



# Planning Committee Report

**Application Number:** 2023/6218/MAF

**Location:** Aston Martin F1 Buckingham Road Silverstone NN12 8TJ

**Development:** Construction of a new research and development facility and associated works for the Aston Martin Formula One Team

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**Applicant:** Aston Martin Cognizant Formula One

**Agent:** Ridge and Partners LLP

**Case Officer:** James Paterson

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**Ward:** Silverstone

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**Reason for Referral:** This is a major planning application.

**Committee Date:** 7 December 2023

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## **EXECUTIVE SUMMARY OF PROPOSALS AND RECOMMENDATION**

**RECOMMENDATION:** THAT THE ASSISTANT DIRECTOR FOR PLANNING AND DEVELOPMENT BE GIVEN DELEGATED POWERS TO GRANT PERMISSION FOR THE DEVELOPMENT SUBJECT TO CONDITIONS

### **Proposal**

The proposed development is for the construction of a new research and development facility and associated works for the Aston Martin Formula One along with associated machinery, car parking and a new emergency access. The proposal also includes some landscaping to complement the wider site's parkland setting associated with the recently completed HQ building to the east.

### **Consultations**

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

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

- Anglican Water, Environment Agency Natural England, NNC Archaeology, WNC Planning Policy, National Highways, NNC Developer Contributions, WNC Environmental Protection, WNC Local Highways Authority, Silverstone Parish Council, Northants Police, Fire and Rescue

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

- WNC Economic Development

One letter of objection has been received and no letters of support have been 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
- Impact on the Character of the Area
- Neighbouring Amenity
- Highway
- Ecology
- Flooding and Drainage
- Pollution
- Trees

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 west of the existing Aston Martin Formula 1 Team buildings, including the HQ building (Building 1), the wind tunnel building (Building 3) and a building to be used for support services and facilities and other similar functions (Building 2). This site forms part of the overall Aston Martin F1 site which comprises 13.1ha of land and is covered by an indicative masterplan, which has been in evolution since the erection of the new HQ building. The construction of a new HQ building has been completed and the building occupied by the team in May 2023. The wind tunnel building is currently under construction while work has not commenced on the support services and facilities building.
- 1.2 The entire 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 and this is then punctuated by the Silverstone Bypass (A43). To the east is Dadford Road and the Race Circuit, to the West substantial woodland and to the South lies Buckingham Road Industrial Estate. The site has a broadly northerly aspect, falling south from approximately 150m AOD to 141m AOD at its lowest point, allowing open views to the north. A Public Bridleway (ref no: LID/13/1) runs along this single-track road and then onto the countryside to the west beyond the site. The site is accessed via the main entrance to the Aston Martin F1 site via an access road connecting to Dadford Road.

- 1.3 The site itself formed part of a car parking area and field that lay within 19m of an area of Ancient Woodland (Lodge Copse/The Straights) and was accessed from the Dadford Road via an existing single-track road that also provides access to Silverstone Park to the south. The site is now currently temporary covered in plant, machinery, parking for construction traffic and temporary buildings in association with the wind tunnel construction works.

## **2 DESCRIPTION OF PROPOSED DEVELOPMENT**

- 2.1 The development proposed is the construction of an research and development facility consisting of several large rooms spread across the ground floor with a layout that facilitates the R&D workshops and testing. The first floor is limited to a mezzanine floor which spreads across some of the foot print of the building and largely contains office space. The rest of the first floor either comprises of voids above the R&D spaces below or plant and machinery which lie in the middle of the roof which drops down a storey across the mid-section of the building to conceal and enclose the plant.
- 2.2 The proposal would also include car parking to the south of the proposed building. The overall orientation building would be on an east-west axis so as to align with the existing and consented building which comprise the rest of the Aston Martin site. The building would similarly include car parking to the south of the building with a robust landscaping strategy to the north of the site. A modest service yard would be provided between the building and the proposed car park; it is expected that the principal service yard next to the HQ building would be principally used for external service vehicles from which point smaller service and delivery vehicles would be utilised to service the other buildings, including the building subject of this application.
- 2.3 The proposed building would have an internal floor area of 5480m<sup>2</sup> across both floors while the overall height of the building would be no more than 11m. The building would also be 76.4m in width and 58.4m in depth and would lie 18m to the west of the wind tunnel facility.
- 2.4 The building would overall be very simple in form. It is largely be set out in a box shape with grey horizontal rectangular cladding and louvres covering the external walls of the building; the windows would be likewise be simply arranged in panels with no discernible window hierarchy, although their positioning would be fairly regimented; however the north-west corner of the building would be heavily glazed so as to signal this as the principal access to the building. The southern aspect of the building would house the practical aspects of the building, namely the large access for HGVs; this is consistent of with the other buildings on the site where the northern façade overlooking the proposed parkland is the principal façade with plant, access and other unsightly aspects of the development located on the southern side of the building.

## **3 RELEVANT PLANNING HISTORY**

- 3.1 The following planning history is considered relevant to the current proposal:
- 3.2 S/2018/2829/SCR Screening opinion for proposed construction of new operational headquarters for Force India to include all aspects of car development and construction, new access from the Dadford Road (A413), car parking, landscaping and associated works. - Force India F1 Team Buckingham Road Silverstone NN12 8TJ - Environmental Impact Assessment not required

- 3.3 S/2019/1490/MAF New building to house headquarters with workshops and design office with associated access, parking and landscaping - Land west of Buckingham Road Silverstone NN12 8TJ (Syresham parish) – Approval
- 3.4 S/2020/0444/NMA Non-Material Amendment S/2019/1490/MAF New building to house headquarters with workshops and design office with associated access, parking and landscaping) reduction in width by 3m, 9m reduction in length, reduction in height by 1/2m, repositioning and resizing of windows/doors/openings on all elevations, removal of the balcony on the southern wing; and the balcony to the north-west slightly reduced in size, retain the access to the south for pedestrians and emergency only. - Racing Point Uk Limited Buckingham Road, Silverstone, Northamptonshire, NN12 8TJ – Approval
- 3.5 S/2021/0011/NMA Non material amendment to S/2019/1490/MAF (as amended by S/2020/0444/NMA) (New building to house headquarters with workshops and design office with associated access, parking and landscaping) Reduction in the footprint of the consented building, provision of PV solar array to roof, changes to roof profile, fenestration and door arrangements on all elevations. - Aston Martin F1 Team Buckingham Road Silverstone NN12 8TJ – Approval
- 3.6 S/2021/0166/FUL Retention of additional car parking for the headquarters Aston Martin Formula One Team (Part Retrospective). - AMR GP LTD Dodford Road Silverstone NN12 8TJ – Approval
- 3.7 S/2021/0435/MAF Variation of condition 2 (Plans) to S/2019/1490/MAF (New building to house headquarters with workshops and design office with associated access, parking and landscaping at Land) 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 - Aston Martin Cognizant F1 Buckingham Road Silverstone NN12 8TJ – Approval
- 3.8 WNS/2021/1393/SCREIA Screening Opinion for Provision of a wind tunnel building - Mikel-uk Canteen Aston Martin F1 Buckingham Road Silverstone NN12 8TJ - Environmental Impact Assessment not required
- 3.9 WNS/2021/1594/MAFWind 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 - Aston Martin F1 Buckingham Road Silverstone NN12 8TJ – Approval
- 3.10 WNS/2022/0108/NMA Non material amendment to S/2021/0435/MAF (as amended by WNS/2021/0833/NMA)(New building to house headquarters with workshops and design office with associated access, parking and landscaping) To allow alterations to fenestration, access hatches and roof valley (Full details within covering letter). - Aston Martin F1 Buckingham Road Silverstone NN12 8TJ – Approval
- 3.11 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. - Aston Martin F1 Buckingham Road Silverstone NN12 8TJ - Approval

## 4 RELEVANT PLANNING POLICY AND GUIDANCE

### Statutory Duty

- 4.1 Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.
- 4.2 Section 16 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires Local Planning Authorities in considering whether to grant listed building consent for any works to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

### 4.3 Development Plan

- 4.4 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)

- 4.4 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  
C2 – New Developments  
E1 – Existing Employment Areas  
BN2 – Biodiversity  
BN7A – Water Supply, Quality and Wastewater Infrastructure  
BN7 – Flood Risk  
BN9 – Planning for Pollution Control  
R2 – Rural Economy

#### South Northamptonshire Local Plan (Part 2) (LPP2)

- 4.5 The relevant policies of the LPP2 are:
- SS1 - The Settlement Hierarchy  
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

4.7 Below is a list of the relevant Material Planning Considerations

National Planning Policy Framework (NPPF)  
 Planning Practice Guidance (PPG)  
 Supplementary Planning Guidance

**5 RESPONSE TO CONSULTATION**

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

<b>Consultee Name</b>	<b>Position</b>	<b>Comment</b>
Anglican Water	No objection	<i>Officer Summary: no objections, informatives are required relating to foul water drainage– these have been included by officers</i>
Environment Agency	No objection	<i>Officer Summary: The EA initially objected but subsequently withdrew their objection after clarification was provided by the Applicant in relation to drainage details across the wider Aston Martin site.</i>
National Highways	No objection	Officer Summary: National Highways have recommended that a condition should be attached to any planning permission that may be granted detailing staff working patterns.
Natural England	No objection	'Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.'
NNC Archaeology	No objection	'The site has been evaluated by trial trenching and found to be clear of archaeological remains. Therefore I have no objection to the proposals.'
NNC Developer Contributions	No objection	<i>Officer Summary: No objection, informative required in relation to the Council's expectations relating digital infrastructure installation</i>
Northants Police, Fire and Rescue	No objection	On previous applications for the other buildings which make up this campus the applicant has been required to submit full details of the crime prevention measures to be included as part of the build process by way of a condition. In the accompanying paperwork for this application there is a small section on security strategy but little in the way of detail. Please ask the applicant to provide a comprehensive statement to demonstrate how this building is

		<p>protected by a layered approach to security to include full details of the access control systems, CCTV, lighting and intruder alarms. This can be provided by way of a condition or in advance of this application being determined.</p> <p><i>Officer Comment: Officers have included a suitable condition to address security concerns.</i></p>
Silverstone Parish Council	No objection	<p>'Silverstone Parish Council has no objection to the building proposal but was like to strongly object and request Highways assess the design of the access to the Aston Martin site. Its close proximity to an adjacent access road, causing a severe safety issue with the current flow of traffic to and from the circuit and Aston Martin site, the additional unit will increase the amount of traffic and the risk of a fatal collision.'</p>
WNC Economic Development	Support	<p><i>Officer Summary: supports since the development would create additional jobs and enhance the high tech sector in the district.</i></p>
WNC Environmental Protection	No objection	<p><i>Officer Summary: No objection, conditions required in relation to noise, air quality, land quality and lighting to ensure there is no harm to the amenity of neighbouring occupiers nor unacceptable land quality issues.</i></p>
WNC Lead Local Flood Authority	Further information needed	<p>"With reference to the above documents, we note that the submitted surface water drainage information fails on the following grounds:</p> <ol style="list-style-type: none"> <li>1. Whilst it is recognised that the rates of runoff from the proposed development would be controlled by the proposed drainage strategy, there will be an increase in the overall volume of water being discharged from the site and entering the small ordinary watercourse. Runoff volumes for the 1 in 1 year, 1 in 30 year and 1 in 100 year + CC storms should be assessed, and evidence provided that the additional volume of water will not increase the risk of flooding downstream.</li> <li>2. The drainage strategy proposes the use of a pond to attenuate runoff before discharging into a local</li> </ol>

		<p>watercourse, however it has not been demonstrated that the attenuation feature will be half empty within 24 hours to allow capacity for subsequent storm inflow.</p> <p>3. No information has been provided within the Maintenance Schedule regarding the lifespan of features that may need replacement within the design life of the development.</p> <p><i>Officer Summary: Officers have considered this comment and have included conditions to deal with these matters.</i></p>
WNC Local Highways Authority	No objection	<p><i>Officer Summary: The LHA originally raised concern with regard to the potential traffic generation associated with the proposal, lack of car parking spaces, lack of disabled parking spaces and the emergency access route, specifically whether it could be used regularly by employees. A technical response from the applicant providing clarification on the shift patterns of the proposed building, the nature and operation of the proposed emergency access and the fact that the applicant intends to comply with the original traffic cap means that the LHA withdrew their points of concern and raise no objection.</i></p>
WNC Planning Policy	No objection	<p>'Planning permission (S/2019/1490/MAF) was obtained, December 2019, for a new HQ building for Racing Point F1 team (prior to becoming Aston Martin Cognizant F1). This application was subsequently amended by Section 73 application (S/2021/0435/MAF), approved April 2021. The current proposal is located within this wider Aston Martin Formula 1 Headquarters site and will need to be considered in conjunction with other recent applications and approvals within the site curtilage, due to the inter-relationship between them, as well as cumulative impacts. To help support a vibrant, successful and developing local economy, the policies in the development plan are generally supportive of the expansion of businesses within their existing curtilage, subject to proposals being in</p>



		<p>accordance with wider development management considerations. Policy R2 of the WNJCS acknowledges 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. With respect to the South Northamptonshire Part 2 Local Plan, Policy EMP2(3) states that on existing employment, retail or commercial sites, employment generating development including intensification will normally be permitted within the existing curtilage subject to compliance with other policies in the plan and other material considerations. As such, in this instance, the Planning Policy Team does not object to the principle of development, subject to the requirements of the original consent being complied with and other development management considerations being considered acceptable.'</p> <p><i>Officer Note: there is no conflict with what is being proposed here and the previous applications on the wider site referred to in this comment.</i></p>
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## 6 RESPONSE TO PUBLICITY

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

- 6.1 There has been one letter of objection and no letters of support raising the following comments:
- Highway Safety, specifically relating to the main access to the Aston Martin site.

## 7 APPRAISAL

Principle of Development

*Policy Context*

- 7.1 Policy SA of the West Northamptonshire Joint Core Strategy Local Plan (Part 1) sets out that when considering development proposals the relevant council will take a positive approach that reflects the presumption in favour of sustainable development contained in the national planning policy framework. Policies S1 and S2 deal with the distribution of development and the settlement hierarchy within the district.
- 7.2 Policy SS1 of the South Northamptonshire Part 2 Local Plan 2011-2029 states that proposals for new development will be directed towards the most sustainable locations in accordance with the District's settlement hierarchy. It also states that new development should be within the settlement boundaries of first, second, third and fourth category settlements, as defined on the proposals maps, in accordance with their scale, role and function unless otherwise indicated in the local plan.
- 7.3 Policy E1 of the West Northamptonshire Joint Core Strategy Local Plan (Part 1) states that in order to help support a vibrant, successful and developing local economy, existing and allocated employment sites and industrial estates across west Northamptonshire will be retained for uses within use classes b1, b2, b8 and appropriate non-b employment generating uses. Furthermore, change of use to other (non-employment generating) uses will be resisted unless it can be demonstrated that the site is no longer economically viable for employment purposes in the long term, there is a clear conflict with adjoining uses, or its release would offer significant benefits to the local area. New commercial floorspace at the rural service centres of Towcester and Brackley and other smaller settlements will be of a scale that is commensurate with their function.
- 7.4 Policy S7 of the West Northamptonshire Joint Core Strategy Local Plan (Part 1) supports employment provision within South Northamptonshire district comprising the renewal and regeneration of existing employment sites as set out in Policy E1, a high performance technology motorsport cluster at Silverstone circuit as set out in Policy E5, local employment provision within sustainable urban extensions as set out in the sustainable urban extension policies and tourism and visitor development in the rural areas as set out in Policies E7 and R2.
- 7.5 Policy EMP1 of the South Northamptonshire Part 2 Local Plan 2011-2029 states that to support the retention of skilled resident workforce, proposals for major new industrial and commercial development will be required to contribute to increasing or maintaining a skilled workforce. It also states that applicants should reach an agreement with the Council on appropriate and proportional measures to achieve this through an appropriate skills agreement which will be secured through a legal agreement.
- 7.6 Policy EMP2 of the South Northamptonshire Part 2 Local Plan 2011-2029 states that existing employment and retail sites and land allocated for commercial uses should be retained for employment use unless the criteria set out in the policy are met. Furthermore, new dwellings (Class C3) will not be permitted within employment, retail or commercial sites except where this is in accordance with specific site proposals and policies set out in the development plan. The policy also states that on existing employment, retail or commercial sites, employment generating development including intensification will normally be permitted within the existing curtilage or through appropriate extensions subject to compliance with other policies in the plan and other material considerations.
- 7.7 Policy EMP3 of the South Northamptonshire Part 2 Local Plan 2011-2029 states new employment and commercial development will be directed to the most sustainable locations in accordance with Policy SS1: The Settlement Hierarchy. Employment generating development on suitable sites outside of the settlement confines will be

considered acceptable where the proposal is allocated for employment uses or meets the other criteria set out in the policy. Proposals for change of use or new employment development will need to be accompanied by evidence that demonstrates the current use is no longer viable or, in the case of the conversion of agricultural buildings that the buildings are redundant and the proposed uses and associated employment activities can be carried out without causing harm to residential amenity. Proposals for the relocation of whole or part of a business to another site within the district required as a direct consequence of the HS2 development will be permitted in open countryside locations where it is demonstrated that the criteria in the policy have been met.

- 7.8 Policy R2 of the West Northamptonshire Joint Core Strategy Local Plan (Part 1) states that proposals which sustain and enhance the rural economy by creating or safeguarding jobs and businesses will be supported where they are of an appropriate scale for their location, respect the environmental quality and character of the rural area and protect the best and most versatile agricultural land. The policy then sets out which types of developments are acceptable in this regard
- 7.9 Chapter 6 of the NPPF seeks to provide for the building of a strong and competitive economy and at Para 81 states:

*'Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential.'*

#### *Assessment*

- 7.10 The proposal seeks consent for the construction of a R&D facility to compliment the development of the Aston Martin F1 site and the operations that now take place on the site by virtue of the improved and expanded facilities on the site.
- 7.11 The application site is not located within the defined settlement confines of any town or village as set out in Policy SS1 and the site is therefore considered to be in the "open countryside" in planning policy terms. While it is noted that the plan seeks to direct development to existing settlements, in accordance with the settlement hierarchy, it is also noted that employment-based uses can be appropriate in the open countryside where they focus is on enhancing and maintaining the vitality of rural communities and strengthening rural enterprise as would be the case here through the creation of a number of high skills jobs in the district during the operation of the development, as per Policy S1. Therefore officers consider that the location of the site in the open countryside would not represent a constraint on approving the application in this case, subject to compliance with other policies.
- 7.12 While it is noted that the site falls outside of the site of the former Racing Point F1 (originally Jordan F1) site, it has been established under the planning consents for Buildings 1-3 that any development of the enlarged Aston Martin F1 site, covered by the masterplan, including this application site, would comprise an expansion of an existing well established business use at Silverstone. To this effect, allowing an extension to the Aston Martin F1 operation to include this application site would accord with criteria 2.a.iv of Policy EMP3 which allows for commercial development on land outside of settlement confines where it would be an extension to an existing commercial

site. The proposal would therefore also accord with criteria 3 of EMP2 since the proposal would entail the intensification of an existing employment site through an appropriate extension.

- 7.13 Officers note that the site falls outside the area covered by the SPG - Silverstone Circuit Development Brief and the Silverstone allocation under Policy E5. It is considered that irrespective of the lack of allocation, there is support in local and national policy for the expansion and intensification of the existing Aston Martin employment site, notably in terms of Policy S7 which supports the provision of additional jobs at the Silverstone Circuit.
- 7.14 In considering this application, and in particular in assessing the application against EMP1, consideration must be afforded to the justification for the development in the context of how fundamental Formula 1 is to the rural economy of the wider area and how the evolution of the industry is essential to the economy of the area and its skilled workforce.
- 7.15 In this regard, a large majority of the F1 teams currently have their operating bases within the UK and most within Motorsport Valley across Buckinghamshire, Oxfordshire and Northamptonshire. The teams in this area employ more than 5,000 people and deliver £2billion in revenue annually. In addition to this, almost 3,500 companies associated with motorsport are based within the valley, employing around 40,000 people. That represents a high proportion of the world's high-performance engineers. These companies also export their products and services abroad. As a result, F1 has a wide impact on the economy, in terms of jobs, skills and innovation. Officers also consider that this means that an agreement with the Council on appropriate and proportional measures to secure the retention of skilled workers, as per Policy EMP1, is not needed here due to the nature of the employment use being proposed.
- 7.16 Overall, motorsport-based businesses spend 30% of their turnover on research and development. That compares to 4% in engineering, 6% in automotive and 15% in pharmaceuticals. Put into context, the investment made by F1 industry has transferred to the racetrack, with a large proportion of the races in F1 being won by a British-built cars year on year.
- 7.17 Given the above and that the principle of development is supported by the Development Plan which allows the expansion of existing employment sites within the District, it is also important to understand the need for the development. This is reinforced within the NPPF which states that significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. Moreover, one of the Council's objectives seeks to support economic growth through the strengthening of the local economy and its long-term vitality with Silverstone and associated businesses/companies associated with motorsport form a central focus for that growth.
- 7.18 In this regard, F1 in supporting existing businesses and allow them to grow, is an overriding factor to supporting development in this case so it continues to anchor a wide range of engineering and design companies in the area.
- 7.19 It is also considered that the proposed development would accord with Policy EMP2, in that allowing Aston Martin F1 to increase their operations from the application site, and wider masterplan site, in order to collocate all of their facilities on the site the use of the site would be secured which accords with the general aims of EMP2 in not allowing loses of employment based used to other uses.

## *Conclusion*

- 7.20 Given the importance of F1 to the rural economy of the wider district and the compliance with the policies set out in the Development Plan, 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. As an economic development material consideration, 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.

## Impact on the Character of the Area

### *Policy Context*

- 7.21 Policy SS2 of the South Northamptonshire Part 2 Local Plan 2011-2029 sets out general principles and criteria for high quality development. Where development proposals contravene any of the criteria of relevance to that proposal, they will be refused unless outweighed by other material considerations. The policy also states that the use of design codes, masterplans or planning briefs will be considered for multi-phased developments to ensure consistency of design approach.
- 7.22 Policy NE2 of the South Northamptonshire Part 2 Local Plan 2011-2029 states that, within Special Landscape Areas, development related to unallocated site and sites outside of settlement confines should avoid harmful impacts to the character and appearance of the area. Proposals for development within a Special Landscape Area should pay particular regards to design, materials, siting of buildings and the use of land, make best use of the land available, be informed by the qualities of the special landscape area and contribute, where appropriate, to the conservation, restoration or enhancement, or restoration of the area's character and appearance. 3. Dependent on scale and context development proposals within the SLA a full landscape and visual impact assessment (LVIA) may be required.
- 7.23 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 'the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. 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'.
- 7.24 Chapter 15 of the NPPF concerns the conservation and enhancement of the natural environment, paragraph 174 concerns all developments and explains that decisions should recognise the intrinsic character and beauty of the countryside and seeks the protection and enhancement of landscapes/countryside whether designated, valued or otherwise.

### *Design*

- 7.25 The overall design, proportions and materiality of the proposed building has been heavily influenced by the other buildings which comprise the wider Aston Martin site. While the proposed cladding, box-like form and irregularly laid out windows mean that the overall form and design of the building is quite pedestrian, it is accepted that this would allow it to sit comfortably and 'quietly' on the site since it would appear congruent with other built form on the site and would be fairly muted in the context of the site being

in a special landscape area. Officers note that a more stimulating design might mean any such building would sit very proudly on the site and would be more likely to draw the eye from wider views of the site and detract from the primacy of the more significant buildings to the east, which would have impacts both in terms of the coherency of design across the site as well as impacts on the wider landscape. It is further noted that the building has been designed very much with the end use in mind and has therefore been designed to be highly functional in nature which is appropriate here.

- 7.26 In considering the layout of the building, it is noted that it would align with the other three buildings on the wider site and mirror the arrangement of car parking to the south and parkland to the north. This is considered appropriate and will ensure the building integrates well with the other buildings and would be a congruent addition to the Aston Martin F1 site. While the layout differs slightly in that the main entrance is on the western façade of the building, whereas others are entered either via the car park or the northern façade facing the parking, this is considered acceptable. This is because it would allow a segregation of foot traffic and the HGVs that will utilise the service yard to the south.
- 7.27 It is noted that the proposed building has been designed in a manner which incorporated sustainable design principles, such as passive, active and renewable design measures. It is therefore expected that the building would be able to achieve at least a BREEAM 'very good' rating, which is to be secured by condition. This is in line with the requirements of Policy S11 and is therefore acceptable in this regard.

#### *Landscape*

- 7.28 The site is within the Special Landscape Area of Whittlewood Forest and Hazelborough Forests. The significance of this area is largely informed by the ancient woodland spread throughout the landscape area; however, the agricultural farmlands also clearly frame many of the important views throughout the area. Of importance also are the other characteristics of the area which help inform the strong rural character of the landscape area by emphasising the intimate and human character and scale of the farmland. Furthermore, the open areas of farmland serve to frame this part of the district and reinforce a strong sense of remoteness and tranquillity with a limited local population and road infrastructure
- 7.29 In terms of the overall character of the site, it is noted that built form and the track disrupt views to the south and east, while the land remains fairly open to the north. Well-established ancient woodlands lie to the west of the site. Hedgerows form the site's boundaries to the north and east and are interspersed with veteran hedgerow trees (predominantly oak). The southern boundary is formed by the Public Bridleway (ref no: LID/13/1) and is particularly weak, generally inconsistent and open in parts, providing limited enclosure and a weak interface with the industrial development to the south.
- 7.30 The application has been submitted with a full LVIA complete with agreed viewpoints and the associated impact levels identified. Dense woodland cover and large built form within the Silverstone Circuit screen long distance views of the site from the east, west and south. Views are limited to the area immediately surrounding the site, with the only exception to this rule being one medium distance view, which is possible from elevated land adjacent to Windmill Farm. Stowe registered park and garden to the south, does not share inter-visibility with the application site and the site is not considered to contribute to the wider setting of this heritage asset.

- 7.31 Although the landscape to the north of the site is visually more open, the interplay of woodland, tree belts, hedgerows and undulating landform limit views to locations within 500m of the application site. As such, there are no views of the site from Silverstone village or Silverstone conservation area. The building would be visible from the Public Bridleway (ref no: LID/13/1) to the south of the site and the nearby residential properties of Litchlake Farm and Barns.
- 7.32 While it is clear that there would be some visual impacts to close views of the site, officers consider that due to the proposed landscaping which would lessen the impact of the building over time, the existing buildings on the site in conjunction with the careful design and siting of the building means that over time the impact of the building on the landscape would be reduced to having an insignificant impact.
- 7.33 In reaching this view, officers have had regard to the fact that planning permission was previously granted for the wind tunnel building partially on this site (which was subsequently moved east to make space for this building) and that the wind tunnel building is far more impactful on the landscape than this building would be.
- 7.34 Overall, officers are satisfied that the proposed development would not cause unacceptable harm to the wider landscape, including the SLA.

#### *Landscaping*

- 7.35 Officers note that the proposed landscaping associated with this application would fit within the wider aspirations to create a parkland to the north of the site; the proposed development would continue to ensure this can be delivered.
- 7.36 The proposal includes a belt of trees to the west of the building and car park which would ease the transition between the developed site and the ancient woodland to the west. Furthermore, sporadic planting in the parking area would soften the appearance of the significant amount of hard surfacing while the southern hedgerow would also be retained. These measures are considered appropriate and would provide a proportionate and well-considered amount of greenery to the site and mitigate some of the impact of developing the site.

#### *Conclusion*

- 7.37 Overall, officers consider the proposal would have an acceptable impact on the character of the area and would accord with Policies SS2, NE2 and the NPPF.

#### Impact on Neighbouring Amenity

- 7.38 Policy SS2 of the South Northamptonshire Part 2 Local Plan 2011-2029 states that developments must 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.
- 7.39 The nearest properties are Litchlake Barn and Litchlake Farm to the north of the site. Concern regarding the proximity of the development and these properties was previously considered at the time of the HQ application and clearly the impact of the additional building proposed in this application will need to be examined.
- 7.40 The proposed building would lie approximately 120m from these buildings, however the landform is changing in terms of landscaping due to the proposed bunds that are

currently being formed around the site and this northern boundary will see a noise attenuation bund adjacent to those neighbours with some significant new landscaping including semi-mature trees offering a strong landscaping screen to mitigate the overall proposed development at the Aston Martin site.

- 7.41 Having regard to these mitigation measures, the layout of the site, the orientation of the sun and the existing arrangement, it is considered that the proposed development would likely not have an unacceptable impact in terms of a loss of daylight, overbearing, an erosion of privacy or noise and disruption. The proposed development is therefore acceptable in terms of neighbouring amenity and Policy SS2.

### Highways

- 7.42 Policy SS2 of the South Northamptonshire Part 2 Local Plan 2011-2029 states planning permission will be approved where developments include a safe and suitable means of access for all people (including pedestrians, cyclists and those using vehicles). Developments must also take into account existing or planned social and transport infrastructure to ensure development is adequately served by public transport or is in reasonable proximity to a range of local facilities which can be reached without the need for private car journeys.
- 7.43 Policy C2 of the West Northamptonshire Joint Core Strategy Local Plan (Part 1) requires development to mitigate its impacts on highway.
- 7.44 Paragraph 111 of the NPPF makes clear 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.
- 7.45 Paragraph 112 of the NPPF states that planning decisions should ensure that appropriate opportunities to promote sustainable transport modes can be taken up, given the type of development and its location, safe and suitable access to the site can be achieved for all users, the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code and that d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
- 7.46 Officers note that concerns have been raised as part of the public consultation with regard to road safety; specifically due to the proximity of the new access to the Aston Martin site approved as part of the original consent for the HQ building and the access directly to the north. A Road Safety Audit (RSA) was undertaken which found that there was not a significant safety issue in this regard. The RSA was carried recommended some additional signage be installed, which has been agreed with the applicant, as well as the removal of a portion of hedging at the entrance to the Aston Martin site. Officers therefore consider that the use of this existing access as part of the proposed development would not give rise to a situation which would prejudice highways safety and would not give rise to severe highways impacts.
- 7.47 Officers have carefully considered the impact of a potential increase in traffic to the site as part of the proposed development. However, it is noted that the proposed development would adhere to the existing travel cap which covers the whole Aston Martin site. Therefore, the proposed development would not give rise to a significant increase in traffic which would affect the local highways network and is therefore acceptable in this regard.



- 7.48 The proposed number of car parking spaces falls well below the Northamptonshire Parking Standards which requires significantly more car parking spaces than has been made available due to the large amount of floor space being proposed. However, officers have had regard to material consideration which outweighs this nonconformity to the parking standards. Firstly, the proposed building would utilise a shift system which means that a limited number of people would be on site at any one time, while also avoiding a crossover at peak times. Secondly, the nature of the use of the building as research and development means that there would be a relatively low density of employees across the building which would fall significantly below that which would typically be expected in a Class E/B1 use. This has been substantiated in the application and officers therefore consider this also demonstrates why a substandard number of spaces would be acceptable in this instance. It is also noted that large parts of the wider Aston Martin site remain undeveloped and it is possible that more land could be given over to parking should the need arise. The lack of disabled parking has also been raised by the Highways Authority as an issue; however the travel plan allows for monitoring and review and should the need for additional such spaces be demonstrated then more spaces can be added accordingly.
- 7.49 The proposed development only includes provision for 12 cycle parking spaces; far below the 55 that would be required by the Northamptonshire parking standards. However, having had regard to the low density of the proposed use as well as the fact that mechanisms exist within the travel plan to allow more to be added should the need arise, officers consider that this is acceptable in this instance.
- 7.50 Officers note the proposed emergency access to the south of the site, in line with other such accesses having been consented for Buildings 1-3. Concern was originally raised with regard to how these could be abused by employees seeking to gain quicker access to parking. Notwithstanding Aston Martin's own desire to maintain control of this for security reasons, the applicant has provided information as to how these would be managed as part of their explanatory technical note and officers are satisfied that this access would be genuinely only for emergency use.
- 7.51 Overall, officers consider that the proposed development would have an acceptable highways impact and would accord with Policies SS2 and C2 of the development plan as well as the requirements of the NPPF.

### Ecology

- 7.52 Policy NE3 of the South Northamptonshire Part 2 Local Plan 2011-2029 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.
- 7.53 Policy BN2 of the West Northamptonshire Joint Core Strategy Local Plan (Part 1) 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.

- 7.54 Officers have reviewed the submitted ecology reports for the proposed application. Having had regard to specialist internal advice, officers consider that the reports are appropriate and fit for purpose and follow the appropriate industry guidelines and best practice.
- 7.55 The submitted ecology information confirms that, following a survey and walkover of the site in 2023 as an update to the original 2019 surveys, that 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 proposal would not adversely impact protected species.
- 7.56 Appropriate mitigation and enhancement measures have been proposed which would ensure that a net gain in biodiversity is achieved in line with the requirements of the NPPF. Furthermore, measures have been included to ensure that the dark corridor along the boundary of the woodland to the west would be maintained and support habitats in that area.
- 7.57 Overall, the proposal is acceptable in terms of ecology and Policies BN2 and NE3.

#### Flooding and Drainage

- 7.58 Policy BN7 of the west Northamptonshire Joint Core Strategy Local Plan (Part 1) states development proposals must comply with relevant flood risk assessment and management requirements. A sequential approach will be applied to all proposals for development in order to direct development to areas at the lowest probability of flooding unless it has met the requirements of the sequential test and the exception test. All new development, including regeneration proposals, must demonstrate that there is no increased risk of flooding to existing properties, and proposed development is (or can be) safe and shall seek to improve existing flood risk management. The policy also states that all proposals for development of 1 hectare or above in Flood Zone 1 and for development in 2, 3a or 3b must be accompanied by a flood risk assessment that sets out the mitigation measures for the site and agreed with the relevant authority.
- 7.59 Policy BN7A of the West Northamptonshire Joint Core Strategy Local Plan (Part 1) states that development should use sustainable drainage systems, wherever practicable, to improve water quality, reduce flood risk and provide environmental and adaptation benefits.
- 7.60 A Flood Risk Assessment (FRA) has been submitted with the application which highlights that the site is located at the head of the catchment for Silverstone Brook. The topography varies from 15m A.O.D to 145m A.O.D typically from south to north with existing gradients, which enable exceedance overland flows to fall to field drainage discharge locations.

- 7.61 Flood mapping shows the site to be located with Flood Zone 1 with 1% surface water flooding contained at the lowest areas of the site. The FRA concludes that the site is at low risk of flooding caused by all assessed causes. The lack of available ground infiltration in the majority of the site would lead to the management of surface water onsite to discharge to tributaries of Silverstone brook. The majority of the site which will be developed has ground conditions which will not permit infiltration techniques to discharge surface water. The development includes a Sustainable Drainage System (SuDS), to ensure that the existing runoff rate is achieved. These measures would result in a proposal that can be developed safely, without exposing the proposed development or other areas in the locality to an unacceptable degree of flood risk, in accordance with the NPPF and development plan policies.
- 7.62 Officers note that comments have been received by the Lead Local Flood Authority which request additional information in relation to the overall volume of water being discharged from the site and entering the small ordinary watercourse, whether the proposed attenuation feature will be half empty within 24 hours to allow capacity for subsequent storm inflow and details of how SuDS are to be maintained. However, officers are satisfied that these concerns do not represent a constraint on granting planning permission as these technical details can be dealt with via appropriately worded conditions.
- 7.63 Subject to conditions, officers are satisfied the proposal would be acceptable in terms of flooding and drainage and thereby Policies BN7 and BN7A.

#### Pollution

- 7.64 Policy BN9 of the West Northamptonshire Joint Core Strategy Local Plan (Part 1) states that proposals for new development which are likely to cause pollution or likely to result in exposure to sources of pollution or risks to safety will need to demonstrate that they provide opportunities to minimise and where possible reduce pollution issues that are a barrier to achieving sustainable development and healthy communities. This includes ensuring the remediation of contaminated land so as not to pose a risk to health and the environment and adverse noise impacts. This also includes maintaining and improving air quality, particularly in poor air quality areas, in accordance with national air quality standards and best practice
- 7.65 Officers are satisfied that the proposed development would not give rise to unacceptable nuisance through noise, dust and other polluting impacts during the operation of the building, subject to conditions. Furthermore, officers are satisfied that conditions would ensure that measures are taken during the construction phase so as to ensure there are no unacceptable impacts.
- 7.66 The proposal is therefore acceptable in terms of pollution and Policy BN9.

#### Trees

- 7.67 Policy BN3 of the West Northamptonshire Joint Core Strategy Local Plan (Part 1) states that the protection of aged or veteran trees outside ancient woodlands will also be supported. development that would lead to further fragmentation or result in a loss of ancient woodland, aged and veteran trees will not be permitted unless the need for, and benefits of, the development in that location clearly outweigh the loss.
- 7.68 The proposed development would entail the removal of some mature trees which form part of the southern boundary as well as a small portion of hedgerow on the southern boundary to facilitate the emergency access to the site. While regrettable, it is noted

that these trees were proposed to be removed as part of earlier phases of the development for which there is extant or implemented permissions. It is also noted that the proposed landscaping scheme for the site itself as well as the wider parkland project to the north of the buildings would adequately compensate for the loss of these trees. Officers also noted that the trees in question do not benefit from any formal protection.

7.69 The proposal is acceptable in terms of trees and Policy BN3.

## **8 FINANCIAL CONSIDERATIONS**

8.1 This application is not CIL liable, nor would other financial contributions be required.

## **9 PLANNING BALANCE AND CONCLUSION**

9.1 Officer are satisfied for the reasons mentioned in the above analysis that the scheme accords with the relevant national and local policies and guidance and should be approved.

## **10 RECOMMENDATION AND CONDITIONS**

10.1 To grant permission subject to conditions as set out below with delegated authority to the Assistant Director for Planning to approve any amendments to those conditions as deemed necessary.

10.2 A full list of conditions is provided below:

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

#### Time Limit

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

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:

5021871 Rdg Zz St D A 000010 B Location Plan  
5021871 Rdg Zz St D A 000012 B Site Plan  
5021871 Rdg Xx 00 D A 010001 D Ground Floor Plan  
5021871 Rdg Xx 01 D A 010002 D First Floor Plan  
5021871 Rdg Xx Xx D A 010010 C Roof Plan  
5021871 Rdg Xx Xx D A 010301 C Cross Section A  
5021871 Rdg Xx Xx D A 020001 D Elevations  
5021871 Rdg Zz St D A 000011 C Masterplan

All received 29/06/23

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

In Accordance with Ecology Survey

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 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 BN9 of the South Northamptonshire Local Plan 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.

Attenuation Ponds

6. No development shall take place until full details of the construction of the attenuation ponds has been submitted to and approved in writing by the Local Planning Authority. Thereafter, and prior to any other development works which would accentuate the surface water run off from the development hereby approved, the balancing ponds shall be constructed in full in accordance with the approved details.

Reason : To ensure that the development/site is served by proper arrangements for the disposal of surface water/foul sewage, to comply with Policy BN7 of the West Northamptonshire Joint Core Strategy and Government guidance contained within the National Planning Policy Framework, and to ensure that the development will conserve

and enhance the natural environment contributing to a net gain in biodiversity in accordance with the Government's aim to achieve sustainable development as set out in 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.

#### CMS

7. 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;

The approved Construction Method Statement shall be complied with throughout the construction period for the development.

Reason : To ensure the environment is protected during construction in accordance with Policies SS2 and BN9 of the South Northamptonshire 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.

#### Protected Species Survey

8. If the development hereby approved does not commence by 1st April 2025, a revised protected species survey shall be undertaken prior to the commencement of the development to establish changes in the presence, abundance and impact on protected species. The survey results, together with any necessary changes to the mitigation plan or method statement shall be submitted to and approved in writing the Local Planning Authority. Thereafter, the development shall be carried out in accordance with the approved details.

Reason: To ensure that the development does not cause harm to any protected species or their habitats in accordance with Policy BN2 of the West Northamptonshire Joint Core Strategy 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.

#### SuDS Maintenance

9. No development shall take place until a detailed scheme for the ownership and maintenance for every element of the surface water drainage system proposed on the site has been submitted to and approved in writing by the Local Planning Authority and the maintenance plan shall be carried out in full thereafter.

Details are required of which organisation or body will be the main maintaining body where the area is multifunctional (e.g. open space play areas containing SuDS) with evidence that the organisation/body has agreed to such adoption.

The scheme shall include:

- a) A maintenance schedule setting out which assets need to be maintained, at what intervals and what method is to be used.
- b) A site plan including access points, maintenance access easements and outfalls.
- c) Maintenance operational areas to be identified and shown on the plans, to ensure there is room to gain access to the asset, maintain it with appropriate plant and then handle any arisings generated from the site.
- d) Details of expected design life of all assets with a schedule of when replacement assets may be required.

Reason : To reduce the risk of flooding both on and off site in accordance with the NPPF and Policy BN7 of the Core Strategy for West Northamptonshire by ensuring the satisfactory means of surface water attenuation and discharge from the site.

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

#### Cycle Parking

10. 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.

#### Drainage

11. No above ground work shall take place until full details of the surface water drainage scheme for the site have been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall include,
  - a) Details (i.e. designs, diameters, invert and cover levels, gradients, dimensions and so on) of all elements of the proposed drainage system, to include pipes, inspection chambers, outfalls/inlets and attenuation structures.
  - b) Details of the drainage system are to be accompanied by full WinDES modelling or similar with the details on proposed discharge rates, simulating storms through the whole drainage system, with results of critical storms, demonstrating that there is no surcharge in the system for the 1 in 1 year, no above ground flooding for the 1 in 30 year, and that any above-ground flooding for 1 in 100 year storm is limited to areas designated and safe to flood, away from sensitive infrastructure or buildings. These storms should also include an allowance for climate change
  - c) Cross sections of flow control chambers and manufacturers hydraulic curves for flow control devices (if required)

Reason : To reduce the risk of flooding both on and off site in accordance with the NPPF and Policy BN7 of the Core Strategy for West Northamptonshire by ensuring the satisfactory means of surface water attenuation and discharge from the site.

#### Flooding Verification

12. No Occupation shall take place until a Verification Report for the installed surface water drainage system for the site has been submitted in writing by a suitably qualified independent drainage engineer and approved by the Local Planning Authority. The report shall include:
- a) Any departure from the agreed design is keeping with the approved principles
  - b) Any As-Built Drawings and accompanying photos
  - c) Results of any Performance Testing undertaken as a part of the application process (if required / necessary)
  - d) Copies of any Statutory Approvals, such as Land Drainage Consent for Discharges etc.
  - e) Confirmation that the system is free from defects, damage and foreign objects (CCTV survey)

Reason : To ensure the installed Surface Water Drainage System is satisfactory and in accordance with the approved reports for the development site.

#### Fire Hydrants

13. No development shall take place above ground until a scheme and timetable detailing the provision of fire hydrants, sprinkler systems and their associated infrastructure has been submitted to and approved in writing by the Local Planning Authority. The fire hydrants, sprinkler systems and associated infrastructure shall thereafter be provided in accordance with the approved scheme and timetable.

Reason : To ensure adequate 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.

#### Samples - Walls

14. Samples of the cladding and louvered 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 and Government guidance contained within the National Planning Policy Framework.

#### Samples - Roof

15. 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 and Government guidance contained within the National Planning Policy Framework

#### Landscaping

16. Notwithstanding the submitted plans 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,

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.

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 and Government guidance contained within the National Planning Policy Framework.

#### Landscape Maintenance

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

#### Traffic Cap

18. The development shall be implemented and carried out in accordance with the Traffic Cap Methodology and all elements as set out within 2001/TN01/A, subject to the following:

1) The provision of monitoring information to the Local Planning Authority every three months following full occupation of the development and thereafter annually at a time to be agreed with the Local Planning Authority, thereby adopting the terms set out by Local Planning Authority.

2) The list of example measures provided which will be implemented should accord with those approved 04.06.20 under S/2020/0520/COND.

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

19. 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 National Planning Policy Framework.

#### CCTV

20. 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 PPS1, PPS3, SPG on Planning Out Crime, Policy S10 of the Joint Core Strategy and Policy SS2 of the South Northamptonshire Local Plan.

#### External Plant - Noise

21. Notwithstanding the approved plans, details of the proposed external plant shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of those works. The submitted details shall demonstrate how the plant achieves the noise criteria set put in Table 2 in paragraph 4.10 of the submitted Plant Noise Criteria Report (reference: 19025/001/ja/a, dated 17th July 2019).

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 Policies SS2 and BN9 of the South Northamptonshire Local Plan.

### External Lighting

22. 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

### Car Parking

23. As per drawing 'Site Plan' (reference: 5021871 Rdg Zz St D A 000012 B) 26 car parking spaces shall be provided with DC fast charging equipment or equivalent charging equipment. These charging points shall be installed 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 INF4 of the Part 2 South Northamptonshire Local Plan.

### BREEAM

24. 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

25. No goods, materials, plant or machinery shall be stored, repaired, operated or displayed outside the buildings 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.

### Forklift

26. All forklift vehicles operated within the service yard shall be fitted only with directional/broadband-white noise type reversing alarms.

Reason : To ensure the creation of a satisfactory environment free from intrusive levels of noise in accordance with Policy G3 of the South Northamptonshire Local Plan.

### Unexpected Contamination

27. 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 and Section 15 of the National Planning Policy Framework.

INFORMATIVES:-

1. The attenuation ponds referred to in condition 6 should be designed to provide optimal habitat for wildlife by having shallow sloping sides and being allowed to develop vegetation naturally or planted with native local provenance species of a mix of that found in other local ponds.
2. With reference to Condition 16 above, the developer will be expected to meet the full costs of supplying and installing the fire hydrant, sprinkler system and associated infrastructure. For further information, please contact Linda Wilson: Water Officer for NFRS ([ljwilson@northantsfire.org.uk](mailto:ljwilson@northantsfire.org.uk)).
3. In relation to condition 20 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, for example planting of Hornbeam (*Carpinus Betula*), Beech (*Fagus sylvatica*) and Alder (*Alnus glutinosa*) would not be appropriate as they are either not found locally or in respect of Alder (*Alnus glutinosa*) not suitable to habitats on site.