bridleway adjacent to the site) which have Significant visual effects at Year 1. While the visual effect of the proposed staff amenity building is deemed Significant from Viewpoints 5 and 6, the fact it is replacing an existing building has reduced the magnitude of change to a Moderate Effect. Another factor which has reduced the visual impact of the proposed building is the screening provided by the consented HQ and Wind Tunnel directly adjacent. The HQ is significantly larger and Wind Tunnel significantly higher than proposed building, and as such it is well-screened and therefore less impactful. All other viewpoints will have a Not Significant impact due to distance from the site or surrounding woodland which acts as a buffer. Therefore, considering all these factors, the magnitude of change for the site is predominantly negligible. In terms of the landscape character effects, the magnitude of change in this area is considered to be Slight adverse and Not Significant on completion of the development.
- 8.25. Aston Martin's vision for the site is to create a multi-functional landscape which supports healthy working lifestyles while responding and enhancing the broad character of the wider landscape. The landscape strategy for the whole site has been carefully considered to mitigate any potential landscape and visual impacts identified during the design development process and this is further secured by conditions on the approvals for the HQ and Wind Tunnel which wrap around this site.

Conclusion

- 8.26. The design, scale, layout, materials and massing of the proposed building respond to the previously approved development at Aston Martin, thereby creating a strong relationship and a consistent architectural language across the site in compliance with Policies S10 of the LPP1, SS2 of the LPP2, the Council's Design Guide, and the NPPF.
- 8.27. Turning to the landscape and visual impact, the proposed building will alter the landscape and character of the area to a predominantly negligible extent with visual impact being largely low. The landscape strategy, as part of this site and the previously approved HQ and Wind Tunnel developments, aims to further mitigate the effects of the proposed building and enhance the visual amenity. It is therefore considered to be in accordance with Policies S10 of the LPP1, SS2 and NE2 of LPP2, and the NPPF.

Environmental Impact, Noise/Odour, Air Quality and Lighting

Policy Context

- 8.28. Policy S10 of the LPP1 sets out a number of sustainable development principles and that development will (amongst others) minimise pollution from noise, air and run off. Policy BN9 deals with Planning for Pollution Control states that 'Development that is likely to cause pollution, either individually or cumulatively, will only be permitted if measures can be implemented to minimise pollution to a level which provides a high standard of protection for health and environmental quality'.

- 8.29. Policy S11 of the LPP1 states that proposals should be sensitively located and designed to minimise potential adverse impacts on people, the natural environment, biodiversity, historic assets and should mitigate pollution. All new non-residential developments over 500sqm gross internal floorspace are required to achieve a minimum rating of at least BREEAM Very Good standard (or equivalent) or any future national equivalent zero carbon standard from 2019.
- 8.30. Policy SS2 of the LPP2 requires development to (e) incorporate sensitive lighting schemes that respects the surrounding area and reduce harmful impacts on wildlife and neighbours; (f) not unacceptably harm the amenity of occupiers and users of neighbouring properties and the area through noise, odour, vibration, overshadowing or result in loss of privacy, sunlight daylight or outlook, unless adequate mitigation measures are proposed and secured; and (g) have appropriate regard to its effect on air quality and the effects of air quality on its future occupiers.
- 8.31. Paragraph 185 of the NPPF states that 'planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should: a) mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life; b) identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason; and c) limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.' Paragraph 186 states that 'opportunities to improve air quality or mitigate impacts should be identified'.

Assessment

- 8.32. The application seeks permission for a staff amenity building which will include event space, restaurant, and gym areas.
- 8.33. **Noise/Odour** - Although the building does not appear to have any particularly noisy equipment within it the plant room, kitchen extractor and heat pump are all sources of noise that need to be considered. A noise report has been submitted with the application; however this does not detail the specifics of the mechanical plant to be used at the site. It is therefore considered appropriate in this instance to request a further noise impact assessment and mitigation scheme (by condition) in order to demonstrate and ensure that the rating level of noise emission from the externally fixed building service plant, equipment, or machinery will be no greater than minus 10dB below the prevailing background noise level; as previously defined in the consents for the HQ and Wind Tunnel. A further condition is proposed requiring details of the ventilation system for the commercial kitchen, in order to ensure that odour is also adequately controlled. It is with the above safeguarding conditions that there have been no objections raised by Environmental Health relating to noise or odour.
- 8.34. **Air Quality** - Public Health England's most recent advice is that there is no safe level of particulates and therefore the development should be designed to minimise exposure to emissions from traffic. All development should support sustainable travel, air quality improvements/traffic reduction as required by the NPPF(2018).
- 8.35. An Air Quality Assessment has been submitted with the application which covers the whole Aston Martin site, along with further details to encourage modal shift. The nature of the building is such that the proposals will not generate additional traffic (this is discussed further in paragraphs 8.41 – 8.43). During the construction works, a range of

best practice mitigation measures will be implemented to reduce dust emissions and the overall effect will be 'not significant'. A range of sustainable travel measures have also been incorporated in order to facilitate further improvements in air quality within the vicinity of the proposed development. Overall, the construction and operational air quality effects of the proposed development are judged to be 'not significant'. The Environmental Protection Officer is content with the proposals and these will be secured by condition.

- 8.36. **Lighting** – The lighting scheme for this development has not yet been finalised but will follow the strategy set out for the HQ building. The location of the building within the site is such that it sits between the HQ and Wind Tunnel and is quite a distance from the woodland to the west, which is the main ecologically sensitive receptor. The main change will be an increased visibility of lighting in general within the landscape from Litchlake Farm and Litchlake Barns. However, when taken in the context of the existing building on the site, combined with the background lighting from Silverstone Park and Circuit it is considered that the level of light impact on these properties could be designed so as to be acceptable and compliant with the relevant local and national residential amenity policies. A condition is proposed to require details of external and security lighting prior to commencement of those works.
- 8.37. **Sustainability principles** - The proposal incorporates a range of sustainability principles, including passive, active and renewable design measures; it also meets BREEAM level 'very good' and therefore accords with the sustainability policies both locally and nationally.

Conclusion

- 8.38. The proposal incorporates a range of sustainability principles and meets BREEAM level 'very good'. The nature of the scheme is such that the noise/odour, air quality and lighting matters have been considered and, subject to the relevant safeguarding conditions, would be acceptable and compliant with the Policies S10 and S11 of the LPP1, Policy SS2 of the LPP2 and the NPPF.

Highway Safety

Policy Context

- 8.39. Policy SS2 of the LPP2 requires development to have a satisfactory means of access and provide adequate parking, servicing and turning facilities including for the disabled.
- 8.40. Paragraph 111 of the NPPF explains that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Assessment

- 8.41. The vehicle access point to the site will remain as previously approved by the HQ building, being off the Dadford Road at the North-East corner of the site and operating on a left-in, left-out arrangement.
- 8.42. The Transport Assessment confirms that this planning application will not increase the staff numbers or car parking provision compared to the approved Headquarters and Wind Tunnel Facility. It is therefore considered appropriate that the Traffic Cap Plan and Travel Plan serving the Headquarters and Wind Tunnel Facility site continue to serve the proposed staff amenity building and the relevant conditions will be included within this permission. For the avoidance of doubt, this will include all commitments and obligations including staff surveys, 'guaranteed lift home' and monitoring of the electric car/cycle

parking located close to buildings along with not exceeding the approved cap on peak hour traffic movements.

- 8.43. National Highways have undertaken an independent trip generation exercise and consider that the anticipated development trips remain in line with the trip generation from the previously approved land use for storage/ warehouse. They acknowledge that the relocation of the staff to the staff amenity building will not result in changes to the staff numbers and that the total number of staff for the whole site will remain the same as previously consented. There is therefore no anticipated increase in the number of vehicles on the Strategic Road Network and no objection from National Highways or the Local Highway Authority.

Conclusion

- 8.44. A Transport Assessment dated July 2022 has been undertaken which identifies no additional traffic generation by the proposed amenity building. On that basis National Highways and the Local Highways Authority raise no concerns. Conditions relating to the development traffic cap and travel plan on the HQ and Wind Tunnel applications will be replicated on this application. It is therefore considered that the proposal is compliant with Policy SS2 of the LPP2, and the NPPF.

Residential amenity

Policy context

- 8.45. Policy S10 of the LPP1 sets out a number of sustainable development principles and that development will (amongst others) minimise pollution from noise, air and run off. Policy BN9 deals with Planning for Pollution Control.
- 8.46. Policy SS2 of the LPP2 requires development: (f) to incorporate sensitive lighting schemes that respects the surrounding area and reduce harmful impacts on wildlife and neighbours; (g) result in adequate standards of living for future occupiers and will not unacceptably harm the amenity of occupiers and users of neighbouring properties and the area through noise, vibration, overshadowing or result in loss of privacy or loss of sunlight and daylight.

Assessment

- 8.47. The nearest residential properties are those at Litchlake Barn and Litchlake Farm. Concern regarding the proximity of the development and these properties has been previously considered at the time of the HQ and Wind Tunnel applications.
- 8.48. In this instance the application involves the removal of an existing building on the site and replacement with a larger more modern building. The proposed building is approximately 2.4m taller than the existing, with a rooflight that projects a further 1.3m above the main roof. It will sit approximately 12m closer to the dwelling of Litchlake Barn than the existing building, and includes a further 8.5m deep external canopy off its north elevation. Although the mass and height of the proposed building are larger than that which is to be demolished the proportions relate to the new HQ and Wind Tunnel, which the proposal will sit between and link to via first floor walkways.
- 8.49. It is acknowledged that the size and location of the proposed amenity building are such that they will have an effect on the amenities of the neighbouring properties. The rear wall of the proposed amenity building is located approximately 97m from the rear wall of Litchlake Barns and 85m from their residential curtilage. There are two small square windows in the first floor of Litchlake Barns that face onto and have views across the

application site. However the views from the ground floor windows in the dwelling are limited due to the drop in land levels.

- 8.50. The red line boundary of the current application does not extend up to the edge of Aston Martins wider site. The land between the application site and the rear boundary of Litchlake Barns is being controlled through conditions on the previous HQ consent. This area has been designated to provide balancing ponds and screening landscaping to protect the amenities of the occupiers at Litchlake Barns from the HQ development. The landscaping to be provided as part of the extant application will also serve to protect the amenities of the occupiers at Litchlake Barns from any significant overlooking, overbearing effects, or light pollution from the proposed amenity building.
- 8.51. The nature of the amenity building with its restaurant and gym does have the potential to create noise and odour, however this can be suitably controlled through the use of safeguarding conditions as discussed in the previous section of this report.
- 8.52. There have been no objections received from neighbouring properties at the time of writing this report and no objections from Environmental Protection.

Conclusion

- 8.53. It was acknowledged during the consideration of the previous applications at the site that there would be a change to the amenities of the occupiers of Litchlake Farm and Litchlake Barn from the proposed HQ and Wind Tunnel developments, but it was considered that the measure of mitigation to be provided would limit the impact in terms of visual amenity, noise, and light. This position is reflected in the current proposal. It is therefore with the above safeguarding conditions and landscape mitigation that the proposal is not considered to cause significant harm to the amenity of neighbouring residents in accordance with Policies S10 and BN9 of the LPP1 and Policy SS2 of the LPP2.

Drainage

Policy Context

- 8.54. Policy BN7 of the LPP1 and Policy SS2 of the LPP2 requires development to provide satisfactory surface water drainage and incorporate mitigation identified through an assessment of flood risk.
- 8.55. Paragraph 167 of the NPPF states that in determining planning applications, Local Planning Authorities should ensure that flood risk is not increased elsewhere. Applications of over 1Ha in Flood Zone 1 (i.e. major development) should be accompanied by a Flood Risk Assessment.

Assessment

- 8.56. A Flood Risk Assessment was submitted with the application and a further Surface and Foul Water Drainage Strategy (dated February 2023) has been submitted in response to the Lead Local Flood Authority's (LLFA) request for further information. This document advises that surface water runoff generated from the development is proposed to discharge into the attenuation pond located to the northwest of the site, which has been designed to accommodate storm volumes from both the Wind Tunnel and the proposed staff amenity building. A flow control device will be installed at the outfall of the attenuation pond to control the flow before it enters the drainage ditch in the eastern boundary of the site.

- 8.57. The LLFA has not raised an objection to the proposals, but has sought further information from the applicant. The Surface Water and Foul Water drainage strategy was submitted in response to this request and is currently with the LLFA for assessment and comment. A further update will be provided on this matter once their response is received.
- 8.58. Foul drainage from the staff amenity building will be collected via a traditional below ground drainage network discharging to a foul packaged pumping chamber which will lift the flow to enable connection into the B1 drainage network, eventually draining to the Foul Treatment Plant as approved as part of the HQ works. Anglian Water has raised no objection subject to the addition of a condition requiring a detailed scheme for on-site foul water drainage works, including connection point and discharge rate.

Conclusion

- 8.59. No objections have been received in relation to the proposed Surface Water and Foul Water proposals at the site but the Local Planning Authority is awaiting feedback on the applicant's most recent drainage strategy. Adequate surface and foul water strategies have been agreed on both of Aston Martin's HQ and Wind Tunnel approvals, and there is no reason to believe that this will not be achievable for the current application. A further update will be provided on this matter.

Archaeology

Policy context

- 8.60. Policy HE2 of the LPP2 explains that when considering proposals that may affect sites that potentially have remains of archaeological importance, they will not be assessed until an appropriate desk-based assessment and where necessary a field assessment has been undertaken. Where remains are found there is a presumption that these should be preserved in situ.

Assessment

- 8.61. The site is within the Archaeological Assets Sites of Silverstone Airfield (WWII), and Syresham/Brackley Hatch.
- 8.62. The previous HQ and Wind Tunnel applications included conditions requiring the development be implemented and carried out in accordance with an approved Written Scheme of Archaeological investigation (WSI). The Archaeological Advisor has confirmed that the archaeological requirements in connection with previous applications have been met and they have no comments to make in respect of this proposal.

Conclusion

- 8.63. The development of the site will not have a harmful impact on any archaeological remains and is in accordance with Policy HE2 of the LPP2 and the NPPF.

Ecology Impact

Legislative context

- 8.64. The Conservation of Habitats and Species Regulations 2017 provide for the designation and protection of 'European sites' and 'European protected species' (EPS). Under the Regulations, competent authorities such as the Council have a general duty to have regard to the EC Habitats Directive and Wild Birds Directive.

- 8.65. In terms of EPS, the Regulations make it an offence (subject to exceptions) to deliberately capture, kill, disturb, or trade in the animals listed in the Regulations, or pick, collect, cut, uproot, destroy, or trade in the plants listed therein. However, these actions can be made lawful through the granting of licenses by the appropriate authorities by meeting the requirements of 3 strict legal derogation tests:
- a. Is the development needed to preserve public health or public safety or other imperative reasons of overriding public interest including those of a social or economic nature and beneficial consequences of primary importance for the environment?
 - b. That there is no satisfactory alternative.
 - c. That the action authorised will not be detrimental to the maintenance of the population of the species concerned at a favourable conservation status in their natural range.

Policy Context

- 8.66. Paragraph 170 of the NPPF states that Planning policies and decisions should contribute to and enhance the natural and local environment by (amongst others): a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils; and d) minimising impacts on and providing net gains for biodiversity. Paragraph 175 states that planning authorities should refuse planning permission if significant harm to biodiversity cannot be avoided, adequately mitigated, or, as a last resort, compensated for and should support development whose primary objective is to conserve or enhance biodiversity. Opportunities to incorporate biodiversity improvements in and around developments should be encouraged, especially where this can secure measurable net gains for biodiversity.
- 8.67. Paragraph 180 of the NPPF states that planning decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should (amongst others) limit the impact of light pollution from artificial light on nature conservation.
- 8.68. National Planning Practice Guidance (PPG) states that Local Planning Authorities should only require ecological surveys where clearly justified, for example if there is a reasonable likelihood of a protected species being present and affected by development. Assessments should be proportionate to the nature and scale of development proposed and the likely impact on biodiversity.
- 8.69. Policy NE3 of the LPP2 seeks to conserve and wherever possible enhance green infrastructure . Policy NE4 seeks to protect and integrate existing trees and hedgerows wherever possible and requires new planting schemes to use native or similar species and varieties to maximise benefits to the local landscape and wildlife. Policy NE5 requires that proposals aim to conserve and enhance biodiversity and geodiversity in order to provide measurable net gains. Development proposals will not be permitted where they would result in significant harm to biodiversity or geodiversity, including protected species and sites of international, national and local significance, ancient woodland, and species and habitats of principal importance identified in the United Kingdom Post-2010 Biodiversity Framework.
- 8.70. Policy BN2 of the LPP1 states that development that will maintain and enhance existing designations and assets or deliver a net gain in biodiversity will be supported.

Development that has the potential to harm sites of ecological importance will be subject to an ecological assessment and required to demonstrate: 1) the methods used to conserve biodiversity in its design and construction and operation 2) how habitat conservation, enhancement and creation can be achieved through linking habitats 3) how designated sites, protected species and priority habitats will be safeguarded. In cases where it can be shown that there is no reasonable alternative to development that is likely to prejudice the integrity of an existing wildlife site or protected habitat appropriate mitigation measures including compensation will be expected in proportion to the asset that will be lost. Where mitigation or compensation cannot be agreed with the relevant authority development will not be permitted.

Assessment

- 8.71. Natural England's Standing Advice states that an LPA only needs to ask an applicant to carry out a survey if it's likely that protected species are present on or near the proposed site.
- 8.72. The application is supported by an Ecological Assessment dated July 2019 (Ref: 8181.EcoAss.vf1) by Ecology Solutions, and a Landscape and Ecology Management Plan /Construction Environmental Management Plan (LEMP/CEMP) dated September 2020 by Ecology Solutions. Further Ecology Statement (8181) dated October 2021 by Ecology Solutions, submitted with a previous application WNS/2021/1594/MAF, confirms that the habitats and conditions present on site have changed little since the original surveys in 2019, therefore no additional or update surveys are required at this time as the state of protected species and habitats on site are unlikely to have changed.
- 8.73. Appropriate mitigation measures are presented within the submitted LEMP/CEMP for Reptiles, Badgers, Bats, Great Crested Newts and Nesting Birds. The habitat enhancements detailed in the LEMP/CEMP will ensure that a net gain in biodiversity is achieved in line with NPPF.

Conclusion

- 8.74. Officers are satisfied, on the basis of the advice from the Council's Ecologist and the absence of any objection from Natural England, and subject to conditions, that the welfare of any EPS found to be present at the site and surrounding land will continue and be safeguarded notwithstanding the proposed development and that the Council's statutory obligations in relation to protected species and habitats under the Conservation of Habitats & Species Regulations 2017, have been met and discharged.

Minerals Safeguarding Area

Policy context

- 8.75. Policy 28 of the MWLP states that 'Development of a significant nature within Minerals Safeguarding Areas will have to demonstrate that the sterilisation of proven mineral resources of economic importance will not occur as a result of the development, and that the development would not pose a serious hindrance to future extraction in the vicinity. If this cannot be demonstrated, prior extraction will be sought where practicable. Development of a non-mineral related nature within the Mineral Safeguarding Areas which is incompatible with the safeguarding of minerals should not proceed unless:
- it can be clearly demonstrated to the satisfaction of the Mineral Planning Authority that the mineral concerned is no longer of any value, or potential Value, or that substantial (economically viable) deposits of a similar quality exist elsewhere in the county, or the mineral can be extracted, where practicable, prior to the development taking place, or

- the incompatible development is of a temporary nature and can be completed with the site restored to a condition that does not inhibit extraction within the timescale that the mineral is likely to be needed, or
- the development is of a minor nature which would not inhibit extraction of the mineral resource, or
- there is an overriding need for the development’.

Assessment

8.76. It has been established through the previous applications on this site that there has been no interest in the site for mineral extraction and its value for such purposes is considered very limited. In conjunction with this the site needs to be considered in context of what is in situ and the degree of permanency. The site has already been developed with the existing factory and associated parking already in place. Recent planning applications for the new HQ building and Wind Tunnel have been approved, with construction on the HQ well underway. The potential for the site to be utilised for mineral extraction is not therefore possible.

Conclusion

8.77. The proposed building is on the site of an existing building which in turn forms part of a collection of buildings previously approved. There is a need for the development associated with the existing business on the site, the principle of the development is acceptable and compliant with the Development Plan, and as such Policy 28 of the MWLP is also complied with.

9. PLANNING BALANCE AND CONCLUSION

- 9.1. Given the importance of F1 to the district and the consequential established need for the new Aston Martin HQ site to provide all their operational requirements in one place, it is considered that the proposal is acceptable in principle. It will safeguard a key business and jobs within the district, which in turn will contribute to supporting a vibrant and successful rural economy and the high-performance technology motorsport cluster at Silverstone Circuit.
- 9.2. The design, scale, layout, materials and massing of the proposed building respond to the previously approved development at Aston Martin, thereby creating a strong relationship and a consistent architectural language across the site.
- 9.3. Turning to the landscape and visual impact, the proposed building will alter the landscape and character of the area to a predominantly negligible extent with visual impact being largely low. The landscape strategy, as part of this site and the previously approved HQ and Wind Tunnel developments, aims to further mitigate the effects of the proposed building and enhance the visual amenity.
- 9.4. The proposal incorporates a range of sustainability principles and meets BREEAM level ‘very good’. The nature of the scheme is such that the noise/odour, air quality and lighting matters have been considered and, subject to the relevant safeguarding conditions, would be acceptable.
- 9.5. A Transport Assessment has been undertaken which identifies no additional traffic generation by the proposed amenity building and on that basis National Highways and the Local Highways Authority raise no concerns. Conditions relating to the development traffic cap and travel plan on the HQ and Wind Tunnel applications will be replicated on this application.

- 9.6. It was acknowledged during the consideration of the previous applications at the site that there would be a change to the amenities of the occupiers of Litchlake Farm and Litchlake Barn from the proposed HQ and Wind Tunnel developments, but it was considered that the measure of mitigation to be provided would limit the impact in terms of visual amenity, noise, and light. This position is reflected in the current proposal. It is therefore with the above safeguarding conditions and landscape mitigation that the proposal is not considered to cause significant harm to the amenity of neighbouring residents.
- 9.7. Adequate surface and foul water strategies have been agreed on both of Aston Martin's HQ and Wind Tunnel approvals, and there is no reason to believe that this will not be achievable for the current application.
- 9.8. The welfare of any EPS found to be present at the site and surrounding land will continue and be safeguarded notwithstanding the proposed development. The development of the site will not have a harmful impact on any archaeological remains.
- 9.9. The proposal is therefore in accordance with the development plan specifically policies S10, S11, E1, BN2, BN9, and R2 of the LPP1; Policies SS2, EMP1, EMP2, NE2, NE5, HE2 of the LPP2; Policy 28 of the MWLP; the Council's Design Guide; and national guidance within the NPPF.

10. RECOMMENDATION / CONDITIONS AND REASONS

RECOMMENDATION – DELEGATE TO THE ASSISTANT DIRECTOR FOR PLANNING AND DEVELOPMENT TO GRANT PERMISSION SUBJECT TO:

- 1. ADEQUATE SURFACE WATER DRAINAGE INFORMATION BEING SUBMITTED TO ADDRESS THE COMMENTS OF THE LEAD LOCAL FLOOD AUTHORITY (WITH DELEGATED AUTHORITY TO THE ASSISTANT DIRECTOR FOR PLANNING AND DEVELOPMENT TO ADD ANY RECOMMENDED DRAINAGE CONDITIONS) AND**
- 2. SUBJECT TO THE S106 AGREEMENT AND CONDITIONS SET OUT BELOW (AND ANY AMENDMENTS TO THOSE CONDITIONS AS DEEMED NECESSARY)**

CONDITIONS

TIME LIMITS AND GENERAL IMPLEMENTATION CONDITIONS

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

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

Approved Plans and Documents

2. The development shall not be carried out otherwise than in complete accordance with the approved plans and details unless a non-material or minor material amendment is approved by the Local Planning Authority under the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended). The approved plans and details are:

- Location Plan - Drawing No. 5017844-RDG-XX-ST-PL-A.0001 Rev A
- Proposed Site Plan - Drawing No. 5017844-RDG-XX-ST-PL-A.0003 Rev B
- Proposed Ground Floor Plan - Drawing No. 5017844-RDG-XX-00-PL-A.0101 Rev B
- Proposed First Floor Plan - Drawing No. 5017844-RDG-XX-01-PL-A.0102 Rev B
- Proposed Roof Plan - Drawing No. 5017844-RDG-XX-RF-PL-A.0103 Rev B
- Proposed Elevations (1 of 2) - Drawing No. 5017844-RDG-XX-XX-EL-A.0105 Rev B
- Proposed Elevations (2 of 2) - Drawing No. 5017844-RDG-XX-XX-EL-A.0106 Rev B
- Proposed Sections - Drawing No. 5017844-RDG-XX-XX-SE-A.0110 Rev B
- Pedestrian Bridge Link A - Drawing No. 5017844-RDG-XX-01-EL-A.0107 Rev B
- Pedestrian Bridge Link B - Drawing No. 5017844-RDG-XX-01-EL-A.0108 Rev B
- Transport Assessment (2273/TA/01) by Highgate Transportation dated July 2022
- BREEAM Pre Assessment Report by Ridge dated 4 July 2022
- Landscape and Visual Impact Appraisal by MacFarlane+Assocs dated July 2022
- Landscape and Ecology Management Plan / Construction Environmental Management Plan 8181.LEMP/CEMP.vf2 by Ecology Solutions dated September 2020
- Air Quality Assessment J3694A/1/F1 by Air Quality Consultants dated July 2019
- Archaeological Desk Based Assessment 1484/01 by Lanpro Services Ltd. dated January 2019
- Ecological Assessment 8181.EcoAss.vf1 by Ecology Solutions dated July 2019
- Flood Risk Assessment Report dated 10 July 2019
- Planning Statement by Ridge dated 08.07.2022
- Design and Access Statement by Ridge dated 08.07.2022
- Response to Environmental Protection - Encouraging Model Shift email dated 24 February 2023

Reason : To clarify the permission and for the avoidance of doubt.

Ecology

3. The development hereby permitted shall be carried out in accordance with the recommendations, mitigation and enhancements in the Landscape and Ecology Management Plan/Construction Environmental Management Plan dated September 2020 by Ecology Solutions and section 5 of the Ecological Assessment by Ecology Solutions dated July 2019, unless otherwise agreed in writing by the Local Planning Authority.

Reason : To protect habitats and/or species of importance to nature conservation from significant harm in accordance with the Government's aim to achieve sustainable development as set out in Section 15 of the National Planning Policy Framework.

Air Quality

4. The development hereby permitted shall be carried out in accordance with the recommendations set out in Section 7 of the Air Quality Assessment by Air Quality Consultants dated 16 July 2019 and measures for Encouraging Model Shift contained within the email dated 24 February 2023, unless otherwise agreed in writing by the Local Planning Authority.

Reason : In the interests of sustainability and to ensure a satisfactory form of development, in accordance with Policy SS2 of the South Northamptonshire Local Plan Part 2 and Government advice in the National Planning Policy Framework.

CONDITIONS REQUIRING LOCAL PLANNING AUTHORITY WRITTEN APPROVAL
OR TO BE COMPLIED WITH BEFORE ANY DEVELOPMENT COMMENCES

Finished Floor Levels

5. No development shall take place until details of all finished floor levels in relation to existing and proposed site levels and to the adjacent buildings have been submitted to and approved in writing by the Local Planning Authority. The development hereby permitted shall be constructed in accordance with the approved levels.

Reason : In order to safeguard the visual amenities of the area in accordance with advice within Section 12 of the National Planning Policy Framework. This information is required prior to commencement of the development as it is fundamental to the acceptability of the scheme.

Land Contamination

6. No part of the development hereby permitted shall take place until:
- a) a desk study and site walk over to identify all potential contaminative uses on site, and to inform the conceptual site model has been carried out by a competent person and in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11', and
 - b) has been submitted to and approved in writing by the Local Planning Authority.

No development shall take place until the Local Planning Authority has given its written approval that it is satisfied that no potential risk from contamination has been identified.

Reason: To ensure that any ground and water contamination is identified and adequately addressed to ensure the safety of the development, the environment and to ensure the site is suitable for the proposed use to comply with Policy SS2 of the South Northamptonshire Local Plan Part 2, Policy BN9 of the West Northamptonshire Joint Core Strategy, and Section 15 of the National Planning Policy Framework. This information is required prior to commencement of the development as it is fundamental to the acceptability of the scheme.

7. If a potential risk from contamination is identified as a result of the work carried out under condition 6 above, then no part of the development hereby permitted shall take place until:
- a) a comprehensive intrusive investigation in order to characterise the type, nature and extent of contamination present has been carried out;
 - b) the risks to receptors and to inform the remediation strategy proposals has been documented as a report undertaken by a competent person and in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11' and
 - c) both (a) and (b) above has been submitted to and approved in writing by the Local Planning Authority.

No development shall take place unless the Local Planning Authority has given its written approval that it is satisfied that the risk from contamination has been adequately characterised as required by this condition.

Reason: To ensure that any ground and water contamination is adequately addressed to ensure the safety of the development, the environment and to ensure the site is suitable for the proposed use, to comply with Policy SS2 of the South Northamptonshire Local Plan, Policy BN9 of the West Northamptonshire Joint Core Strategy, and Section 15 of the National Planning Policy Framework. This information is required prior to commencement of the development as it is fundamental to the acceptability of the scheme.

8. If contamination is found by undertaking the work carried out under condition 7, then no development hereby permitted shall take place until
- a) a scheme of remediation and/or monitoring to ensure the site is suitable for its proposed use has been prepared by a competent person and in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11' and
 - b) has been submitted to and approved in writing by the Local Planning Authority.

No development shall take place until the Local Planning Authority has given its written approval of the scheme of remediation and/or monitoring required by this condition.

Reason: To ensure that any ground and water contamination is adequately addressed to ensure the safety of the development, the environment and to ensure the site is suitable for the proposed use, to comply with Policy SS2 of the South Northamptonshire Local Plan, Policy BN9 of the West Northamptonshire Joint Core Strategy, and Section 15 of the National Planning Policy Framework. This information is required prior to commencement of the development as it is fundamental to the acceptability of the scheme.

Construction Method Statement

9. No development shall take place, including any works of demolition until a Construction Method Statement has been submitted to, and approved in writing by the Local Planning Authority. The statement shall provide for at a minimum:
- a) The parking of vehicles of site operatives and visitors;
 - b) The routing of HGVs to and from the site;
 - c) Loading and unloading of plant and materials;
 - d) Storage of plant and materials used in constructing the development;
 - e) The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
 - f) Wheel washing facilities including type of operation (automated, water recycling etc) and road sweeping;
 - g) Measures to control the emission of dust and dirt during construction;
 - h) A scheme for recycling/ disposing of waste resulting from demolition and construction works;
 - i) Delivery, demolition and construction working hours;
 - j) Measures to control overspill of light from security lighting
 - k) A nominated Developer/Resident Liaison Representative with an address and contact telephone number to be circulated to those residents consulted on the application by the developer's representatives. This person will act as first point of contact for residents who have any problems or questions related to the ongoing development.

The approved Construction Method Statement shall be adhered to throughout the construction period for the development.

Reason : To ensure the environment is protected during construction in accordance with Policy SS2 of the South Northamptonshire Local Plan Part 2 and Government guidance contained within the National Planning Policy Framework. This information is required prior to commencement of the development as it is fundamental to the acceptability of the scheme.

CONDITIONS REQUIRING LOCAL PLANNING AUTHORITY WRITTEN APPROVAL OR TO BE COMPLIED WITH BY DEVELOPER BEFORE SPECIFIC CONSTRUCTION WORKS TAKE PLACE

Foul Drainage

10. Prior to the construction above damp proof course, a scheme for on-site foul water drainage works, including connection point and discharge rate, shall be submitted to and approved in writing by the Local Planning Authority. Prior to occupation the foul water drainage works must have been carried out in complete accordance with the approved scheme.

Reason: To prevent environmental and amenity problems arising from flooding and to accord with Sections 14 and 15 of the National Planning Policy Framework.

Fire Safety

11. No development shall take place above ground level until (a) a fire engineered report to show the fire strategy and means of escape and (b) a scheme and timetable detailing the provision of fire hydrants, a building fire protection system and their associated infrastructure has been submitted to and approved in writing by the Local Planning Authority. The fire hydrants, building fire protection system and associated infrastructure shall thereafter be provided in accordance with the approved scheme and timetable.

Reason : To ensure adequate fire safety measures are installed within the building and water infrastructure provision is made on site for the local fire service to tackle any property fire in accordance with Government Guidance contained within the National Planning Policy Framework.

Materials

12. Samples of the cladding and louvred screening to be used in the construction of the walls of the building shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of those works. The development shall be carried out in accordance with the samples so approved.

Reason : To ensure that the materials are appropriate to the appearance of the locality and to ensure the satisfactory appearance of the completed development in accordance with Policy SS2 of the South Northamptonshire Local Plan Part 2 and Government guidance contained within the National Planning Policy Framework.

13. Samples of the material to be used in the covering of the roof of the building shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of those works. The development shall be carried out in accordance with the samples so approved.

Reason : To ensure that the materials are appropriate to the appearance of the locality and to ensure the satisfactory appearance of the completed development in accordance

with Policy SS2 of the South Northamptonshire Local Plan Part 2 and Government guidance contained within the National Planning Policy Framework.

Architectural Detailing

14. Notwithstanding the details shown on the approved plans, further details of the architectural detailing of the exterior of the building shall be submitted to and approved in writing by the Local Planning Authority prior to the construction of the building above slab level. The development shall thereafter be carried out in accordance with the approved details.

Reason : In order to safeguard the visual amenities of the area in accordance with Policy SS2 of the South Northamptonshire Local Plan Part 2.

Landscaping

15. A scheme for landscaping the site shall be provided to and approved in writing by the Local Planning Authority which shall include:-

(a) details of the proposed tree and shrub planting including their species, number, sizes and positions, together with grass seeded/turfed areas and written specifications (including cultivation and other operations associated with plant and grass establishment i.e. depth of topsoil, mulch etc),

(b) details of the existing trees and hedgerows to be retained as well as those to be felled, including existing and proposed soil levels at the base of each tree/hedgerow and the minimum distance between the base of the tree and the nearest edge of any excavation,

(c) details of the hard landscaping including hard surface areas, pavements, pedestrian areas and steps.

Such details shall be provided prior to the development progressing above slab level or such alternative time frame as agreed in writing by the developer and the Local Planning Authority. The approved scheme shall be implemented by the end of the first planting season following occupation of the development.

Reason : To ensure that a satisfactory landscape scheme is provided in the interest of well planned development and visual amenity and to accord with Policy SS2 of the South Northamptonshire Local Plan Part 2 and Government guidance contained within the National Planning Policy Framework.

16. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the building or on the completion of the development, whichever is the sooner, and shall be maintained for the lifetime of the development. Any trees and/or shrubs which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent for any variation.

Reason : To ensure that the agreed landscaping scheme is maintained over a reasonable period that will permit its establishment in the interests of visual amenity and

to accord with Policy SS2 of the South Northamptonshire Local Plan Part 2 and Government guidance contained within the National Planning Policy Framework.

Development Traffic Cap

17. Prior to first use or occupation of the development hereby permitted a methodology for assessing the peak hour trips from the site and development traffic cap, including measures to reduce development trips in the event of a breach in the development traffic cap, shall be submitted to and approved by the Local Planning Authority.

Reason: To ensure that no more development trips are attracted by the development hereby permitted than as defined by the methodology set out in the approved Transport Assessment, including measures to reduce development trips in the event of a breach in the development traffic cap and to ensure that the A43 continues to serve its purpose as part of a national system of routes for through traffic in accordance with Section 10(2) of the Highways Act 1980 in the interests of road safety.

Travel Plan

18. A Travel Plan shall be submitted to and approved in writing by the Local Planning Authority prior to the first use or occupation of the development hereby permitted. The Travel Plan shall comprise:
- a) The appointment of a Travel Plan Co-ordinator to manage the Travel Plan.
 - b) The provision of showers, changing facilities and lockers for the benefit of commuters travelling by foot, cycle, and motorbike.
 - c) The provision of secure and covered cycle parking close to the changing facilities. The cycle parking will also include a fixed pump/workstand to allow minor repairs to be undertaken where necessary, e.g. puncture repair and gear indexing.
 - d) The provision of a 'guaranteed ride home' facility for car sharing members of staff in the event of an emergency.
 - e) Details of a car sharing scheme and database to be implemented and maintained to help staff form car sharing arrangements.
 - f) Monitoring of the cycle and electric vehicle parking spaces to ensure supply is sufficient and keeps up with future trends.

The approved Travel Plan shall thereafter be implemented and operated in accordance with the approved details.

Reason : In the interests of sustainability and to ensure a satisfactory form of development, in accordance with Government advice in the NPPF.

Cycle parking

19. Prior to the first use or occupation of the development hereby permitted, covered cycle parking facilities shall be provided on the site in accordance with details to be first submitted to and approved in writing by the Local Planning Authority. The covered cycle parking facilities so provided shall thereafter be permanently retained and maintained for the parking of cycles in connection with the development.

Reason : In the interests of promoting sustainable transport modes in accordance with Government advice in the National Planning Policy Framework.

Electric Vehicle Charging Provision

20. Prior to the commencement of the construction of the approved car parking areas, a scheme for 10% of the car parking spaces to be provided with DC fast charging equipment or equivalent charging equipment shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall thereafter be implemented before the first use of those parking areas and the charging points shall thereafter be maintained in working order.

Reason: To ensure that sufficient charging points are provided and to comply with Policy S10 of the West Northamptonshire Joint Core Strategy and Policy INF4 of the South Northamptonshire Local Plan Part 2, and to maximise opportunities for sustainable transport modes in accordance with paragraph 110(e) of the National Planning Policy Framework.

Crime Prevention Measures

21. Prior to first use of the building hereby permitted, full details of the proposed security and crime prevention measures for the site (including measures such as CCTV, lighting, intruder alarms, adequate access control and perimeter treatments) shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.

Reason: In the interests of crime prevention in accordance with Policy S10 of the Joint Core Strategy for West Northamptonshire and Policy SS2 of the South Northamptonshire Local Plan Part 2.

Noise

22. Prior to the installation of any new externally fixed building service plant, equipment or machinery at the site, a noise impact assessment and noise mitigation scheme shall be submitted to and approved in writing by the Local Authority. The noise assessment shall be undertaken in accordance with the procedures detailed in BS 4142:2014 Method for Rating and Assessing Industrial and Commercial Sound, in order to demonstrate and ensure, that the rating level of noise emission from the externally fixed building service plant, equipment or machinery will be no greater than minus 10dB below the prevailing background noise level, determined to be 41 dB LAf90, 15 min between 07:00 to 23:00, and 35 dB LAf90, 15 min between 23:00 hours to 07:00 hours, as assessed at 1 metre from the façade of the nearest noise sensitive premises at Litchlake Farm and Litchlake Barns. The approved externally fixed building service plant, equipment or machinery shall be installed in accordance with the approved details and thereafter shall be operated and maintained in accordance with the approved scheme.

Reason : To ensure the creation of a satisfactory environment free from intrusive levels of noise from the proposed development and to meet the aims of the Government guidance contained within the National Planning Policy Framework, Noise Policy Statement for England, The Governments Planning Practice Guidance, and Policy SS2 of the South Northamptonshire Local Plan Part 2.

Ventilation and Odour

23. A scheme for the ventilation and extraction of cooking fumes shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the use of the premises as a staff restaurant/cafe. The approved system shall be installed

and operated in accordance with the approved scheme at all times the building is in use for the purposes hereby permitted.

Reason : To protect the amenities of nearby residents and the character of the area and to comply with Policy SS2 of the South Northamptonshire Local Plan Part 2.

Land Contamination

24. If remedial works have been identified in condition 7, the development shall not be occupied until the remedial works have been carried out in accordance with the scheme approved under condition 8. A verification report that demonstrates the effectiveness of the remediation carried out must be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that any ground and water contamination is adequately addressed to ensure the safety of the development, the environment and to ensure the site is suitable for the proposed use, to comply with Policy SS2 of the South Northamptonshire Local Plan, Policy BN9 of the West Northamptonshire Joint Core Strategy, and Section 15 of the National Planning Policy Framework.

25. If, during development, contamination not previously identified is found to be present at the site, no further development shall be carried out until full details of a remediation strategy detailing how the unsuspected contamination shall be dealt with has been submitted to and approved in writing by the Local Planning Authority. Thereafter the remediation strategy shall be carried out in accordance with the approved details.

Reason: To ensure that any ground and water contamination is identified and adequately addressed to ensure the safety of the development, the environment and to ensure the site is suitable for the proposed use, to comply with Policy SS2 of the South Northamptonshire Local Plan, Policy BN9 of the West Northamptonshire Joint Core Strategy, and Section 15 of the National Planning Policy Framework.

Lighting

26. Details of the external lighting and security lighting including the design, position, orientation and any screening of the lighting shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of those works. The lighting shall be installed, operated and maintained for the lifetime of the development, in accordance with the approved scheme at all times thereafter.

Reason : In order to safeguard the visual amenities of the area and protect the amenities of nearby residents in accordance with Policy SS2 of the South Northamptonshire Local Plan Part 2 and Government advice in The National Planning Policy Framework.

CONDITIONS TO BE COMPLIED WITH AT ALL TIMES

BREEAM

27. The development hereby permitted shall be constructed to at least a BREEAM Very Good standard.

Reason : To ensure energy and resource efficiency practices are incorporated into the development in accordance with the Government's aim to achieve sustainable development as set out in the National Planning Policy Framework.

Outside Storage

28. No goods, materials, plant or machinery shall be stored, repaired, operated or displayed outside the building unless otherwise approved in writing by the Local Planning Authority.

Reason : In order to safeguard the visual amenities of the area in accordance with Policy SS2 of the South Northamptonshire Local Plan Part 2.

Forklift Vehicles

29. All forklift vehicles operated within the service yard shall be fitted only with directional/broadband-white noise type reversing alarms unless otherwise approved in writing by the Local Planning Authority.

Reason : To ensure the creation of a satisfactory environment free from intrusive levels of noise in accordance with Policy SS2 of the South Northamptonshire Local Plan Part 2.

INFORMATIVES:-

1. Notification of intention to connect to the public sewer under S106 of the Water Industry Act Approval and consent will be required by Anglian Water, under the Water Industry Act 1991. Contact Development Services Team 0345 606 6087.

Protection of existing assets - A public sewer is shown on record plans within the land identified for the proposed development. It appears that development proposals will affect existing public sewers. It is recommended that the applicant contacts Anglian Water Development Services Team for further advice on this matter. Building over existing public sewers will not be permitted (without agreement) from Anglian Water.

Building near to a public sewer - No building will be permitted within the statutory easement width of 3 metres from the pipeline without agreement from Anglian Water. Please contact Development Services Team on 0345 606 6087.

The developer should note that the site drainage details submitted have not been approved for the purposes of adoption. If the developer wishes to have the sewers included in a sewer adoption agreement with Anglian Water (under Sections 104 of the Water Industry Act 1991), they should contact our Development Services Team on 0345 606 6087 at the earliest opportunity. Sewers intended for adoption should be designed and constructed in accordance with Sewers for Adoption guide for developers, as supplemented by Anglian Water's requirements.

2. All planting within the ecological enhancement/non-formal landscaped areas should be of UK native local provenance species of a mix that is reflective of that found locally in similar habitats.
3. The West Northamptonshire Joint Core Strategy Local Plan (Part 1) (December 2014) policy C1, Changing Behaviour and Achieving Modal Shift, states that new development should be accessed by fibre to the premise (FTTP) technology. This supports the government's Gigabit programme and local targets to see 80% full fibre and 90% gigabit coverage by the end of 2028. Developers should approach telecoms providers at the earliest opportunity to agree gigabit-ready infrastructure and connectivity plans. The network capability delivered by full fibre technology supports the fastest broadband speeds available, is considered future proof, and will bring a multitude of opportunities, savings and benefits. It may also add value to the development and is a major selling

point to attract potential homebuyers and occupiers, with many people now regarding fast broadband as one of the most important considerations.

Efficiencies can be secured if ducting works and other network infrastructure is planned early and carried out in co-operation with the installations of standard utility works. Any works carried out should be compliant with the Manual of Contract Documents for Highways Works - specifically Volume 1 Specification Series 500 Drainage and Ducts, and Volume 3 Highway Construction Details Section 1 - I Series Underground Cable Ducts. These documents can be found at: <https://www.standardsforhighways.co.uk/ha/standards/mchw/index.htm> Streetworks UK Guidelines on the Positioning and Colour Coding of Underground Utilities Apparatus can be found here: National Joint Utilities Group (<http://streetworks.org.uk/>). Proposals should also be compliant with Part R, Schedule 1 of the Building Regulations 2010 (soon to be amended to strengthen requirements for gigabit connectivity to new dwellings) and the Approved Document R.

Some telecoms network providers have dedicated online portals providing advice for developers, including:

Openreach <https://www.ournetwork.openreach.co.uk/property-development.aspx>

Virgin media <https://www.virginmedia.com/broadband/network-expansion>

OFNL (GTC) <https://www.ofnl.co.uk/house-builders/>

CityFibre <http://cityfibre.com/property-developers>

Details of other fibre network providers operating locally, including Gigaclear Networks and Glide, can be found here <http://www.superfastnorthamptonshire.net/how-are-we-delivering/Pages/telecoms-providers.aspx>

For help and advice on broadband connectivity in West Northamptonshire email the Superfast Northamptonshire Team at bigidea.ncc@northnorthants.gov.uk (<https://www.superfastnorthamptonshire.net/Pages/home.aspx>)

4. Contractors and sub-contractors must have regard to BS 5228-2:2009 "Code of Practice for Noise Control on Construction and Open Sites" and the Control of Pollution Act 1974.
5. Foul drainage should be connected to the main sewer. Where this is not possible, under the Environmental Permitting Regulations 2010 any discharge of sewage or trade effluent made to either surface water or groundwater will need to be registered as an exempt discharge activity or hold a permit issued by the Environment Agency, addition to planning permission. This applies to any discharge to inland freshwaters, coastal waters or relevant territorial waters.

Please note that the granting of planning permission does not guarantee the granting of an Environmental Permit. Upon receipt of a correctly filled in application form we will carry out an assessment. It can take up to 4 months before we are in a position to decide whether to grant a permit or not.

Domestic effluent discharged from a treatment plant/septic tank at 2 cubic metres or less to ground or 5 cubic metres or less to surface water in any 24 hour period must comply with General Binding Rules provided that no public foul sewer is available to serve the development and that the site is not within a Groundwater Source Protection Zone.

A soakaway used to serve a non-mains drainage system must be sited no less than 10 metres from the nearest watercourse, not less than 10 metres from any other foul soakaway and not less than 50 metres from the nearest potable water supply, spring or borehole.

Where the proposed development involves the connection of foul drainage to an existing non-mains drainage system, the applicant should ensure that it is in a good state of repair, regularly de-sludged and of sufficient capacity to deal with any potential increase in flow and loading which may occur as a result of the development.

Where the existing non-mains drainage system is covered by a permit to discharge then an application to vary the permit will need to be made to reflect the increase in volume being discharged. It can take up to 13 weeks before we decide whether to vary a permit. Further advice is available at:

<https://www.gov.uk/permits-you-need-for-septic-tanks>