

**Application Number:** WNN/2022/0996

**Location:** Dallington Grange, Mill Lane, Kingsthorpe, Northampton, NN5 7PZ

**Development:** Reserved Matters Application (Access, Appearance, Landscaping, Layout and Scale) pursuant to Outline Planning Permission N/2014/1429 for 329no Units on Phase 1 at Dallington Grange SUE

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**Applicant:** Persimmon Homes Midlands

**Agent:** Persimmon Homes Midlands

**Case Officer:** Andrew Longbottom

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**Ward:** Duston East Unitary Ward

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**Referred By:** The report is referred by the Assistant Director – Planning and Development

**Reason for Referral:** Major Development on allocated SUE site

**Committee Date:** 17/04/2023

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## **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**

The application is for reserved matters for 329 dwellings that's forms the first parcel of phase 1 of the development.

### **Consultations**

The following consultees have raised **objections** to the application:

- British Horse Society

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

- Harlestone Parish Council
- Sport England
- Canal and Rivers Trust
- The Ramblers
- Environment Agency
- WNC Archaeology
- WNC Strategic Housing
- WNC Planning Policy

- Northants Badger Group
- Local Highway Authority
- WNC Ecology
- WNC Landscape Consultant
- WNC Strategic Housing
- Stagecoach Bus Company
- WNC Environmental Protection
- WNC Arboricultural Officer

Three letters of objection and one letter providing comments have been received.

## **Conclusion**

The application has been assessed against the relevant policies in the NPPF, the adopted emerging Local Plans 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 and Layout
- The Proposed Mix of Dwellings
- Affordable dwellings
- Residential Amenity and noise
- Ecology
- Building for a Healthy Life Assessment
- Highways and Parking
- Sustainability
- Drainage and Flood Risk
- Landscaping

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 application site is 9.7 hectares and relates to parcel 1A of the applications site that forms approximately half of the residential area for phase 1 of the proposed of the Dallington Grange development allocated for development under policy N7 of the Local Plan Part 1. The reserved matters application site lies at south west corner of the site adjacent to the proposed public open spaces that separated the site from the Lodge Farm Industrial Estate and adjacent to the new NWRR that runs to the north west of the site. To the north and north east of the site is bridleway HW6 and to the south of the site is bridleway NW21.
- 1.2 The outline application site is situated approximately 3.7km to the north-west of the town centre on the urban fringe of Northampton. It is bound to the north/ north east

by the mainline railway and the Brampton Arm of the River Nene, and by Kings Heath residential estate to the south east. The southern boundary comprises allotments, residential development and Lodge Farm industrial Estate. Dallington Heath/Harlestone Firs, an area of woodland, is situated to the west and north west, with Northamptonshire County Golf Course to the north. The site is currently accessed via a metalled single-track private drive from Nene Way, an estate road providing access to Mill Lane.

- 1.3 The outline application site comprises 208 hectares of predominantly mixed agricultural fields, with Grange Farm, a residential farmstead and associated commercial activities, located to the north of the site, a waste/storage facility adjacent and a telecommunications building and mast situated to the north east.

## **2 CONSTRAINTS**

- 2.1 The relevant constraints are

- Allocation for development under policy N7 of the LPP1
- The Sywell Airport Buffer
- Public bridleway HW21 runs to the south west of the site
- Public Bridleway HW6 runs to the north and east of the site
- Part of the site is at risk of groundwater flooding
- Part of the site is of archaeological interest
- The site lies within the proximity of Local Wildlife Sites.

## **3 DESCRIPTION OF PROPOSED DEVELOPMENT**

- 3.1 In February 2021 a hybrid planning permission (outline but with part of the north west relief road in part) granted by Northampton Borough Council for up to 3000 dwellings, a secondary school, two primary schools 7.2 Ha of employment land, Local Centre, redevelopment of Grange Farm, Extension of the North West bypass, open space, landscaping, and flood management works.
- 3.2 This development is a reserved matters application seeking detailed planning permission for parcel 1A of the development The application is for reserved matters approval for 329 dwellings which includes 24 affordable dwellings. The associated public open space and play area will be the subject of a future open space reserved matters application for phase 1 of the development.
- 3.3 The reserved matters the applicants are seeking approval for are access, appearance, landscaping, layout and scale.
- 3.4 The proposed mix of the housing is as follows

### Free market Dwellings

- 2 bed dwellings - 62
- 3 bed dwellings - 80
- 4 bed dwellings - 124
- 5 bed dwellings – 16

### Affordable Dwellings

- 1 bed dwellings – 4
- 2 bed dwellings – 11

- 3 bed dwellings – 8
- 4 bed dwellings – 1

#### 4 RELEVANT PLANNING HISTORY

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

Application Ref.	Proposal	Decision
N/1995/215	Outline application – comprehensive residential development, together with retail, employment and other land uses including access roads.	Not proceeded with.
WN/2006/0001	Residential and Mixed Use Development	Withdrawn 20.06.06
WN/2006/0002	Comprehensive development of approximately 2,500 Dwellings and Mixed Use Development Site	Withdrawn 20.06.06.
N/2007/0154	Development comprising up to 3,500 dwellings; a local centre of up to 4.15ha (Classes A1-A5, B1(a), C2, C3, D1 and D2); an employment area up to 10 ha (Classes B1, B2 and B8); two primary schools; reuse and redevelopment of Grange Farm for cafe/restaurant/public house or hotel.	Withdrawn 30.06.15
N/2014/1429	Outline Planning Application for up to 3,000 dwellings including affordable housing, employment land, a local centre, 2 primary schools; secondary school; redevelopment of Grange Farm for cafe/restaurant/public house or hotel; extension of the North West Bypass on the site; provision of open space and strategic landscaping.	Approved 19.02.21

#### 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 polices of the LPP1 are:

Policy S1 - The Distribution of Development  
 Policy S2 – Hierarchy of Centres  
 Policy S3 - Scale and Distribution of Housing Development  
 Policy S4 - Northampton Related Development Area  
 Policy S5 - Sustainable Urban Extensions  
 Policy H4 – Sustainable Housing  
 Policy S10 - Sustainable Development Principles  
 Policy S11 - Low Carbon and Renewable Energy  
 Policy C1 - Changing Behaviour and Achieving Modal Shift  
 Policy C2 - New Developments  
 Policy RC2 - Community Needs  
 Policy H1 - Housing Density and Mix and Type of Dwellings  
 Policy H2 - Affordable Housing  
 Policy H4 - Sustainable Housing  
 Policy BN2 - Biodiversity  
 Policy BN3 - Woodland Enhancement and Creation  
 Policy BN7a - Water Supply, Quality and Wastewater Infrastructure  
 Policy BN7 - Flood Risk  
 Policy BN9 - Planning for Pollution Control  
 Policy INF1 – Approach to Infrastructure Delivery  
 Policy N1 – The Regeneration of Northampton  
 Policy N7 – Northampton Kings Heath SUE

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

- 5.4 The Northampton Local Plan Part 2 was adopted on 23<sup>rd</sup> March 2023. Building on the West Northamptonshire Joint Core Strategy (WNJCS) which was adopted in December 2014, it was prepared to help further guide planning decisions in the Northampton area and forms part of the Development Plan for the Northampton area, along with the WNJCS, the Minerals and Waste Local Plan and "made" neighbourhood plans. Therefore, the policies relevant to this application as set out below:

Policy 1 - Presumption in Favour of Sustainable Development.  
 Policy 2 – Placemaking.  
 Policy 3 – 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 Management.  
 Policy 14 - Type and Mix of Housing.  
 Policy 27 – Sustaining and Enhancing Existing, And Supporting The Creation of, Northampton’s Green Infrastructure.  
 Policy 29 - Supporting and Enhancing Biodiversity.  
 Policy 32 – Designing Sustainable Transport and Travel.  
 Policy 34 – Transport Schemes and Mitigation.  
 Policy 35 – Parking Standards.  
 Policy 36 – Electronic Communication Networks.

#### Supplementary Planning Documents

- Northampton Parking Standards (November 2019)
- Planning out Crime in Northamptonshire SPG 2004
- Biodiversity SPD for Northamptonshire (adopted September 2017)
- Residential Extensions and Alterations Design Guide (adopted December 2011)

## Other Material Considerations

- Northampton Green infrastructure Plan (2016)
- Open Space, Sport and Recreation Needs Assessment and Audit (2009)
- National Planning Policy Framework (NPPF)
- Dallington Heath Residential Design Code.

## **6 RESPONSE TO CONSULTATION**

6.1 Below is a summary of the consultation responses received for the original submission of the reserved matters. Responses are available to view in full on the Council's website.

<b>Consultee Name</b>	<b>Position</b>	<b>Comment</b>
Harlestone Parish Council	Comment	I do not believe that the application falls within Harlestone or Harlestone Manor Parishes.
Sport England	Comment	Sport England wishes to raise no comment.
Canal and Rivers Trust	Comment	This application falls outside the notified area for its application scale. We therefore have no comment to make on this application.
The Ramblers	No comments	No observations to make on this application.
Historic England	Comment	In this case we are not offering advice.
NHS	Comment	The development will place additional strains upon the NHS and hence the development should contribute £167k to off set the impacts of the development.
Environment Agency	No comments	No comments on the development however point out that conditions on the outline permission still need to be discharged.
WNC Archaeological Advisor	Comments	(i) There are no measures to protect the Heritage Park during construction (ii) The development facing onto the heritage park presents a rather regular and undifferentiated division between open space and residential development.
WNC Strategic Housing	Comments	(i) Accessibility standards are set by condition 13 and there is no need to meet the M4(3) standard and the application meets the required standards. (ii) It is not clear how bed spaces the 2 and 3 bed affordable houses have. (iii) The 2- and 3-bedroom affordable houses should have a separation between the kitchen and living space.

WNC Conservation Officer	No comments received	It is not anticipated that there is anything to be gained from Conservation comments on the reserved matters given further to the “ <i>No Objection</i> ” recorded on the Outline Application.
Natural England	Comment	Natural England has no comments to make on this reserved matters application.
WNC Planning Policy	Comments	<ul style="list-style-type: none"> <li>(i) A proportion of the housing should meet M4(3) accessibility standard.</li> <li>(ii) There should be 10 serviced plots for custom builds on the site.</li> <li>(iii) The development need to deliver on the Northampton Green Infrastructure Plan.</li> <li>(iv) The development is expected to contribute to open space provision.</li> <li>(v) The development should include a sustainability statement.</li> <li>(vi) The development needs show a net biodiversity net gain.</li> <li>(vii) It is recommended that WNC Ecology provides comments on any requirements relating to the local and potential wildlife sites.</li> </ul>
Northants Badger Group	No comment received.	
Police Crime Prevention Design Advisor	Comment	Notes there are no rear parking courts in this phase of the development.
British Horse Society	Objects	Bridleway HW21 should not be altered to asphalt/tarmac and the development appears to include a new Key Bridleway which could be accessible to horse riders which would be welcome. It is also not clear how the routes in this phase link in with the wider network.
WNC Environmental Protection	Objects	The noise assessment/report currently does not predict the worst-case cumulative noise impact on future occupiers from all noise sources from the industrial estate. Further assessment is required.
Local Highway Authority	Comments	<ul style="list-style-type: none"> <li>(i) The shared surface areas need adjusting.</li> <li>(ii) Forward visibility splays need to be unobscured</li> <li>(iii) Vehicle to vehicle visibility splays are not correct in all locations.</li> <li>(iv) Parking provision needs to be in accordance with the Council’s standards and three tandem parking spaces are not acceptable.</li> <li>(v) The boundary plan shows hedgerows within the vision splays,</li> </ul>

		<p>but it does not state what species.</p> <p>(vi) There are no details of the design of the fences.</p> <p>(vii) Hedgerows must not be planted within the pedestrian visibility splays of accesses. There is no way to ensure these will be maintained and not exceed 0.6m in height.</p> <p>(viii) Any planting of hedges / shrubs must be a minimum of 1m from the highway boundary to prevent overgrowth encroachment.</p> <p>(ix) All roads and junctions are to be tracked with a 4 axle refuse vehicle opposed by a large car, and two large cars opposing each other.</p>
WNC Ecology	Comments	<p>(i) The grassland mix needs to be amended.</p> <p>(ii) The native shrub mix needs to be amended</p> <p>(iii) The proposed mix of trees needs amending</p> <p>(iv) The proposed fencing does not include hedgehog holes.</p>
WNC Landscape Consultants	Comments	<p>(i) There is no information on the swales earthworks profiles and depths and associated swale hardware.</p> <p>(ii) The design of the swales needs to include landscape, engineering and ecology teams</p> <p>(iii) The tree and shrub planting and species proposed within the submitted drawings offer limited landscape character by specifying tree species not associated with swales/wetlands.</p> <p>(iv) There is an opportunity to consider creating a stronger landscape identity to the road, cycleway, and footpath corridor.</p>
Arboricultural Officer	Comments	<p>(i) There is no details of the proposed protection measure for the tree adjacent to plot 287.</p> <p>(ii) More details of the tree to be retained need to be submitted.</p>
Lead Local Flood Authority	Comment	<p>We would advise that there is sufficient information available to comment on the acceptability of the proposed surface water drainage scheme for the proposed development and, we have no objection.</p>



### Officer Comments

Regarding the comments by the NHS all developer contributions were determined at the hybrid application stage.

The comments from the British Horse society the matters raised relate to areas that lie outside this reserved matters submission.

Regarding the provision of M4(3) housing, the hybrid planning permission required 10% of the dwellings to be built to the M4(2) standard, there is no requirement for any dwellings to be built to the M4(3) standard. The provision of serviced plots for custom builds on the site, again this was not a requirement of the hybrid planning permission.

6.2 During January and February of this year revised plans and details were submitted in relation to layout, house types, landscaping, noise and archaeology and these have been the subject of a reconsultation. The responses received are set out below.

WNC Strategic Housing	Comments	(i) It is not clear how many bed spaces the 2 and 3 bed affordable houses have. (ii) The 2 and 3 bedroom affordable houses should have a separation between the kitchen and living space.
WNC Archaeology	Comments	The development as proposed is in accordance with the approved Heritage Management Plan. Once the protective fence around the Heritage Park is erected the developer should provide photographs of it.
Stagecoach Bus Company	Comments	(i) The position of the bus stops is in accordance with the Design Code and the company is content with the positions. (ii) A loop bus route through phase 1 would be the most advantageous anticlockwise past the school. (iii) The proposed bus stop next to plot 186 is well positioned for the one way service. (iv) Another stop or stop pair is required near to plot 311 (v) There needs to be a further stop outside the primary school, although this lies outside the application site. (vi) The two northerly bus stops within phase 1a should only be provided if the need is demonstrated (vii) When the Hawksmoor access is opened it is possible the bus service might no longer use the Primary Street through Phase 1a. (viii) Tandem drives may lead to on street parking.

WNC Ecology Officer	Comments	The previous comments have been addressed subject to detailed species comments.
WNC Environmental Protection	Comments	The revised noise assessment correctly assesses the noise environment in which the development is located. This demonstrates that there are no noise issues emanating from the Lodge Road industrial estate. With regard predicted traffic noise from the bypass the proposed mitigation measure of mechanic ventilation on selected plots and a slight increase in height of garden boundary treatments will adequately address any adverse impact.
Local Highway Authority	Comment	No further response received
WNC Arboricultural Officer	Comments	No objection however when the Heritage Park is designed attention needs to be given to the proposed land levels to ensure the retained trees are not adversely affected.
WNC Landscaping Consultant.	Comments	(i) There is an absence of proposed earthwork profiles and depths of the swales and associated headwalls, outfalls, connections, and associated engineering hardware (ii) It is recommended that a review is undertaken to specify tree and shrub species to reflect the linear characteristic of swales and suggestion of a water course to give visual identity and continuity to the overall swale system. (iii) There is an opportunity to consider creating a stronger landscape identity to the road, cycleway, and footpath corridor by a simplification of the range of tree and shrub species.

## 7 RESPONSE TO PUBLICITY

Below is a summary of the third party and neighbour responses received at the time of writing this report.

7.1 There have been five letters of objection raising the following matters:

- (i) it is not clear how the development will impact on the residents of Conway Close, (ii) the development will be detrimental to the species that use the site

including, bats, deer, birds, owls, pheasants, storks and foxes, (iii) other sites should be considered for development before this site, (iv) Hawksmoor Close should not be used for construction traffic, (v) the development will lead to unacceptable noise, vibration and pollution to the residents of Hawksmoor Close, (vi) the development will lead to increased parking on Hawksmoor Close, (vii) the revised walking and cycling plan shows the HW21 bridleway as a cycle path and should be illustrated as a bridleway and any upgrade to the surface should be for multi users and suitable for horses, (please see comments of the British Horse Society) (viii) the central green corridor through the development needs to be designed appropriately to allow for it to be fully acceptable to horse riders to allow a circular route for equestrians through the development.

7.2 There have been one letter received that does not object to the development but makes the following observations.

(i) the development will lead to more noise on Hawksmoor Close, (ii) the development will lead to subsidence on Hawksmoor Close, (iii) the development will be detrimental to highway safety on Hawksmoor Close,

## **8 APPRAISAL**

### Principle of Development

8.1 This application is a detailed reserved matters proposal, and the principle of the development has already been approved under hybrid planning permission N/2014/1429 in February 2021. Furthermore, the site lies on land allocated for development within the LPP1 under Policy N7 (Northampton Kings Heath SUE). The approved Dallington Grange Residential Design Code also sets out agreed parameters for the development.

### *Assessment*

8.2. This application can only examine the detailed matters submitted and the principle of develop nor the parameters of the outline planning permission can be re-examined as part of the consideration of this application.

### *Conclusion*

8.3. Hybrid planning permission has already been granted for this development where it was determined that the development was acceptable in principle. This application only seeks approval of details pertaining to this permission and therefore the principle of the development cannot be reassessed.

### Design and Layout

### *Policy Context*

8.4. Policies 2, 3 and 4 of the emerging Northampton LPP2 requires new development to use a design led approach to ensure that developments are compatible with their surroundings and be designed well for the intended use, have legible layouts, provide adequate amenity for future residents, achieve the Building for a Healthy Life certification, and use high quality materials. In this case a Design Code has been agreed for the residential part of Dallington Grange which has assessed local character and sets out the general design rules to be applied to detailed schemes for the various phases within the development.

## *Assessment*

- 8.5. The general layout of the streets and blocks are consistent with the approved Masterplan, Access Parameters Plan, Green Infrastructure Plan and Land Use Plan of the hybrid permission. The layout for Phase 1a is divided up into a series of residential blocks and open spaces by primary streets, secondary streets and side/shared surface streets and private drives. The dwellings are predominantly located around the perimeter of each block with frontages facing outwards thereby creating good surveillance of the public realm/streets and private and secure rear gardens within the centre of the blocks. This aligns with good urban design principles and the Design Code.
- 8.6. Most dwellings are located in a 'back-to-back' arrangement (i.e. rear garden boundary to rear garden boundary) which will help to ensure that rear gardens are more secure, private and tranquil and create active, well overlooked and safer streets and public spaces. Public facing rear boundary enclosures will be brick walls to create a better quality of development which will enhance the character and appearance of the scheme.
- 8.7. The proposals include approximately 30 different house types with some of these having variations (different architectural detailing and facing materials) to respond to the character areas and the type of frontages set out in the approved Design Code. Phase 1a lies within the Firs Neighbourhood Character area which is influenced by the rural vernacular of Northamptonshire as set out in the Design Code which include traditional detailing of the buildings with brick, painted brick and rendered dwellings with the occasional stone dwelling.
- 8.8. Within this character area are two sub area divisions. The first is the Firs Gateway, which marks the entrance to the site and requires a higher standard of development where there is a high predominance of stone dwellings (approximately 50%) with stock bricks for the facing of the buildings and natural slate for the roofs, with coloured windows and more traditional architectural detailing. In this area the majority of the dwellings are 2 storeys with the occasional 2.5 storey dwelling used at prominent locations. The second is the Firs Street Frontage, which relates to the principal road through the phase and within this area the majority of the dwellings are 2.5 storey with some 3 storey and 2 storey dwellings also in accordance with the Design Code. In addition, it has a more contemporary style of development including wire cut bricks and more contemporary architectural detailing to differentiate it from the remainder of the Firs Character area. In respect of these differing character areas the proposals are in accordance with the adopted Design Code.
- 8.9. In addition to the above the frontage onto the Heritage Park to the north, larger dwellings are used fronting onto provide drives to provide a gentler and greener transition to the parkland area. On the southern boundary to the site are detached and semi-detached dwellings fronting predominantly onto private drives to provides a transition to the public open space to the south.
- 8.10. The main road layout also includes a large swale, which forms part of the sustainable urban drainage system for the development, and these will be landscaped and provide an attractive additional feature within the main highway through the development. In comparison to a conventional footpath and grass verge these will help enhance this space and also assist with the understanding of the hierarchy of the streets through the development. Further details of can be required through a planning condition.

- 8.11 The house type typologies, i.e. the parameters of heights, depth and form of the dwellings, are set out in detail in the Design Code and the proposals are in accordance with the provisions of the code.
- 8.12 The adopted Design Code establishes densities for each phase. Within phase 1a there will be lower densities adjacent to the Heritage Park with higher densities towards the centre of the phase with medium density along the southern boundary of the site facing onto the public open space to the south. Having examined the proposed against the Design Code the proposals for the Phase 1a of the development are in accordance with the Design Code in relation to densities, the average density across the phase 1a being 33 dwellings per hectare.

#### *Conclusion*

- 8.13 The proposed layout, house types and density are consistent with the approved hybrid permission and Design Code parameters, as such the proposed development would create a high quality and attractive living environment for a new community and be sympathetic to the character and appearance of the area.

#### The Proposed Mix of Dwellings

##### *Policy Context*

- 8.14 Policy 14 of the emerging Northampton Local Plan states that the mix of housing should reflect the need for housing in Northampton and the evidence, as stated in the Local Plan, sets out that there is a need for smaller dwellings and in particular singles out the need for 2 bed dwellings. The table in the emerging Northampton Local Plan sets out that there is evidence that 20% of new dwellings should be 2 bedroom units.

##### *Assessment*

- 8.15 The proposed mix of free market dwellings proposed are as follows
- 2 Bed 62 Units –
  - 3 Bed 98 units
  - 4 bed 129 units
  - 5 bed 26 units

##### *Conclusion*

- 8.16 The development does achieve the 20% of free market dwellings being 2 bedrooms as required by the emerging Local Plan and therefore in that respect the development is acceptable. In addition, the development provides a healthy amount of 3 and four bedroom dwellings which are suitable for family accommodation and the number of 5 bedroom dwellings remains low. As such it is considered that the mix of dwellings is considered to be acceptable.

#### Affordable Housing

##### *Policy Context*

- 8.17 Policy H2 of the West Northamptonshire Joint Core Strategy requires that 35% of dwellings on development of 15 dwellings or more should be affordable. When the hybrid application was approved the percentage of affordable houses was set at 10% as a result of a viability assessment. This lower amount was agreed as the

development needs to deliver part of the North West Relief Road as part of the development, which takes up a large part of the money available for developer contributions. In addition, part of the 10% affordable dwellings is provided in a larger group of 100 affordable dwellings that provided on land to the south east of the site on land owned by the Council. Therefore, across the remainder of Phase 1a is 6.9% of the dwellings need to be affordable. There is the provision for the viability of the development to be reviewed which could impact the provision of the affordable house but this trigger for this is not until the delivery of the 2100th dwelling.

### *Assessment*

- 8.18 The application proposes a total of 24 affordable dwellings which totals 7.3% which is above the 6.9% required by the S106 agreement. Of the 24 dwellings 17 are affordable rent provided in the mix set out below

1 bed dwellings – 1 unit  
2 bed dwellings – 8 units  
3 bed dwellings – 6 units  
4 bed dwellings – 1 units.

In addition, 7 dwellings are shared ownership provided in the mix set out below

1 bed dwellings – 2 units  
2 bed dwellings – 3 units  
3 bed dwellings – 2 units

- 8.19 The Council's Strategic Housing Team have been consulted on the proposals for affordable dwellings and have not raised any objections to the proposal. They have made comments relating to the layout of the 2 and 3 bed affordable housing units and that they consider that the living areas and the kitchen areas should remain separate. The developer has considered the request however they consider this to be normal arrangement and do not see the need to make any changes. In addition, the Strategic Housing team have clarified that this is a preference rather than an objection.

### Residential Amenity and Noise

#### *Policy Context*

- 8.20 Policies H1 and BN9 of the LPP1 and Policy 4 of the emerging Northampton Local Plan requires developments to have a high standard of residential amenity. Separation distances for extensions are set out in the Council SPD on Residential Extensions and Alterations Design Guide and has been used for this development.
- 8.21 The back-to-back separation distance for 2 storey dwellings is 21 metres and this raises to 27 metres for three storey dwellings.
- 8.22 One constraint on the site is the difference in levels within some of the development blocks. The site has been redesigned following comments from officer to remove the need for large retaining walls to provide a better environment for the new residents as far as possible. A section drawing has been provided to illustrate the relationship between dwellings.
- 8.23 In relation to noise, the site fronts onto public open space which separates the site from the Lodge Farm Industrial Estate which contains a large variety of industries, some of which can be used throughout the night. Conditions 24 and 25 of the outline

planning permission requires reserved matters applications to be accompanied by a noise assessment for transport and industrial noise and proposed mitigation measures.

### *Assessment*

- 8.24 The separation distances for the two and two and a half storey dwellings do comply with the separation distance as set out in the SPD. There are a total of 10 three storey dwellings all located along the main highway in accordance with the Design Code, on the plan the back-to-back separation distance vary from 21 to 24 metres, whilst the guidance in the states that it should be 27 metres. As the houses are in a continuous street scene it is difficult, in urban design terms, to accommodate the change from 2 to 3 storey dwellings without the 3 storey dwellings stand significantly further forward in the street than the neighbouring two or two and a half storey dwellings. Therefore, it has been considered that in order to keep an attractive street frontage a lesser separation distance as set out above would be acceptable given the small number of three storey dwellings proposed.
- 8.25 The topography on parts of the Dallington Grange site and how to accommodate it and still create an attractive street scene with perimeter development blocks is going to be a reoccurring challenge. The layout proposed does create difference of ground levels between dwellings with a back-to-back relationship with a difference in ground levels of just over 2 metres with a back-to-back separation distance of 21 metres, whilst guidance suggests that given the difference in levels this should be 23 metres. However, an increase in distance cannot be achieved without affecting the design of the perimeter block. Given the difficulties in accommodating the additional distance and the small number of dwellings affected it is considered that on balance the proposals are acceptable.
- 8.26 With regards to noise, the applicants have submitted a revised noise survey with the application. Officers have consulted the Council's Environmental Protection Team and they have confirmed that the assessment is robust and the conclusion that the industrial noise will not impact the development is agreed. With regard to road noise, the proposed mitigation measure will provide an acceptable living environment for the occupiers.

### *Conclusion*

- 8.27 The issues in relation to noise have been satisfactorily addressed by the application. In addition, the residential amenity of the new residents is protected by the application complying with the Council design standards in terms of overlooking and separation distances where practicable. With regards to levels, whilst the relationships are not ideal the issue only affects approximately 7 dwellings on the whole site and is such it is considered that, on balance, the proposals are acceptable.

### Ecology

#### *Policy Context*

- 8.28 Policy BN2 of the LPP1 states that development which maintain or enhance biodiversity will be supported and where biodiversity is damaged mitigation will be required. Policy 29 of the emerging Northampton Local Plan states that major development should deliver a net gain in biodiversity

### *Assessment*

- 8.29 The outline planning application was supported by a full ecological assessment and a full Environmental Impact Assessment which details the ecological impacts of the development and the measures needed to mitigate the impacts. These mitigation measure will primarily be located within the Public Open Space and therefore do not fall to be considered under this reserved matter application. However, the submission does include details of some of the measures which will be forthcoming in the Phase 1 public open space including new acid grassland and wildflower grasslands.
- 8.30 In addition within the swales are of wet wildflower grasses will be provided as well as a range of native aquatic and marginal species will be provided. Within the development opportunities will be taken to provide new tree, shrub and herbaceous planting comprising a wide range of native and wildlife beneficial species. The proposals also include measures to move reptiles out of the area for phase 1 prior to any development taking place and details of the bird and bat box scheme for the dwellings.
- 8.31 The Council's Ecology Officer has been consulted on the submitted information and had no objections to make, however made comments on the specification of the proposed landscaping for the swales. The applicants have submitted a revised scheme for the landscaping of the swales however these require further amendment, and the Ecology Officer will be reconsulted on the revised submission required by condition.

#### *Conclusion*

- 8.32 The majority of the Ecological mitigation occurs outside this residential phase of the development however there are opportunities through the provision of bird and bat boxes throughout the development which have been accepted by the Ecology Officer. Further proposals through appropriate landscaping of the site are required by condition.

#### Building For a Healthy Life Assessment.

- 8.33 The Dallington Design Code and Policy 3 of the Emerging Northampton Local Plan require the development to be assessment against the Building for a Health Life advice. This means assessing the development against 12 criteria including.
- Natural connections
  - Walking cycling and public transport
  - Facilities and services
  - Homes for everyone
  - Making the most of what is there
  - A memorable character
  - Well defined streets and spaces
  - Easy to find your way around
  - Healthy streets
  - Cycle and parking
  - Green and blue infrastructure
  - Back of pavement, front of home
- 8.34 The Building for a Heathy Life assessment has been made for this site, this is an urban design toolkit, referenced in the NPPF with a 12-point design assessment process.



- 8.35 Using the criteria the proposal scores very well against Facilities and Services, Homes for Everyone, Making the Most of What is There, A Memorable Character, Cycle and Parking, Green and Blue Infrastructure, Back of Pavement, and front of Home. The scheme scores acceptably against the Easy to Find Your Way Around criteria however there are certain criteria within the Healthy Street citers which are missed and that relates to detailed street design criteria such as tighter traffic junctions and pavements and cycleways that continue across side streets. There has to be a balance achieved between highways and design considerations and it is the view of officers that this does not provide a sound reason to withhold reserved matters consent.

#### *Conclusion*

- 8.36 The main modification to the Northampton Local Plan states that development should achieve 9 passes out of the 12 criteria and using that criteria the development is acceptable and therefore the Building for a Healthy Life Assessment suggests that the application has reached an acceptable standard and should be approved.

#### Highways and Parking

#### *Policy Context*

- 8.37 Policies C1 and C2 of the LPP1 requires developments to be access by a number of different modes of transport. Policies 32, 33 and 35 of the emerging Northampton Local Plan requires developments to be accessible by multiple means of transport, be safe in highway terms and provide the parking as required in the Council SPD on parking.

#### *Assessment*

- 8.38 The Local Highways Authority have made comments on the road layout, the parking provision and the landscaping. The applicants have submitted revised layout plans that seek to address the comments made by the Local Highway Authority.
- 8.39 With regard to parking, the number of parking spaces dedicated to each plot and visitor parking spaces provision accord with the parking requirements of the Design Code. The comments relating to tandem car parking (one car parked behind the other) are noted however these proposals take the same approach to parking provision, with tandem parking, that have recently been approved by West Northamptonshire Council at Towcester Vale, Overstone, Sandy Lane and Overstone Leys.

#### *Conclusion*

- 8.40 The Local Highway Authority have made comments on the road layout of application and the plans have been submitted to address the comments made. The level of parking provision is in accordance with the Design Code and the layout of the parking is seen as being acceptable given that it does not differ from schemes recently approved at other sites by the Council. If further comments from the Local Highway Authority are received prior to the committee meeting these will be reported to members.

## Sustainability

### *Policy context*

- 8.41 Policy S10 and S11 of the West Northamptonshire Joint Core Strategy requires development to minimise pollution.

### *Assessment*

- 8.42 The outline planning permission includes a condition that requires the new dwellings to have a 16amp power supply to the garage to allow a car charger to be connected where the dwelling has a garage. Where the dwelling has parking to the side the outline planning permission states that there is a 16-amp power supply to the side of the house. The developers have confirmed that the charging infrastructure will be provided in accordance with the requirements of the outline planning permission.
- 8.43 As from June 2023 revised Build Regulations requirements come into force which means that there is greater emphasis on the energy performance of new dwellings and the requirement is that new dwellings have to reduce their carbon emission by 30% from current standards. From 2025 the Building Regulations are tightened further and from this point onwards new dwellings will have to reduce their carbon emissions by a further 80%. The applicants are not yet sure how they will achieve these requirements but it most likely will be through a range of measures including the increase in efficiency of the fabric of the building. However, one provision which could form part of the changes would be the inclusion of photovoltaic panels on the roofs of the dwellings. These would be fitted flush with the dwelling roofs and not sit proud of the roof slope which can often be seen when they are retrofitted to older dwellings. The matter of how the revised building regulation will be met is proposed to be addressed through a planning condition however the use of photovoltaic panels will have a significant impact on the appearance of the dwellings and members should take this into account in their deliberations on this application.

### *Conclusion*

- 8.44 The proposals for EV charging on phase 1a of the development complies with the outline planning permission and the Design Code for the development. Furthermore, the changes to the Building Regulations will ensure a step change to reduce energy use of the new dwellings.

## Drainage and Flood Risk

### *Policy Context*

- 8.45 LPP1 policy BN7 requires appropriate flood risk assessment to be completed and for development not to result in an increased risk of flooding to existing or proposed properties. Policy BN7A of the LPP1 requires new developments to have adequate and water supply and wastewater infrastructure. Policy 7 of the emerging LPP2 states that development that do not increase flood risk will be supported.

### *Assessment*

- 8.46 A site specific flood risk assessment (FRA) was submitted and approved as part of the hybrid permission. The Lead Local Flood Authority (LLFA) have been consulted but to date no response has been received. However, there are a number of conditions attached to the hybrid permission (such as the submission and approval of

the surface water drainage scheme prior to commencement) which will need to be agreed with the LLFA under condition discharge applications. Therefore, it is considered that these matters are adequately controlled by existing conditions, however if a response is received prior to the meeting of the committee this will be provided in the updates.

#### *Conclusion*

- 8.47 The surface water and foul drainage details can be agreed with the Local Lead Flood Authority LFA and Anglian Water as separate condition discharge applications relating back to the hybrid planning permission and therefore the development would accord with the development plan policies.

#### Landscaping

##### *Policy Context*

- 8.48 Policy BN1 of the LPP1 and policy 3 of the emerging Northampton Local Plan require developments to have high quality landscaping as an integral part of the development.
- 8.49 This reserved matters includes a landscaping scheme, which as originally submitted had insufficient information had been submitted and did not create sufficient character as part of the development about the necessary provision of native species.
- 8.50 The applicants have provided an amended scheme which has also been commented upon by the Council's consultant, and whilst it is broadly compliant with the outline proposals and has potential for compliance with BN1 it does require further work to achieve the aspiration expected for this site.

#### *Conclusion*

- 8.51 Provision of adequate landscaping is an integral part of creating a sense of place and creating additional ecological habitats and therefore further work on this is required by the applicants, however this can be addressed through an adequacy worded planning condition.

## **9 FINANCIAL CONSIDERATIONS**

- 9.1 CIL is payable at the Northampton rate (2023) of £65.50 per square metre however the developers will be able to claim relief for the affordable housing element of the development.
- 9.2 The total floor area of the development is 38,831 square metres and the floor area for affordable housing is 1,793 square metres giving a net area of 37,038 square metres. Therefore assuming the affordable relief is applied for then the total amount chargeable would be £2,425,989.

## **10 PLANNING BALANCE AND CONCLUSION**

- 10.1. The application comprises the reserved matters for a parcel that forms part of Phase 1 of the development for 329 dwellings within the SUE.
- 10.2. The proposal is in accordance with the approved Design Code for the respective phase of the sustainable urban extension. The house types all accord with the

dimensions and characters set out in the Code, as does the parking provision, road hierarchy and road dimensions. The architectural detailing of the house types is also in general accordance with the Code. The proposal is considered to incorporate a suitable means of access and movement, as well as give suitable regard to trees and hedges, ecology, flooding and residential amenity.

10.3. Overall, therefore, the proposal is considered acceptable, to accord with the Development Plan, and is recommended for approval.

## **11 RECOMMENDATION / CONDITIONS AND REASONS**

11.1 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.

### **Proposed Conditions**

#### **TIME LIMITS AND GENERAL IMPLEMENTATION CONDITIONS**

##### **Approved Plans**

1) 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).

##### **Layout Plans**

- Site Plan 1023-001 Rev I received 27 February 2023
- Materials Plan 1023-002 Rev E received 27 February 2023
- Boundary Treatments Plan 1023-003 Rev F received 27 February 2023
- Character Area Plan 1023-004 Rev F received 27 February 2023
- Parking Plan 1023-005 Rev E received 27 February 2023
- Location Plan 1023-006 Rev B received 10 January 2023
- Part M Plan 1023-007 Rev C received 27 February 2023
- Street Scenes Plan 1023-008 Rev D received 3 February 2023
- Storey Heights Plan 1023-009 Rev C received 27 February 2023
- Surface Treatments Plan 1023-010 Rev C received 27 February 2023
- Walking and cycling Strategy Plan 1023-011 Rev C received 27 February 2023
- Enclosure Details Plan 1023-012 Rev A received 6 February 2023

##### **Long section drawings**

- DG1A-BSP-XX-XX-D-C-120 Rev P01 received 7 September 2022
- DG1A-BSP-XX-XX-D-C-121 Rev P01 received 7 September 2022
- DG1A-BSP-XX-XX-D-C-122 Rev P01 received 7 September 2022
- DG1A-BSP-XX-XX-D-C-123 Rev P01 received 7 September 2022
- DG1A-BSP-XX-XX-D-C-124 Rev P01 received 7 September 2022
- DG1A-BSP-XX-XX-D-C-125 Rev P01 received 7 September 2022
- DG1A-BSP-XX-XX-D-C-126 Rev P01 received 7 September 2022
- DG1A-BSP-XX-XX-D-C-127 Rev P01 received 7 September 2022
- DG1A-BSP-XX-XX-D-C-128 Rev P01 received 7 September 2022

- DG1A-BSP-XX-XX-D-C-129 Rev P01 received 7 September 2022
- DG1A-BSP-XX-XX-D-C-130 Rev P01 received 7 September 2022

#### Levels

- DG1A-BSP-XX-XX-D-C-0210 Rev P02 received 8 February 2023
- DG1A-BSP-XX-XX-D-C-0211 Rev P02 received 8 February 2023
- DG1A-BSP-XX-XX-D-C-0212 Rev P02 received 8 February 2023
- DG1A-BSP-XX-XX-D-C-0213 Rev P02 received 8 February 2023
- DG1A-BSP-XX-XX-D-C-0214 Rev P02 received 8 February 2023
- DG1A-BSP-XX-XX-D-C-0215 Rev P02 received 8 February 2023
- DG1A-BSP-XX-XX-D-C-0216 Rev P02 received 8 February 2023

#### House and Garage Types

- 1023-FG-BLC-01 Rev B received 3 February 2023
- 1023-FG-BRA-01 Rev A received 3 February 2023
- 1023-FG-BRA-02 Rev B received 3 February 2023
- 1023-FG-BSN-01 Rev A received 3 February 2023
- 1023-FG-BWD-01 Rev B received 3 February 2023
- 1023-FG-KIE-01 Rev C received 3 February 2023
- 1023-FG-SHE-01 Rev B received 3 February 2023
- 1023-FG-WFL-01 Rev A received 3 February 2023
- 1023-FG-LUD-01 Rev C received 3 February 2023
- 1023-FG-MAR-01 received 3 February 2023
- 1023-FG-MBN-01 received 3 February 2023
- 1023-FG-REG-01 Rev B received 3 February 2023
- 1023-FG-STA-01 Rev B received 3 February 2023
- 1023-FG-SUL-01 received 3 February 2023
- 1023-FG-SYR-01 received 3 February 2023
- 1023-FG-YAR-01 Rev B received 3 February 2023
- 1023-FN-ALM-01 Rev C received 27 February 2023
- 1023-FN-BLC-01 Rev B received 27 February 2023
- 1023-FN-BRA-01 Rev B received 27 February 2023
- 1023-FN-BRA-02 Rev A received 27 February 2023
- 1023-FN-BSN-01 Rev A received 27 February 2023
- 1023-FN-BWD-01 Rev A received 27 February 2023
- 1023-FN-BWD-02 Rev B received 27 February 2023
- 1023-FN-CWD-01 Rev A received 27 February 2023
- 1023-FN-DAN-01 Rev C received 27 February 2023
- 1023-FN-GWD-01 Rev C received 27 February 2023
- 1023-FN-GWD-02 Rev B received 27 February 2023
- 1023-FN-KIE-01 Rev A received 27 February 2023
- 1023-FN-KLY01-01 Rev A received 27 February 2023
- 1023-FN-RIV-01 Rev B received 27 February 2023
- 1023-FN-SHE-01 Rev B received 27 February 2023
- 1023-FN-WFL-01 Rev B received 27 February 2023
- 1023-FN-ADS-01 Rev A received 27 February 2023
- 1023-FN-BON-01 Rev A received 27 February 2023
- 1023-FN-DOW-01 received 27 February 2023

- 1023-FN-KNI-01 Rev B received 27 February 2023
- 1023-FN-LUD-01 Rev B received 27 February 2023
- 1023-FN-LUD-03 Rev A received 27 February 2023
- 1023-FN-MAR-01 Rev B received 27 February 2023
- 1023-FN-MBN-01 Rev B received 27 February 2023
- 1023-FN-MBN-02 Rev A received 27 February 2023
- 1023-FN-STA-01 Rev A received 27 February 2023
- 1023-FN-SUL-01 Rev B received 27 February 2023
- 1023-FN-SYR-01 Rev B received 27 February 2023
- 1023-FN-WHI-01 Rev C received 27 February 2023
- 1023-FN-YAR-01 Rev C received 27 February 2023
- 1023-FN-YAR-02 Rev B received 27 February 2023
- 1023-FN-YAR-03 Rev A received 27 February 2023
- 1023-FN-YAR-04 received 27 February 2023
- 1023-FN-1BH-01 Rev A received 27 February 2023
- 1023-FN-4BH-01 Rev B received 27 February 2023
- 1023-FN-HAL-01 Rev B received 27 February 2023
- 1023-FN-HAL-02 Rev A received 27 February 2023
- 1023-FN-HAL-03 Rev A received 27 February 2023
- 1023-FN-REN-01 Rev B received 27 February 2023
- 1023-FSF-ALM-01 Rev A received 10 January 2023
- 1023-FSF-ASH-01 Rev B received 10 January 2023
- 1023-FSF-BLA-01 Rev A received 10 January 2023
- 1023-FSF-BLC-01 Rev B received 10 January 2023
- 1023-FSF-BLC-02 Rev A received 10 January 2023
- 1023-FSF-BSN-01 Rev B received 10 January 2023
- 1023-FSF-KIE-01 Rev A received 10 January 2023
- 1023-FSF-STN-01 Rev B received 10 January 2023
- 1023-FSF-STN-02 Rev A received 10 January 2023
- 1023-FSF-WFL-01 Rev B received 10 January 2023
- 1023 -GAR 01 received 10 January 2023
- 1023 -GAR 02 received 10 January 2023
- 1023 -GAR 03 received 10 January 2023
- 1023 -GAR 04 received 10 January 2023

#### Miscellaneous

- Plan ECO1 Bat and Bird Box Locations Rev B received 2 February 2023
- Bus Stop Details received 10 January 2023
- Typical Swale Sections drawing DG1A-BSP-XX-XX-M-C-0218 Rev 01 received 8 February 2023

#### Documents

- Dallington Grange Phase 1 Noise assessment Rev 2.0 prepared by LF Acoustics received 31 January 2023
- Low emissions Strategy received 7 September 2022
- Dallington Grange Phase 1 Protected Species Survey Report prepared by Ecology Solutions received 7 September 2022

- Bat and bird box scheme (Phase1) prepared by Ecology Solutions received 7 September 2022
- Dallington Grange Phase 1 Landscape and Ecological Management Plan prepared by Ecology Solutions received 7 September 2022
- Arboricultural Method Statement for Phase 1A Dallington Grange Prepared by James Blake Associates Ref JBA 22/193/AMS AR01 Issue A received 10 January 2023.
- Real Time Passenger Information Specification Sheet received 10 January 2023

Submitted plans not approved by this consent are

#### Landscaping Plans

- P20-2070\_EN\_001 Sheet 1 Rev A received 17 January 2023
- P20-2070\_EN\_001 Sheet 2 Rev A received 17 January 2023
- P20-2070\_EN\_001 Sheet 3 Rev A received 17 January 2023

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

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

#### **Tree Protection**

- 2) No development shall take place until tree T38-B1 (as shown in the James Blake Arboricultural Method Statement Ref JBA 22/193 AMS AR01 Issues A) has been protected in the following manner unless otherwise previously agreed in writing by the Local Planning Authority;
  - a) Protective barriers shall be erected around the tree(s) to a distance not less than a radius of 12 times the trunk diameter when measured at 1.5m above natural ground level (on the highest side) for single stemmed trees and for multi-stemmed trees 10 times the trunk diameter just above the root flare.
  - b) The barriers shall comply with the specification set out in British Standard BS5837:2012 'Trees in Relation to Construction – Recommendations' that is steel mesh panels at least 2.3m tall securely fixed to a scaffold pole framework with the uprights driven into the ground a minimum of 0.6m depth and braced with additional scaffold poles between the barrier and the tree[s] at a minimum spacing of 3m.
  - c) The barriers shall be erected before any equipment, machinery or materials are brought onto the site for the purposes of development or site clearance and shall be maintained until all equipment, machinery and surplus material has been removed from the site.
  - d) Nothing shall be stored or placed within the areas protected by the barriers erected in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavations be made, without the written consent of the Local Planning Authority.

Reason : To ensure the continued health of retained trees/hedges and to ensure that they are not adversely affected by the construction works, in the interests of the visual amenity of the area, to ensure the integration of the development into the existing landscape and to comply with policy 27 of the emerging Northampton Local Plan 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.

### **Protection of Heritage Park**

- 3) No development shall take place on site, including any site clearance, until the measures to protect the Heritage Park as set out in paragraphs 4.4 to 4.7 of the Heritage Management Plan V3 and in accordance with an exact positioning of the fence to be agreed and approved in writing with the Local Planning Authority have been installed implemented. The fence shall thereafter be maintained in accordance with paragraphs 4.8 and 4.9 of the Heritage Management Plan V3.

Reason: In the interest of the protection of archaeological assets and to comply with policy 31 of the Northampton Local Plan

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

### **Street Lights**

- 4) No development above slab level shall take place on any plot until full details of all street lighting including design, location and lux levels have been submitted to and been approved in writing by the Local Planning Authority. The approved lighting scheme shall thereafter be implemented in a working condition concurrently with the construction of the dwellings.

Reason: In the interests of highway safety and residential amenity and to comply with Polices 2, 3, 4 and 5 of the Northamptonshire Local Plan.

### **Materials**

- 5) No development above slab level shall take place until a schedule of materials and finishes to be used in the external walls and roofs of the dwellings in accordance with drawing 1023-002 Rev E have been submitted to and been approved shall in writing by the Local Planning Authority. The development shall thereafter be completed in accordance with the approved details.

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 3 of the Northampton Local Plan Policy and Government guidance contained within the National Planning Policy Framework.

### **Stone Sample Panel**

- 6) The external walls of the dwellings shown on drawing 1023-002 Rev E to be constructed from stone shall be constructed in natural ironstone which shall be laid, dressed, coursed and pointed using a lime based mortar with brushed or rubbed joints in accordance with a sample panel (minimum 1 metre squared in size) which shall be constructed on site to be inspected and approved in writing by the Local Planning Authority before the stonework is commenced. The sample panel shall be constructed in a position that is protected and readily accessible for viewing in good natural daylight from a distance of 3 metres. The panel shall be retained on site for the duration of the construction contract.



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 3 of the Northampton Local Plan and Government guidance contained within the National Planning Policy Framework

### **Meter Boxes**

- 7) No development above slab level shall take place until full details of the siting, appearance and colour of any electricity or gas supply meter housings to be located on the external elevations of the buildings have been 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 order to safeguard the visual amenities of the area in accordance with Policy 3 of the Northampton Local Plan.

### **Window Details**

- 8) No development above slab level shall take place until details of the construction, including cross sections, cill, lintel and reveal of the proposed windows to a scale of not less than 1:10 and the shade of colour shown on drawing 1023-002 Rev E have been submitted to and approved in writing by the Local Planning Authority. Further the submitted details shall demonstrate that the profile of the opening and non-opening windows casements shall be the same. The development shall thereafter be carried out in accordance with the approved details.

Reason : In order to safeguard the visual amenities of the area, to deliver the design requirements of the Dallington Grange Residential Design Code and to accord with Policy 3 of the Northampton Local Plan.

### **Architectural Detailing**

- 9) Notwithstanding the details shown on the approved plans, no development above slab level shall take place until further details of the architectural detailing of the exterior of the dwellings, including the doors, dormer windows, chimneys, bay windows together with the eaves and verge treatments have been submitted to and been approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.

Reason : In order to safeguard the visual amenities of the area, to deliver the design requirements of the Dallington Grange Residential Design Code and to accord with Policy 3 of the Northampton Local Plan.

### **Landscaping Details**

- 10) A scheme for landscaping shall be submitted that includes 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) and benches to be provided in the area of public open space adjacent to plots 270-272.

Such details shall be provided submitted to the Local Planning Authority and approved in writing prior any development progressing above slab level or such alternative time frame as agreed in writing by the developer and the Local Planning Authority.

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 3 of the Northamptonshire Local Plan and Government guidance contained within the National Planning Policy Framework.

### **Climate change adaptation**

- 11) No development on any dwelling above finished floor level shall take place on any plot until full details of proposals for any photovoltaic panels on the proposed dwellings have been submitted to and been approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with the approved details.

Reason: To ensure an acceptable appearance for the development and to comply with Policy 3 of the Northampton Local Plan.

### **Swale Details**

- 12) Notwithstanding drawing DG1A-BSP-XX-XX-M-C-0218 Rev 01 no development above slab level shall take place until full details of the design (including cross sections, headwall and fencing and any other infrastructure) of the swales have been submitted and agreed in writing in writing by the Local Planning Authority. The swales shall thereafter be implemented in accordance with the approved details.

Reason: In the interests of delivering an attractive urban environment and to comply with Policies 2, 3 and 4 of the Northampton Local Plan.

### **Private Drive Materials**

- 13) No development shall take place above finished floor level until further details of the proposed surface materials for the private drives have been submitted and been approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with the approved details.

Reason: To ensure an acceptable appearance for the development and to comply with Policy 3 of the Northampton Local Plan.

### **Railings Details**

- 14) Notwithstanding approved drawing 1023-012 Rev A no development above slab level shall take place until further details of the proposed design and colours of the proposed railings have been submitted to and be approved in writing by the Local Planning Authority. The railings shall thereafter be implemented in accordance with the approved details.

Reason: In the interest of the appearance of the development and to comply with Policy 3 of the Northampton Local Plan.

**CONDITIONS REQUIRING LOCAL PLANNING AUTHORITY WRITTEN APPROVAL OR TO BE COMPLIED WITH BY DEVELOPER BEFORE OCCUPATION**

### **Bus Service Infrastructure**

- 15) No occupation of the first dwelling hereby permitted shall take place until a scheme for the bus service infrastructure, to include the marking out of the bus stops, bus shelters and information signs has been submitted to and been agreed in writing with the Local

Planning Authority. The bus infrastructure shall thereafter be implemented in accordance with the approved scheme and delivered prior to the commencement of the bus service.

Reason: In order to deliver the necessary bus infrastructure at the correct time within the development and to comply with Policy 32 of the Northampton Local Plan.

### **Boundary Treatments**

- 16) No individual dwelling shall be occupied until the boundary treatments, as shown on drawing 1023-003 Rev F, that relate to that plot have been provided.

Reason: To ensure the appropriate boundary treatments are provided in the interests of security and urban design and to comply with Policy 3 and of the Northampton Local Plan.

## **CONDITIONS TO BE COMPLIED WITH AT ALL TIMES**

### **Landscaping Implementation**

- 17) All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the occupation of the building(s) or on the completion of the development, whichever is the sooner, or in accordance with any other program of landscaping works previously approved in writing by the Local Planning Authority and shall be maintained for a period of 5 years from the completion 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 3 of the Northampton Local Plan and Government guidance contained within the National Planning Policy Framework.

### **Provision of Road and Parking Areas**

- 18) The roads, garages, parking spaces and turning areas shown on the approved plans shall be constructed, laid out, drained, surfaced and completed in accordance with details that have been previously submitted to and approved in writing by the Local Planning Authority before the dwelling to which they relate is occupied and shall not thereafter be used for any purpose other than the garaging, parking, turning of private motor vehicles.

Reason : In the interests of highway safety, to ensure the provision of adequate off-street car parking and turning/loading/unloading to comply with Policy 33 of the Northampton Local Plan and Government guidance in Section 12 of the National Planning Policy Framework.

### **Provision of Sheds**

- 19) The sheds shown on drawing 1023-001 Rev I shall be provided concurrently with the dwellings to which they relate.

Reason: To ensure there are adequate on site storage proposals for bicycles and to comply with Policy 33 of the Northampton Local Pan.

## **Low Emissions Strategy Implementation**

- 20) The provisions set out in the approved Low Emission Strategy shall be completed in relation to each dwellings to which the strategy applies prior the first occupation of that dwelling.

Reason: To ensure low emission vehicles can more easily be used on the site and to comply with Policies 32 and 35 of the Northampton Local Plan.

### **INFORMATIVES:-**

- 1) The applicant's attention is drawn to the presence of a public right of way adjacent to the site. If it is necessary to divert this route (in part or whole) in order to allow the development to take place, early application should be made to this Local Planning Authority for a Path Order made under the Town and Country Planning Act 1990 s257. If the proposed diverted route affects a neighbouring landowner, the application should be accompanied by a signed and dated consent from such landowner indemnifying the Local Planning Authority from any claims for damage or otherwise and agreeing to the diversion on his land.
  - 2) Before submitting the application, the applicant is recommended to consult with all other councils in whose area the proposed diversion is located (Parish/Town Council and County Council) particularly if new furniture or structures are required.
  - 3) The existing route must remain open and the surface undisturbed until the Path Order has been confirmed and the route certified by the Local Planning Authority as suitable for use
  - 4) Your attention is drawn to the need to comply with the conditions imposed on the outline planning permission N/2014/1
  - 5) Your attention is drawn to the need to have regard to the requirements of UK and European legislation relating to the protection of certain wild plants and animals. Approval under that legislation will be required and a licence may be necessary if protected species or habitats are affected by the development. If protected species are discovered you must be aware that to proceed with the development without seeking advice from Natural England could result in prosecution. If any vegetation or trees are to be removed, it should first be ensured that they do not contain nesting birds or roosting bats. For further information or to obtain approval contact Natural England.
-