



Planning Committee Report

Application Number: 2023/5463/MAF

Location: Mercedes Benz Grand Prix Lauda Drive Brackley West
Northamptonshire NN13 7BD

Development: Hybrid Planning Application comprising:
Full application for the erection of a single deck car park with undercroft and surface level car park together with vehicular access to the site from Lauda Drive and St James Road. The removal of existing car parking and its replacement with landscaping including a covered walkway, refurbished bridge, new pedestrian and cycle bridge, gatehouses, kiosks, cycle hub and solar panels together with the demolition of two dwellings associated development. Outline application (with all matters reserved except access) for the erection of a marketing building, health and well-being hub, extension to unit 5, extension to unit 1, pedestrian bridge together with associated development,

Applicant: Mercedes Benz Grand Prix Ltd

Agent: Ridge and Partners LLP

Case Officer: Andrew Longbottom

Ward: Brackley

Reason for Referral: Major Development

Committee Date: 09 January 2023

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 AND DELEGATED POWERS TO VARY, ADD OR DELETE THOSE CONDITIONS AND SUBJECT TO THE COMPLETION OF A LEGAL AGREEMENT TO SECURE THE FOLLOWING

- **A PAYMENT OF £5000 FOR TRAVEL PLAN MONITORING**
- **A REQUIREMENT FOR THE APPLICANT TO PROVIDE ADDITIONAL PARKING RESTRICTIONS ON ST JAMES ROAD.**

Proposal

Hybrid Planning Application comprising:
Full application for the erection of a single deck car park with undercroft and surface level

car park together with vehicular access to the site from Lauda Drive and St James Road. The removal of existing car parking and its replacement with landscaping including a covered walkway, refurbished bridge, new pedestrian and cycle bridge, gatehouses, kiosks, cycle hub and solar panels together with the demolition of two dwellings associated development. Outline application (with all matters reserved except access) for the erection of a marketing building, health and well-being hub, extension to unit 5, extension to unit 1, pedestrian bridge together with associated development,

Consultations

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

- None

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

- Local Highway Authority
- National Highways
- Anglian Water
- Environment Agency
- WNC Planning Policy
- WNC Archaeological Officer
- WNC Lighting Consultant
- Emergency Services Infrastructure Manager
- Police Crime Prevention Design Advisor
- WNC Environmental Protection
- WNC Arboricultural Officer
- WNC Ecology Officer

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

- WNC Economic Development

A total of 30 letters of objection have been received over two separate consultations

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:

- The Principle of Development.
- The Highway Impacts of the Development.
- The Visual Impacts of the Development.
- The Noise Impacts of the Development.
- The Air Quality Impacts of the Development.
- The Ecological Impacts of the Development.
- The Light Pollution Impacts of the Development.
- The Economic Impacts of the Development
- The Arboricultural Impacts of the Development
- The Sustainability Proposals as Part of the Development
- The Proposed Landscaping of the Site

- The Demolition of the Two Dwellings
- The Economic Impacts of the Development
- The Archaeological Impacts of the Development

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

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 located on the southern edge of Brackley and is accessed off Lauda Drive and is secured with a gatehouse at its entrance. The site comprises a number of industrial buildings generally 2-3 storeys in height which contain the relevant operations and offices for the Mercedes Formula One Team.
- 1.2 The site has a large surface car park at the entrance to the site and parking in front of the buildings to the south of Lauda Drive. A multi-storey car park is located to the north of the site adjacent to a watercourse which is a tributary of the river Great Ouse which runs through the site. The land adjacent to the watercourse is currently landscaped with a road and pedestrian bridge which crosses it. The A43 runs to the south of the site and is separated from the site by a large area of tree planting
- 1.3 A deep steep sided disused railway cutting is located along the northern boundary of the existing site and is predominantly woodland. To the north of the railway cutting is a paddock which contains shrub planting and grassed areas which appears to have been disused for a considerable time. Herriefts Farm Road runs to the north of the site and is a narrow and unadopted road which serves a number of dwellings including two detached dwellings adjacent to the paddock area.
- 1.4 To the north of the paddock is Brackley Town Football Club and the land slopes upwards slightly towards the paddock. There is an existing vehicular access to the western boundary which is accessed through Brackley Town Football Club's gates with the initial part of the site laid to hardstanding. The land has recently been developed to form a temporary car park for the Mercedes site.
- 1.5 To the east of the temporary car park site is the Buckingham Road Industrial Estate, this is a mixed industrial estate with a wide range of different businesses. To the west of the temporary car park are the dwellings on Winston Crescent.
- 1.6 To the north of the site is St James Road which serves a number of commercial premises and offices and is accessed via a right turn only lane from Oxford Road. Brackley Fire Station and Police Station are located at the junction but accessed via St James Road. St James Road terminates at a turning head approximately 150 metres from Oxford Road.

2 DESCRIPTION OF PROPOSED DEVELOPMENT

- 2.1 The application is for a hybrid planning permission, in that full planning permission is sought for part of the proposals and outline planning permission for the remainder. In the case of the outline planning proposals all matters are reserved for future consideration with the exception of access.

Full planning permission is sought for the following development

- The erection of a single deck carpark with undercroft parking and additional surface level car parking located within the railway cutting and the paddock land to the north. The decked car parking is proposed to be constructed from fairfaced concrete with solar panels located above some of the parking spaces. This proposal would result in the demolition of two detached houses located on Herrieffs Farm Lane. This will create a total of 659 new car parking spaces.
- To make the car park adjacent to the Brackley Town Football Club (granted temporary planning permission under application WNS/2022/1932/FUL) into a permanent car park. This car park will provide a total of 156 new permanent parking spaces and accessed through the Mercedes site, however there will be barrier controlled access from the football club site so it can be used by the club on match days.
- The removal of the existing surface car parking along Lauda Drive and the narrowing of Lauda Drive and the replacement of the car parking with landscaping including a covered walkway, refurbished bridge, new pedestrian and cycle bridge, gatehouses, kiosks, cycle hub and solar panels and use of the remainder of railway cutting as leisure space for the employees of the site.
- A new gate house for the site on Lauda Drive and on St James Road

Outline Planning Permission is sought for the following development.

- The erection of a marketing building adjacent to Oxford Road which will be up to three stories in height (13.3 metres) and up to 3,600 square metres floor area.
- The erection of a health and well-being building adjacent to the A43. This building will be a central hub for staff and will provide a restaurant, gym, yoga space together with changing facilities amongst other facilities. It is intended to provide a pedestrian bridge direct from the hub building to main headquarters building. It is proposed that the building will be up to three storeys in height (15.3 metres) and up to 3,600 square metres floor area.
- An extension to the main headquarters building two storeys in height to match the existing building and up to 596 square metres of floor space.
- An extension to unit one up to two storeys in height to match the existing building and up to 794 square metres in floor space.

Purpose of the Application

- 2.2 One of the aims of this application is to create a parkland campus setting, which will result in the removal of much of the car parking that dominates the site and its replacement with landscaping.
- 2.3 The site is currently the headquarters for the Mercedes Formula one team and it is where the cars are designed and constructed, although the engines are manufactured

at a separate plant in Brixworth. In addition other engineering work is carried out through their Applied Science engineering capability which conducts engineering design for external clients. These projects include the design of the next British Challenger for the Americas Cup. The company have plans to expand their operations on site which might include further diversification away from Formula 1 and this could involve expanding the workforce from 1400 to 1900 people over the next five years. They also have ambitious sustainability objectives to become Net Zero by 2030

Access and Parking Proposals

- 2.4 Staff for the site currently access the site via the mini roundabout and Lauda Drive, under the proposals it is intended to utilise an access from St James Road into the site for staff vehicles at peak times. A new gatehouse is proposed at the entrance and vehicles will be actively managed. It is intended to utilise this access during the AM and PM peak for staff vehicles to enable them to access the new car park without driving through the main site. Outside of peak times, all staff will access the site via the Lauda Drive, visitors to the site would also use this entrance. The peak hours being 07.00-10.00 and 16.00 to 19.00. Cycle and pedestrian access would remain being via Lauda Drive whilst HGV's would access the site via Lauda Drive and egress the site via St James Road.

Off Site Highway Mitigation Works

- 2.5 The development also proposes the following off site highway works to mitigate the impact of the traffic flows
- The widening of Oxford Road and the increase in length of the right turn lane into St James Road to accommodate 7 cars instead of 5 cars.
 - Alterations to the Oxford Road/Lauda Drive/Tesco roundabout northern arm and southern arm and decrease in size of overrun area to provide two lanes north south through the roundabout.
 - The extension of the double yellow lines along the northern side of the St James Road and around the turning head.
 - Improvements to the cycle route along Oxford Road
 - Alterations to St James Road to provide new access to the application site.

Parking Proposals

2.6 With respect to parking there are currently 930 parking spaces at the site, the masterplan proposals will provide the following provision across the entire site:

Parking Type	Breakdown
Car Parking 1,194 total spaces across the site	659 spaces in total in proposed new Car Park 156 spaces provided on Brackley Town Football Club Land 263 spaces retained in the existing multi-storey car park 74 visitor spaces at Unit 6 and the New Marketing Building 42 disabled bays with the site
Disabled Parking 47 spaces across the site	5 will be located on the ground floor of the new car park 42 will be provided adjacent to buildings around the site
EV Parking 70 charging points across the site	68 fast EV charging points will be provided (included within the parking provision above) 2 rapid EV charging points will be provided (these are not counted towards the overall parking provision)
Cycle Parking 196 Spaces proposed across the site	64 will be located in front of Unit 5, 64 will be located at the Health and Wellbeing Hub 62 existing cycle parking spaces will be retained within the multi-storey car park
Motorcycle Parking 43 spaces proposed across the site	33 to be provided in new car park 10 to be retained in existing multi-storey car park

Travel Plan

2.7 A Travel Plan has been submitted as part of the application and includes the following measures

- The appointment of a Travel Plan Co-ordinator
- The provision of information on sustainable travel options for employees.
- Provision of information on car sharing schemes
- The encouragement of the use of a car sharing scheme
- The setting up of a car sharing app for employees.
- Provision of information on public transport.
- Provision of information on local cycle routes
- Provision of covered cycle parking
- Promotion of cycle to work scheme
- Promotion of cycling initiatives
- Provision of shower facilities for cyclists and pedestrians
- Provision of information on local pedestrian routes
- Exploring of E-scooter trial in Brackley with the Council.

The Application

2.8 The application is supported by the following documents

- Transport Assessment
- Travel Plan
- Solar Strategy
- Lighting Strategy
- Ground Condition Assessment
- Ground Investigation Report
- Design and Access Statement
- Archaeological Assessment
- Ecological Assessment
- Noise Assessment
- Landscaping Design and Access Statement
- Flood Risk and Drainage Strategy
- Planning Statement
- Development Sustainability Statement
- Arboricultural Survey

Revised Submission

2.9 A revised submission was submitted in October which included;

- Addendums to the Transport Assessment
- Revised Layouts Plans
- Revised Landscape Proposals
- Revised Site Sections
- Revised Elevations
- Phasing Proposals
- Outline Parameter Plans
- Revised Land Contamination Information.
- Archaeological Written Scheme of Investigation
- Car Park Management and Use Plan

3.1 A further revised submission was received in December which included a redesign of the proposals for the Oxford Road/Tesco/Lauda Drive Roundabout and was accompanied by a highway safety audit.

3 RELEVANT PLANNING HISTORY

3.1 The following planning history is considered relevant to the current proposals;

WNS/2022/1932/FUL Temporary new car park adjacent Brackley Football Club – Approved

S/2020/0090/MAF Extension to Unit 5A of 215m² footprint to provide additional technical workshop space with concealed external plant area above – Approved

2019/0895/FUL Refurbishment of unit 6 to create a new reception and office building – Approved

S/2018/1676/P New Data Centre to the rear of unit 1a and 1b – Approved

S/2017/2626/MAF Alteration and extensions to join Unit 5A and 5BI – Approved

S/2017/1702/MAF Multi storey car park to provide 251 spaces with bicycle storage and landscaping – Approved

S/2017/1286/FUL Replacement of existing gravel carpark to form new surfaced car park at plot 7, new lighting, entry gates, swing gate and pedestrian turnstile – Approved

S/2014/1647MAF Change of use of land on plot 7 to temporary car park and new access. Perimeter fence around plot 7 and remainder of site – Approved.

S/2014/0386/MAF Construction of an industrial/office building and the erection of a new fence – Approved.

S/2008/0718/P Three storey infill building between buildings 3a and 3b. Addition of a second floor to unit 3b. Unit 6 change of use from restaurant to offices. Unit 7 change of use from hotel to office and reception and a new race support building extension – Approved.

S/2006/1027/P Increase in height of section of cladding on west elevation to incorporate cooling tower and additional windows to east elevation – Approved

S/2006/0324/P First floor extension to team headquarters – Approved

S/2005/1460/P Single storey extension to house hydraulic plant – Approved

S/2005/0093/P Three storey hotel and associated parking – Approved

4 SITE CONSTRAINTS

4.1 The following planning constraints are applicable to the site;

- The site lies within Brackley Town Confines.
- Brackley Conservation Area lies about 100 metres to the north of the site.
- The site lies within Urban Zone CIL charging zone.
- The site lies within a Waste Development Allocation.
- There is a group TPO on trees outside the application site to the south of buildings 2 and 4
- There is a single TPO adjacent to building 1B
- Part of the site lies within Flood Zones 2 and 3.
- Part of the site is allocated as a potential wildlife site. (Brackley Disused Railway East)
- Part of the site is at risk of surface water flooding.

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.

5.2 The following policies and material planning consideration are considered to be

relevant to making a decision on this application.

Development Plan

West Northamptonshire Joint Core Strategy (Local Plan Part 1) – Policies

SA – Presumption in Favour of Sustainable Development
S1 – The Distribution of Development
S7 – Provision of Jobs
S10 – Sustainable Development Principles
S11 – Low Carbon and Renewable Energy
C1 – Changing Behaviour and Achieving Modal Shift
C2 – New developments
RC2 – Community Needs
E1 – Existing Employment Areas
H5 – Managing the existing Housing Stock
RC2 – Community Needs
BN1 – Green Infrastructure Connections
BN2 – Biodiversity
BN5 – Historic Environment and Landscape.
BN9 – Planning for Pollution Control
B1 - Spatial Strategy for Brackley
B4 – Transport Improvements for Brackley

South Northamptonshire Local Plan (Local Plan Part 2) – Policies

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
GS1 - Open Space, Sport and Recreation
HE1 – Significance of Heritage Assets
HE2 – Ancient Monuments and Archaeology
NE3 – Green Infrastructure Corridors
NE4 – Trees, Woodlands and Hedgerows
NE5 – Biodiversity and Geodiversity

5.3 Material Considerations

- National Planning Policy Framework (NPPF)
- Planning Practice Guidance
- Brackley Masterplan 2011
- South Northamptonshire Council Design Guide
- Air Quality and Emissions Mitigation SPD
- South Northamptonshire Parking Standards and Design SPD
- Economic Growth Strategy “Delivering Economic Growth for South Northamptonshire”
- Energy and Development SPD
- Energy Efficiency SPD
- Low Carbon and renewable Energy SPD

6 RESPONSE TO CONSULTATION

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

Original Submission

Local Highway Authority

- 6.2 Confirm that they are working with the applicants with regards to the highways related issues and will then be in a position to respond to the application.

National Highways

- 6.3 Recommend that no decision is made on the application for the following reasons (i) it is not clear how big the marketing building will be and therefore the increase in the number of employees, (ii) it is not clear if any further future expansion of the site is anticipated, (iii) there are no issues raised by the anticipated peak hour trip rates, (iv) trip assignments for each road should be based on the home location details of existing employees, (v) National Highways cannot make comments on the impact on the A43/A422 Oxford Road Roundabout until the additional trip assignments work is carried out, (vi) further details of the opening year of development is required, (vii) further details on the baseline traffic surveys is required, (viii) it seems that the development flows at the A43/A422/Oxford Road roundabout have been overestimated, (ix) the growth rate calculation methodology needs to be reviewed, (x) further details on committed development is required, (xi) the capacity assessment model needs to be submitted for review, (xii) the noise assessment needs to include the impacts from the increased traffic on the A43, (xiii) the need to move to net zero carbon status by 2050 needs to be taken into account in determining the application.

Anglian Water

- 6.4 Comments that the applicants should check for Anglian Water Assets on the site.

Environment Agency

- 6.5 No objections however the measures in the Flood Risk Assessment should be adhered to and you should consult with your environmental health department to ensure there is no contamination from the railway cutting into the local water course.

WNC Planning Policy

- 6.6 Offer the following comments (i) the proposed new car park would accord in principle with policies B1 of the Joint Core Strategy and EMP2 of the South Northamptonshire Local Plan, (ii) the loss of the existing dwellings is stated in the application as being justified, (iii) there is no in principle objection to the loss of the existing car parking area and its replacement with the new park campus, (iv) the new solar panels would make a positive contribution to the aims of Joint Core Strategy Policy S10, (v) the proposed marketing building and health hub would make a positive contribution to the intensification and regeneration of the existing site and therefore contributing to the aims of the Joint Core Strategy Policy B1 and South Northamptonshire Local Plan Policy EMP2, (vi) the proposal makes a positive contribution to the aims and objectives of the Brackley Masterplan.

WNC Economic Development Officer

- 6.7 Supports the proposals and offers the following comments (i) It effectively utilises the land to develop the economy (ii) the site will create quality new jobs, (ii) the role of the West Northamptonshire Employment Support Service (WNESS) needs to be recognised within this application, (iii) there should be a S106 contribution of £250 per full time vacancy and £100 per part time vacancy to the WNESS, (iv) alternatively the

permission needs to include the requirement for a Local Labour Strategy by condition to ensure there is the maximum benefit to the local economy.

WNC Archaeological Advisor

- 6.8 No objections subject to a condition that requires a program of archaeological works

WNC Lighting Consultant

- 6.9 Comments that there is insufficient information within the application to come to view on the impacts of lighting on the local environment.

Emergency Services Infrastructure Planning Manager

- 6.10 Raises the following concerns with the development (i) the Brackley Masterplan acknowledges the importance of Mercedes within Brackley and encourages positive relationships with major employers, (ii) Northants Police and Northants Fire and Rescue Service both occupy buildings in St James Road, having previously relocated from sites in the town centre, to ensure that officers can attend incidents with good access to the highway, (iii) the current location of the stations allow the services to respond to incidents within times they are required to meet, (iv) the transport assessment does not provide data on any delays exiting St James Road, (v) it is unclear if the Mercedes site runs a shift pattern which might impact on officers and vehicles arriving and leaving our sites, (vi) it is not clear what the view of the Local Highway Authority is on the application, (vii) the services would wish to ensure that Police and Fire Officers are able to attend in the event of an emergency, (viii) the applicant has not submitted a Fire Strategy, (ix) additional resources might be needed to meet the needs of the development

Police Crime Prevention Design Advisor

- 6.11 Object to the application (subject to Local Highway Authority comments) on the following grounds (i) the development would impact on the ability of the fire brigade and police to respond to grade 1 emergencies, (ii) the access issues are exacerbated by parking on both sides of St James Road during the working day, (iii) St James Road can have HGV lorries parked up for the evening, (iv) the access of St James Road does not have roundabout access onto Oxford Road and the proposed development will increase congestion, (v) it is not appropriate for emergency vehicles to be caught up in traffic looking to access and egress the application site, (vi) the development could result in further traffic using Churchill Way.

WNC Landscape Consultant

- 6.12 Comments on how minor changes to the park campus proposals could enhance the scheme and some further information that should be submitted.

WNC Environmental Protection

- 6.13 Make the following comments (i) a full contaminated land condition is required as suggested by the Environment Agency, (ii) there are inadequacies in the noise report that need to be addressed, (iii) details of peak flows of traffic flows need to be submitted, (iv) conditions relating to plant noise, lighting, construction management plan, EV charging points, (v) the development potentially adds to traffic in the locality as such measures need to be put in place to minimise the impact on air quality and as such the applicant needs to detail measure to support sustainable travel, (vi) the developer should detail air quality mitigation measures, (vii) one mitigation approach could include a financial contribution which could then be spent on measures to reduce air pollution.

Supplemental response from WNC Environmental Protection

- 6.14 Confirms has no objections to the application but makes the following comments on

air quality (i) air quality in Brackley is good, well within air quality objectives and current regulations, (ii) however it should be remembered that there is no safe level of particulate matter which needs to be considered, (iii) the main impact on air quality will come from the increased use of the junction of Oxford Road and St James Road where vehicles will have to wait to turn right where waiting traffic or traffic using alternative routes will increase air pollutants and the redesign of this access would assist in keeping air pollutants low, (iv) the development does include significant measures to reduce emission from the site such as solar panels (iv) any planning permission needs to include a Construction and Environmental Management Plan

Further supplemental response from WNC Environmental Protection

- 6.15 Confirms has no objection but makes the following comments (i) the risk to end users and other receptors from land contamination is low (ii) sufficient information, along with subsequent justification, has been provided to allow for pre-commencement contaminated land conditions to be omitted in regard to phase 1 and 4, (iii) any permission needs to include a condition that addresses the issue of unexpected land contamination being discovered, (iv) if unexpected contamination is discovered then the Council will need to agree the remediation strategy.

Further supplemental response for WNC Environmental Protection.

- 6.16 No adverse comments in relation to noise pollution.

WNC Arboricultural Officer

- 6.17 No objections and comments that the TPO tree on site (which could be removed as part of the development of the hub building) is of low quality and therefore should not be a constraint to development.

WNC Ecology Officer

- 6.18 No objections However makes the following comments (i) the surveys on the whole are appropriate, (ii) the development will result in the partial loss of the non-statutory potential wildlife site, (iii) a Construction and Environmental Management Plan (CEMP) will be required, (iv) the watercourse should be protected during construction, (v) the mitigation works indicate that there will be an increase in biodiversity as a result of the development, (v) an amendment to the landscaping scheme would help to compensate for the loss of grassland in the potential wildlife site, (vi) the addition of log piles /hibernaculum would complement the habitat, (vii) further clarification on the grassland mixes is required, (viii) a management and monitoring plan for the Biodiversity Net Gain will be required, (ix) a Landscape and Ecological Management Plan will be required, (x) the badger surveys will need to be updated prior to the commencement of the development, (xi) the development is unlikely to impact upon otters and water voles however precautionary mitigations measures should be included in the CEMP, (xi) the surveys shows that the buildings and trees on the site are not suitable for bats, (xii) the site has common lizards inhabiting it and there is the need for appropriate mitigation area for them to be translocated to, (xiii) it is not likely that great crested newts are present on the site, (xiv) habitats created and enhanced will increase nesting and foraging opportunities for birds in the long term, (xv) the creation of open areas of grassland within the railway cutting would benefit invertebrates, (xvi) it is important surveys are updated prior to the commencement of development

Lead Local Flood Authority

- 6.19 No Objection but make the following comments (i) there is conflicting information regarding the drainage of Marketing Gateway Building, however this can be covered through a planning condition, (ii) if infiltration drainage is proposed then the drainage proposal will need to be reconsidered, (iii) the issues of site contamination and

remediation needs to be addressed, (iv) the Health and Well Being Hub will need a Surface Water Floodplain Compensation Strategy (v) further details of the condition of the existing outfall structures is needed, (vi) further information on maintenance, any increase in total outflow and drainage agreements are required.

Response to revised submission

Local Highway Authority

6.20 No objection subject to planning conditions and a legal agreement to secure a Traffic Regulation Order for additional parking restrictions of St James Road and a financial contribution of £5000 for Travel Plan monitoring and make the following comments

- The Transport Assessment (TA) policy principles are agreed.
- The TA modal shift target of 3-5% is acceptable.
- The Oxford Road/St James Road junction capacity model is acceptable
- The TA demonstrates there is not adverse impact of the development on emergency services operation.
- Expected queues for vehicles turning right into St James Road can be accommodated with the proposed revisions
- A Traffic Regulation Order to regularise parking restrictions on St James Road is required, secured through a s106 agreement.
- There is expected to be a maximum requirement for 1003 parking spaces as a result of the development.
- The Car Park Management Plan submitted with the application is acceptable.
- The parking provision is sufficient to prevent unsuitable parking within the site and potential for injudicious on street parking.
- The Car Park Management Plan prevents HGV's exiting the site via St James Road via St James Road.
- The site will still be able accommodate HGV movements through Lauda Drive.
- The proposals to increase DDA parking in line with demand controlled through the Travel Plan is acceptable.
- The monitoring of the need and provision of EV parking spaces through the Travel Plan is acceptable.
- The monitoring of the need and provision of cycle parking spaces through the Travel Plan is acceptable.
- The site will still be able to accommodate emergency vehicles, refuse vehicles and maintenance trucks
- The updated Travel Plan is acceptable.
- The methodology used for the preparation of the Transport Assessment is correct and robust.
- The proposed background traffic flows are correct.
- The security controls at the entrance to the site as set out in the Car Park Management Plan will not result in queues in St James Road.
- The Transport Assessment calibration is acceptable.
- The Transport Assessment modelling of the right turn into St James Road is correct.
- There are no unacceptable impacts on the Oxford Road/A43 roundabout.
- The provision of yellow hatching on St James Road will assist emergency vehicles getting out
- The mitigation measures proposed for the Oxford Road/Lauda Drive will enable the roundabout to accommodate the additional traffic movements.
- The road safety audits associated with the proposed highway mitigation works are acceptable.

National Highways

6.21 No Objections

Environment Agency

6.22 No further comments to make

Police and Fire Brigade Infrastructure Manager

6.23 Raises no objections but makes the following comments; (i) the development cannot be allowed to restrict movements for the fire station or police station, (ii) it is difficult to model movements by the emergency services, (iii) still have concerns about potential delays to crews, particularly at peak periods, (iv) judgement on the highway impacts of the development are deferred to the relevant highway authorities, (v) consideration should be given to a hatched box road marking to help access and egress for the emergency services, (vi) the proposed Serious Incidents Protocol should be secured by condition and reviewed every 6 months, (vii) the protocol only refers to police movements and needs to be amended to include the Fire Brigade also, (viii) the protocol could be secured through a S106 agreement, (ix) the Police and Fire Brigade should be consulted on the construction plan.

Police Crime Prevention Design Advisor

6.24 Remove previous objection to the development (i) there needs to be a review of traffic management arrangements, (ii) new car parks should meet the Park Mark guidance, (iii) the construction of the car park needs to take account of the additional weight of electric vehicles, (iv) the cycle hubs need to meet a secure standard, (v) the doors and windows on the new buildings need to meet Secured by Design Commercial Standards.

WNC Archaeological Advisor

6.25 States that the archaeological investigations on the site have now been completed and the site is not of any archaeological values and therefore has no objection to the development proceeding.

7 RESPONSE TO PUBLICITY

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

Originally Submitted Proposal

7.2 There have been 14 letters of objections raising the following comments:

- The development will bring large volumes of traffic onto St James Road which will severely impact the ability of existing businesses to use St James Road and to load and off load delivery vehicles.
- The proposals will impact St James Road when it is already at its busiest.
- There will be an increase in noise and air pollution.
- It will impact on the ability of existing employees to access business premises on St James Road.
- The development would have severe impact on the ability of emergency vehicles to access and egress St James Road and will impact on emergency response times.
- Mercedes traffic results in gridlock of the roundabout at peak times and this would be transferred to St James Road.
- The proposals would be detrimental to highway safety.

- An alternative route into the Mercedes site should be found.
- St James Road does not have the capacity to accommodate the development proposed.
- The development would result in traffic queuing all the way from St James Road to the A43.
- The development would cause significant disruption for local traffic, not just traffic using St James Road.
- The proposal for on-site places to eat and drink on the application site will damage town centre businesses.
- The Transport Assessment does not accurately reflect the real traffic situation in the locality.
- The methodology of the Transport Assessment is flawed.
- The peak hour flows of 170 vehicles would be a very significant increase in traffic along St James Road and will cause extreme congestion.
- There needs to be an independent Transport Assessment.
- The date of the traffic survey is not appropriate (19th July 2022) as it is at the beginning of the holiday period.
- Less people are working from home after COVID since the survey was undertaken.
- The Transport Assessment needs to include raw data on traffic flows rather than average data.
- The Transport Assessment does not focus enough on the impacts on Brackley Town Centre and local residents.
- The development would increase traffic through Churchill Way.
- Traffic held by the proposed gatehouse on St James Road will exacerbate traffic congestion.
- The proposal will result in the loss of a footpath accessible by the public along the disused railway line.
- The site is liable to flooding which will be exacerbated by the additional areas of hard surfacing.
- The development would be detrimental to the ecological value of the locality.
- The visual impact of the proposed new car park would be unacceptable.
- The development would result in unacceptable light pollution.
- Herrieffs Farm Road should at no time be used as an access to the application site.
- Construction traffic would be major inconvenience.
- Access to the site should be from a dedicated roundabout from the A43.
- Lift sharing should be prioritised.
- The Transport Assessment does not assess the suitability of St James Road to accommodate a severe increase in traffic.
- The traffic survey and queue data used to inform the TA has not been provided and therefore the conclusions of the traffic impact assessment cannot be verified.
- No parking count surveys have been undertaken on St James Road.
- There is no survey to support the contention of the application that there is widespread unsuitable parking within and around the application site and therefore there is a lack of evidence that the additional car parking is required.
- The proposed Traffic Regulation Order for additional parking restrictions will have an impact on the existing businesses and parking displacement may occur.
- No evidence has been presented to demonstrate that the increased flows on St James Road can be safely accommodated.
- The calculations of trip rate per parking space are flawed as they include the 180 spaces accredited to unsuitable parking, which have not been evidenced.

This will result in an underestimate of the number of traffic movement during the peak hours. Hence it should be considered that the Transport Assessment is not robust.

- It is not clear if HGV movements have been included in the Transport Assessment.
- The proposals include parking provision that is considerably in excess of parking standards and consideration should be given to whether this is justified.
- The existing right turn lane into St James Road and consideration should be given to whether this is appropriate.
- There is no justification as to why this new access is required.
- The development would put more traffic through the arms of the Tesco/Oxford Road/Lauda Drive roundabout. Only the Lauda Drive arm of this roundabout does not have capacity issues.
- The increased use of the right turn lane into St James Road will result in an imbalance of flows along the Oxford Road.
- No modelling has been submitted which shows the distribution of trips via St James Road is preferable to the use of the existing access on Lauda Drive.

7.3 Two letters of comment has been received and raises the following points

- There is poor cycling infrastructure in Brackley and these need to be improved as part of the development.
- It is not clear how residents will continue to access the footpath along the disused railway line.

Revised Proposal

7.4 A further 16 letters have been received and object on the following grounds

- The additional traffic movements would result in queuing and would be detrimental to the operation of the other businesses on St James Road.
- The additional traffic on St James Road will be detrimental to highway safety.
- The proposals will lead to parking shortages on St James Road.
- The use of St James Road for construction traffic would cause debris and would also damage the road.
- The proposed use of the access road is not in keeping with the expected light use of St James Road.
- The scheme should be altered so that it does not use St James Road.
- St James Road is used as a lorry park in the evening and the changes will make it dangerous for road traffic.
- The use of St James Road as a lorry park in the evening adds to the security of the road and the proposal will put an end to this benefit.
- The proposals will result in additional queuing on St James Road in the peak (am) hour for vehicles waiting to enter the Mercedes site.
- The capacity of the right turn lane into St James Road will be exceeded
- The Traffic Regulation Order for St James Road will have a negative impact on local businesses.
- There should be a new access to the site from the A43 to serve the site.
- The application site should continue to use its existing access.
- The proposals would lead to increased levels of noise and pollution in the locality.
- A comprehensive Traffic Impact Assessment needs to be conducted.
- ATC and queue survey data has not been provided;

- Evidence to support the 180 occurrences of unsuitable parking has not been provided
- Parking surveys have not been undertaken to support the proposed TRO on St James Road
- The methodology for calculating trip rates is flawed and the TA underestimates forecast trips;
- There is insufficient justification for the proposals.
- The impact on the local highway will be severe
- St James Road is not designed to accommodate large numbers of cars and HGV's.
- The Transport Assessment has not considered future scenarios when employees on the Mercedes site may increase further.
- The car parking and traffic surveys were undertaken when people were still working from home and are not a true reflection of the existing situation.
- The application does not properly consider the impacts of the development on the emergency services located on St James Road.
- The revised transport submission does not adequately address all the points previously raised.
- The units on St James Road as smaller units are much sort after and provide an important contribution to the local economy and important spaces for small and growing businesses and are protected by policy EMP2 of the South Northamptonshire Local Plan. Significant weight should be given to protecting this type of employment unit within the local economy.
- The application does not include a Construction Management Plan which the occupiers of St James Road can comment upon.
- The Car Park Management Plan does not adequately protect St James Road from cars queuing at the barriers to the Mercedes site.
- The Car Park Management Plan cannot be adequately enforced.
- The assessment does not adequately address the potential for queuing within the Mercedes site spilling out onto St James Road.
- The proposed revisions to the Oxford Road roundabout do not adequately mitigate the proposed increase in traffic flows.
- The Council needs to consider the parking restriction necessary to make the development acceptable.

8 APPRAISAL

8.1 The main issues in the determination of this application are

- The Principle of Development.
- The Highway Impacts of the Development.
- The Visual Impacts of the Development.
- The Noise Impacts of the Development.
- The Air Quality Impacts of the Development.
- The Ecological Impacts of the Development.
- The Light Pollution Impacts of the Development.
- The Economic Impacts of the Development
- The Arboricultural Impacts of the Development
- The Sustainability Proposals as Part of the Development
- The Proposed Landscaping of the Site
- The Demolition of the two Dwellings
- The Economic Impacts of the Development
- The Archaeological Impacts of the development

The Principle of Development

Policy Context

- 8.2 The recently updated National Planning Policy Framework (NPPF) places emphasis on supporting economic growth and productivity. Paragraph 85 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 of high levels of productivity, which should be able to capitalise on their performance and potential.'
- 8.3 Policies S7 and E1 of the Joint Core Strategy are applicable to this development and states that provision will be made for 28,500 jobs between 2008 – 2019 and that 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. Policy B1 of the Joint Core strategy states that development that enhance Brackley as service centre will be supported.
- 8.4 Policies EMP2 and EMP3 of the adopted South Northamptonshire Local Plan are considered to be relevant to the application and allow for expansion of existing industrial commercial uses within sites will normally be allowed. In addition direct new development to sustainable site within existing settlement confines.
- 8.5 Policy H5 of the West Northamptonshire Joint Core Strategy states requires the existing housing stock to be managed and safeguarded

Assessment

- 8.6 The proposed development does expand an existing industrial site which lies entirely within the confines of Brackley and as such is considered to be a sustainable site. The application will expand the Mercedes F1 site beyond its existing boundaries however it is considered that there are no reasons under planning policy to object to the principle of this expansion. The proposed development will allow the site to increase its current workforce from 1400 to 1900 based on the figure provided by the applicant and this would therefore increase the economic activity within the district and bring new high quality jobs to the locality.
- 8.7 The development does involve the loss of 2, now empty, dwellings accessed from Herrieffs Farm Lane, which need to be removed to provide space for the new car park. In this respect the proposed development is contrary to the development Plan. However, it is considered that given the economic benefits associated with the development proposals and the large number of new dwellings that have been and are being delivered across Brackley the loss of these two dwellings should not result in the proposal being considered unacceptable in principle.
- 8.8 The development does include the construction of an employee hub for the amenity purposes of the employees on site and does not actually create any new commercial floorspace however as this building will support the commercial activities on site it is consider that the principle of allowing this building to be constructed on site is also acceptable.

- 8.9 The site is located in an area which is known for motorsport, given the proximity of the Silverstone circuit and other formula one teams. This is an area of National significance in the high performance engineering sector. This significance is important when considering the text in paragraph 85 of the NPPF. It is considered that substantial weighting should be given to the economic and employment benefits of the proposals.

Conclusion

- 8.10 In conclusion, the principle of the outline proposals for the marketing building employee's hub and building extensions is supported by Development Plan Policy. In addition, the principle for the full elements of additional parking and park campus renewal of the site is also supported by Development Plan Policy. The removal of the dwellings is not supported by Policy however it is considered that the merits of the scheme as a whole outweigh this minor conflict the plan.

The Highway Impacts of the Development.

Policy Context

- 8.11 Policy C2 of the Joint Core Strategy states that development will be expected to achieve modal shift targets, whilst policy C5 of the Joint Core Strategy promotes the strengthening of connections within urban areas. Policy SS2 of the South Northamptonshire Local Plan requires developments to have a safe and suitable means of access for cars, cyclists and pedestrians.

Assessment

- 8.12 This section of the report is separated into different topic area relating to the highway impacts of the development

Transport Assessment Methodology

- 8.13 Objections have been received to the application which states that the submitted Transport Assessment has a flawed methodology and as such it underestimates the number of traffic movements associated with the development proposals.
- 8.14 The original review of the Transport Assessment did request further information and justification in relation to the methodology. Having received that information the Local Highway Authority is satisfied that the methodology used for the Transport Assessment is robust and therefore its results can be relied upon.

The Impacts on Highway Junctions

- 8.15 The traffic movements associated with the development in the Transport Assessment are given for 2031, as this allows for future growth of traffic to be modelled into the highway impacts. At present the primary traffic movements in the peak hour (am) into the site come from the south of the Oxford Road/Tesco/Lauda Drive roundabout before turning right into Lauda Drive. In the peak hour (pm) the main traffic flow through the roundabout is from Lauda Drive turning left towards the A43.
- 8.16 As a result of the development the total number of employees is due to increase from 1400 to 1900, in addition the main access to the site changes from Lauda Drive to St James Road, located to the north of the roundabout and as such more traffic will be

going straight across the roundabout in both the am and pm peak hours.

- 8.17 As a consequence of the proposed development in the peak (am) hour in 2031 a total of 888 cars will travel through the roundabout heading north towards Brackley, this is an increase of 113 car movements. In the peak (pm) hour in 2031 a total of 501 cars will travel through the roundabout heading south, this is an increase 208 car movements.
- 8.18 As a result of the additional movements through the Oxford Road/Tesco/Lauda Drive roundabout it has been necessary to amend the design of the roundabout to address requirements for additional capacity. This has been achieved through the introduction of a two-lane entry on the southbound approach to the roundabout, similar to the arrangement currently in place on the northbound approach. Also, to improve the safe flow of traffic the circulatory width through the roundabout has been increased by reducing the size of the central overrun area. The amendments have been examined by the Local Highway Authority and they have confirmed that, taking into account future traffic growth, the proposed amendments are acceptable and will enable the roundabout to accommodate the additional traffic flows and the works will be secured through a planning condition.
- 8.19 The proposed development will increase the traffic movements turning right into St James Road in the peak (am) hour. At present the right turn lane into St James Road can accommodate 5 cars. The increased development traffic results in a predicted need for 6 cars to be accommodated in the future assessment year of 2031 (am peak period). The applicant has committed to mitigate this impact by slightly widening the Oxford Road and extending the right-turn lane to accommodate 7 cars to prevent queuing obstructing traffic travelling ahead on Oxford Road and the Local Highway Authority have confirmed this is acceptable. This work will be secured through a planning condition.
- 8.20 Using the 2031 figure car movements into St James Road will increased in the peak (am) hour will increase from 57 to 528 and in the peak (pm) hour from 50 to 297. An assessment of how this traffic flow will be managed entering the site is set out later in the report.
- 8.21 Objections have been received which state that as a result of the development there will be excessive queuing from St James Road onto Oxford Road in the peak (pm) hour. The Transport Assessment shows that in the 2031 survey year that during the peak (pm) hour if the development were to be implemented there would typically be two cars queuing to exit St James Road which would typically create delays of 11 seconds. It is therefore considered that the proposed development would not have an unacceptable impact on traffic exiting St James Road.
- 8.22 St James Road is used for access and egress for both the local fire station and police station and to further ensure that these services will not be unacceptably affected and will still be able to swiftly access the Oxford Road a yellow hatched no waiting box is to be provided on St James Road to ensure cars are not waiting in a location that would impede them. This again would be secured through a planning condition.
- 8.23 In addition the application includes a Serious Incidents Protocol which contains the following provisions should a Significant Incident be declared
- The Officer in charge will contact the Mercedes Security Team (operates 24/7).
 - Upon receiving notification the St James access to Mercedes will be closed.

- All traffic will be diverted via Lauda Drive
- Traffic leaving the site will be managed based upon any further advice of the emergency services

8.24 The consultation response from the Emergency services points out that this document is in draft only and suggest changes and to include a monitoring system. This can be addressed through a planning condition.

Access and Car Park Management Arrangement.

8.25 The application site, due to the nature of the business, needs to operate a secure site and therefore will have gatehouses and security barriers on all entrances to the site.

8.26 There has been considerable objection to the application as it is considered the need to negotiate the security barriers in the application site will cause delays for cars entering the site in the mornings and as a result will cause delays and issues for existing businesses on St James Road.

8.27 To address the issue the applicants have submitted a Car Park Management Plan to set out how the site will operate. In terms of access from St James Road the plan includes the following measures

- Access and egress along St James Road will be for staff only and only from 0700-1000 and 1600-1900, outside these hours access will be via Lauda Drive.
- The barrier to the site will be operated by security card.
- At peak times security guards will be at the entrance to the site on St James Road and raise the barriers and will allow staff through.

8.28 The Local Highway Authority have been consulted on the management plan and consider that it is acceptable and fit for purpose and this can be secured through planning condition which requires the site to be operated in accordance with the plan. However given the importance of this plan working it is considered necessary that this plans be reviewed once the access is in full operation.

8.29 Objections have been raised to the application which state that there may be queuing out onto St James Road as a result of cars being delayed by other cars manoeuvring to find a parking space. The Transport Assessment shows that in the am peak hour there will be 473 movement into the site which equated to an average of approximately 8 cars entering the site per minute. Given the amount of circulation space proposed within the development site as a result of the development it is considered that it is very unlikely to be the cause of any queuing onto St James Road

The Proposed Double Yellow Lines

8.30 The application as submitted includes a proposal to extend the double yellow lines along the remainder of the northern stretch of St James round and around the turning head. There are already signs on the northern side of St James Road which state "Please do not park on this side to allow access for goods vehicles" however there are no enforcement powers relating to the signage. Any proposal for the double yellow lines would need to be the subject of a separate application to the Council for a Traffic Regulation Order which has its own separate process for application and determination. It was proposed by the applicant that the provision of the double

yellow lines would be secured through a S106 legal agreement. The provision of the double yellow lines is intended to ensure sufficient free flow of traffic along St James Road to ensure

- 8.31 However, whilst making this provision in the application they have also argued that such a provision is not necessary given the limited amount of parking along St James Road. To evidence this they have submitted a parking beat survey which is intended to show that parking does not occur on the northern side of St James Road during peak and non-peak hours. The survey took place on three separate dates during the working week during October and November. However, the methodology for the survey was not agreed in advance of the survey and the current occupancy of the units on St James Road is not known and therefore the surveys should not be completely relied upon. In addition, it is the view that the informal “no parking” signs on the north side of St James Road were erected for a reason indicating that there have been parking issues prevalent in the past. It is therefore the view of the Local Highway Authority that, on a precautionary basis, additional parking restrictions are necessary for the development to proceed satisfactorily. It is intended that these are secured through a planning S106 agreement.

Quantity of Parking Spaces.

- 8.32 The Council’s Parking Standards and Design Supplementary Planning Document adopted in 2018 sets out parking standards for new development and provides guidance on the minimum amount of parking need based on overall floor space.
- 8.33 The site currently has a total floor Gross Floor Area of 32,150 square metres and has a total of 750 car parking spaces on the site. Using the Council’s parking guidance of 1 space per 30 square metres the parking requirement for the site is 1070 spaces. Therefore the site is currently 320 parking space short based on the Council’s adopted parking guidance.
- 8.34 The overall Gross Floor Area of the site post development would be 39,276 square metres and based on the Council’s parking guidance of 1 space per 30 square metres this equates to 1,310 spaces. The application proposes a new car park of 659 spaces plus 156 spaces at the car park adjacent to the football club giving a total of 815 new spaces. This combined with the retained parking spaces of a total number of 1,194, parking spaces once all the car parking place have been constructed which is a short fall of 116 spaces based on the Council current guidance which is less of a shortfall than is currently associated with the site.
- 8.35 However, to further support their proposal the applicants have submitted a Car Parking Accumulation Assessment which demonstrates parking demand based upon the trip rates agreed in the Transport Assessment. This information demonstrates (as set out by the Local Highway Authority) that there would be a maximum of 1003 parking spaces maximum needed to serve the proposed use and therefore the Local Highway Authority considers sufficient parking will be provided on the site.

The Proposed Travel Plan

- 8.36 The Council is actively committed to encouraging modal shift, but also realises that alternative modes of transport will only be used where journeys are appropriate and real choice is available. With much of the district being rural in nature, many residents have no other option than to use their own cars.
- 8.37 A survey of staff has been undertaken by Mercedes to ascertain the location of their

employees in relation to the site, this demonstrated that

- (i) Around 68% of Mercedes staff have a travel distance of 10 miles or more
- (ii) 49% have a travel distance of 15 miles or more
- (iii) 28% have a travel distance of 25 miles or more

- 8.38 It is unlikely that these journeys are realistic by public transport and as such the demand for car parking is higher than for other business uses.
- 8.39 In the UK, the F1 industry is mostly concentrated between the midlands and the outskirts of London. The Mercedes headquarters are based in Brackley, the Maclaren F1 headquarters are based in Woking and the Aston Martin F1 headquarters are based in Silverstone. Also the Redbull F1 Team are based in Milton Keynes and Alpine F1 are based in Chipping Norton.
- 8.40 The applicants have stated that staff move to live in areas on the country where Formula 1 headquarters are based and often move between F1 teams, as a consequence, staff may not be located close to their current workplace and therefore commute. The applicants have stated that the lack of car parking on site is the biggest issue when employing staff.
- 8.41 However the Council is committed to modal shift as set out in Planning Policy C2 of the West Northamptonshire Joint Core Strategy. To enable more sustainable transport option the applicants have produced a Travel Plan.
- 8.42 In terms of existing transport options the Travel Plan shows the site
- Is within 30 mins walking distance for the majority of the urban area of Brackley
 - Is within 10 mins cycling distance for the majority of the urban area of Brackley
 - Is within a short walking distance of the bus stops on Oxford Road and Banbury Road.
- 8.43 In terms of bus services the Travel Plan shows there are the following options
- Nearby bus stop serves the 500 bus service which is 32 mins from Bicester and 51 mins from Banbury at a frequency of one service per hour.
 - Nearby bus stops serves the 87 bus service and goes to Northampton via Silverstone and there are four services per day, two of which go to Silverstone only.
- 8.44 Hence whilst there are walking and cycling options for local residents, the site is quite poorly served by public transport.
- 8.45 The Travel Plan promotes measures to achieve a modal shift away from cars of approximately 3-5% over the Travel Plan lifetime and whilst this is below the Council's normal targets considering the challenges of providing sustainable travel options to this site it is considered that this target is appropriate.
- 8.46 The provisions of the proposed Travel Plan to achieve the modal shift are
- The employing of a Travel Plan co-ordinator
 - Provision of more information to staff on sustainable transport options and promotion of the options.
 - Encouraging and facilitating car sharing schemes, including a site wide car sharing app.

- Provision of secure bicycle storage and provision of showers, changing rooms and lockers for walkers and cyclists as well as facilities of cycle repair.
- Introduction of Cycle to Work Scheme.
- Promotion of an E-scooter trial within Brackley.
- Provision and review of EV charging points on site
- Provision and review DDA parking on site
- Promotion of local taxi/minicab firms

8.47 The Travel Plan has been assessed by the Local Highway Authority and have confirmed that the proposed measures are appropriate. The Travel Plan will be monitored for a period of 5 years and additional provisions, such as additional EV charging points, will be provided as required. A S106 legal agreement will be required of the payment of £5000 for the monitoring of the Travel Plan

The Impact of the Development on the A43

8.48 The development will create additional traffic movements on the A43/A422/Oxford Road roundabout, hence the Council has consulted National Highways, who have overall responsibility for the Strategic Road Network. Initially National Highways placed a holding direction on the application and requested further information on

- The marketing building
- Any further future expansion
- Trip distribution
- Capacity assessment
- Noise

8.49 Following further correspondence with National Highways and submitted information National Highways have amended their consultation response and now have no objections to the development. It is therefore concluded that the development will not have a severe impact on the Strategic Road Network.

Conclusion

8.50 The applicants have produced a thorough and robust Transport Assessment with an agreed methodology and the results of the Transport Assessment can therefore be relied upon in the determination of this planning application. As confirmed by the Local Highway Authority it is considered that with the proposed physical mitigation measures and the proposed management plans that the strategic and local highway network can accommodate the additional traffic without severe impacts on the highway and without the proposals being detrimental to highway safety. Furthermore the efficient operation of the emergency services would also not be unduly compromised.

The Visual Impacts of The development.

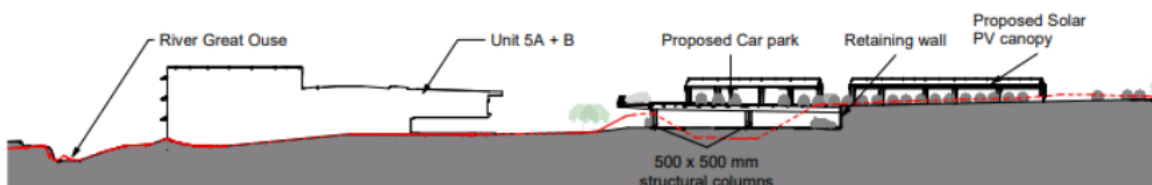
Policy Context

8.51 Policy S10 of the Joint Core Strategy require development to have the highest standards of sustainable design and protect and conserve the natural and built environment. Policy SS2 of the adopted South Northamptonshire Local Plan requires developments to have a design lead approach and demonstrate compatibility and integration with its surroundings and the distinctive local character of the area in terms of type, scale, massing, siting, form, design, materials and details. The South Northamptonshire Design Guide requires developments to be contextually

appropriate, relating to their surroundings and reinforcing the existing character where possible. The design should be contextually responsive, drawing upon design cues from the surrounding area.

Assessment

- 8.52 The application of for hybrid planning permission and two of the buildings, the marketing building located at the entrance to the site and the employment hub on the southern boundary further into the site and extension to buildings 1 and 5 are proposed for outline consent only at this time. Therefore, their detailed design and proposed materials and layout will need to be the subject of further reserved matters applications.
- 8.53 Although no detailed designs are available for the marketing building proposed parameters for these buildings have been submitted and these show that the proposed building would be up to three storeys in height with a maximum height of 13.5 metres and a further allowance of 5 metres for any plant and equipment. This height of building is in keeping with the height of adjacent buildings and therefore will not seem out of place or unduly high. However the building will require careful design as it will be very prominent as an entrance feature to the town when exiting the A43 roundabout.
- 8.54 Again no detailed design for the hub building has been provided but the submitted parameters show that the building will be a maximum of 15.3 metres in height with a further allowance of 2.2 metres for plant and machinery. This building will be of a similar height but slightly higher than the main headquarters building on the site. However as the building is located a considerable distance into the site and would be largely screened from public view by the other building on the site and the landscape buffer to the A43 it is considered that its proposed height and massing not to be detrimental to the character of the area.
- 8.55 With regards to the outline extensions to buildings 1 and 5, these are considered to be modest extensions to the existing complex of buildings located well within the site. It would be relatively simple to design appropriate extensions to these buildings and these would have little impact on the character of the wider area and it is considered that appropriate designs can be forthcoming at the appropriate time.
- 8.56 Full planning permission request for the proposed new car park and therefore detailed plans of the proposal have been submitted and utilises the disused railway line to the north of the existing site. The land levels allow for the northern part of the proposed car park to be constructed at existing ground level where the southern half of the car park utilises the changes in levels to create a lower level of car parking and further parking above but without the need to increase the overall height of the structure, as shown on the extract below, where the redline indicates the existing ground levels.



- 8.57 As shown on the cross section plan above part of the proposed car park is covered

by metal structures to support photovoltaic cells. The ridged structures are constructed from metal and are approximately 3 metres to eaves and 4.2 metres to ridge. However, the overall structure is no higher than the main headquarters building to the south, no higher than the dwellings they replace and are smaller in terms of massing than the industrial estate buildings that lie to the east of the site.

- 8.58 It is therefore considered that the size and massing of the carpark would not result in a structure that is out of scale with the surrounding area nor, given the mainly industrial character of the locality, out of keeping with the character of this part of Brackley. Furthermore the proposed materials proposed, fairfaced concrete for the car park and metal for the PV canopy seem appropriate, however it is considered that further details of the proposed designs of the PV canopies need to be agreed
- 8.59 The application also includes the proposal to transfer the temporary car park given planning permission under application S/2022/1932/FUL to a permanent planning permission. This temporary permission covered a grassed area, that was occasionally used for overspill parking for the football club into a fully surfaced and lit car park that was shared between Mercedes F1 and Brackley Town Football Club. The surfacing of the formerly grassed area does change the character of this area and has an urbanizing effect, however it is not considered that given the urban grain of this part Brackley that this alteration to the character of the area is unacceptable.
- 8.60 The application also includes a number of ancillary structures including gate houses, covered walkways and food kiosks all of which are appropriately designed and will either have neutral or positive impact on the character.
- 8.61 The driving principal behind the application is to create a Park Campus for the Mercedes F1 premises, the construction of the new car park will allow this to take place. The proposals to replace the car parking areas in and around the existing buildings and replace them with walkways and additional hard and soft landscaping will considerably improve and enhance the character of the industrial estate.

Conclusion

- 8.62 There are a number of different elements which needs to be considered cumulatively when considering the overall visual impacts of the development. The application proposes a considerable amount of new development on what is currently a greenfield area however it is considered that given the urban grain of the locality and the site is within the town this would not be severely detrimental to the character of the area. The application also proposes two large new buildings in outline form however it is considered that the stated parameters of these buildings will allow for appropriate development to come forwards at the reserved matters stage.

The Noise Impacts of the Development.

Policy Context

- 8.63 Policy S10 and BN9 of the WNJCS requires new commercial development to not have an unacceptably adverse impact on noise pollution. Policy SS2 of the adopted South Northamptonshire Local Plan requires development to result in a good standard of amenity taking into account noise pollution.

Assessment

- 8.64 There are two main sources of noise from the proposed development, the first is the

additional noise from the increased activity from parking and traffic movements and the second is from new plant and equipment associated with the development. With regards to noise from cars the Environmental Protection Officer has stated that there was a lack of information on how the parking will be used in terms of hours of operation and days it will be used. The applicants have submitted a Car Park Management Plan to address the comments of Environmental Protection and is designed to incorporate the anticipated growth in staff numbers from about 1400 to 1900.

8.65 The main elements of the plan are

- St James Road will be used for staff only between 0700-1000 and 1600-1900 on weekdays only.
- The access from St James Road will be via a security barrier accessed by way of security card, there will also be a manned gatehouse
- At peak times security guards will be at the entrance to the site from St James Road and will allow staff through to avoid delays/queuing.
- A barrier is proposed between the football club car park and the proposed new car park. This will be closed at times the football club are using the car park so there is no access for them to the new decked car park.
- The barrier will be closed to ensure there is no access to Churchill Way for Mercedes Employees.
- Shift workers arriving outside normal working hours will use Lauda Drive for access and will mainly use the existing multi story car park that already exists on the site only using the lower area of the new decked car park if required.
- Most visitors to the site will park in the car park for the marketing building which will be accessed before going through the security barrier in allocated visitor parking.
- Mercedes Security patrols will contact staff who do not park in the correct locations
- The car park adjacent to the football club (which already had temporary permission) will be managed in accordance with the management plan already agreed for that car park.
- The football club car park will only be used by Mercedes staff during the week, the barrier linking the car park to the Mercedes site will be closed at weekends and during evening hours.
- The football club will access the football club car park via Churchill Way.
- The football club car park will be available for the use of the football club on weekends for matches and for a small number (approx. 8) of matches that take place during the season on week day evenings.
- On match days stewards will direct cars to available parking spaces
- On days when there are evening games the carpark will generally be vacated by 23.00.
- Outside match days some spaces will be used by customers using the all-weather pitch but which gets used until 22.00 on weekdays and 18.00 on weekends.
- The football club car park will be used as an overflow car park for the club when they have events. Hours are restricted by the Premises Licence at the club.

8.66 Environmental Protection have been consulted on the Car Park Management Plan to ensure it will adequately protect the residential amenities of nearby properties in relation to noise and have raised no objections. With regard to noise from plant and equipment from the new buildings, this can be controlled through a planning

condition. A transformer for the PV panels that was located close to residential buildings has now been relocated.

Conclusion

- 8.67 It is therefore considered that the noise impacts have been adequately assessed and there is no reason to withhold planning permission on these grounds.

The Air Quality Impacts of the Development.

Policy Context

- 8.68 Policies S10 and BN9 of the Joint Core Strategy require new commercial development to not have an unacceptably adverse impact on air pollution. Policy SS2 of the adopted South Northamptonshire Local Plan requires development to result in a good standard of amenity taking into account air pollution.

Assessment

- 8.69 The application allows for the employment levels on the site to increase from 1400 to 1900 approximately and whilst there are some mitigation measures proposed through the travel plan and EV charging points, it is expected that there will be additional traffic movements that will increase air pollutants in the locality. However, the air quality in Brackley is generally good. The Council has two monitoring locations within the town and both show that pollution levels within and around Brackley are well below the objective levels.
- 8.70 The main cause for the increase in pollutants from the application will be the increase in traffic waiting to turn right into St James Road and this coupled with people perhaps taking alternative routes to avoid this area. However, there is no reason to consider that this will result in air quality deteriorating that would cause it to fall below objective levels. In addition this must also be viewed against other measures proposed by the development which assist air quality in general such as the installation of PV panels, electric vehicle charging points, low power lighting and cycling and welfare facilities.

Conclusion

- 8.71 Although the development could lead to an increase in pollutants from cars it is not considered that this will lead to unacceptable levels of air pollution. Consideration also needs to be given to the sustainability measures outlined above and as such it is considered the impacts on air quality are acceptable.

The Ecological Impacts of the Development.

Policy Context

- 8.72 Policy S10, BN1 and BN2 of the Joint Core Strategy requires development to conserve and enhance the natural environment and enhance biodiversity. Policy SS2 of the adopted South Northamptonshire Local Plan requires development to have detailed consideration of ecological impacts. Policy NE5 of the adopted South Northamptonshire Local Plan requires biodiversity to be preserved or enhanced and development not allowed where it would result in significant harm to biodiversity.

Assessment

- 8.73 Part of the site (as shown on the committee plan) is designated as a Potential Wildlife Site, the site used to be designated as a wildlife site but when the site was last surveyed it was found to have fallen below the threshold for that designation. The designation of Potential Wildlife Habitat is a non-statutory designation and does not provide the area with any greater protection under law, its purpose is to identify that there area has the potential for being of greater ecological value.
- 8.74 The applicants have submitted a full ecological assessment with the application which includes a survey of the site, examines the impacts and also addresses the Biodiversity Net Gain requirements.
- 8.75 With regard to the potential for protected species the site is not suitable for Great Crested Newts or bats. The watercourse through the site could be suitable for otters and water voles however as no works to the water course are proposed then it is not considered that the development is unlikely to impact on these species. However precautionary measure should be included within the Construction and Environmental Management Plan (CEMP) to protect the watercourse.
- 8.76 Badger Surveys were undertaken as part of the assessment which showed no signs of badgers at that time, however the habitat is suitable for their use. The site visit by the ecologist did show that there was some evidence of badger activity on the part of the site to be cleared however no sets were discovered. It is therefore proposed that a further survey is undertaken prior to the works commencing and the condition would require mitigation measures should any sets be discovered at that time.
- 8.77 The reptile survey did find a small population of Common Lizard, but as the survey was not carried out at the best time of year the population could be larger. The ecological appraisal proposes a new area within the site for the lizards to be relocated to. Whilst this area is smaller than the habitat that the lizards currently enjoy the Ecology Officer has not raised any objections to the proposals but points out that this habitat needs to be created prior to the relocation of the lizards. This will be controlled through the submission of a Landscape and Ecological Management Plan (LEMP).
- 8.78 With regard to habitat, some habitat will unavoidably be lost as part of the development, however the proposal show mitigations works for the lost habitats created by enhancing the retained habitats in the proposals will meet the tests required under the new Biodiversity Net Gain assessment methodology.

Conclusion

- 8.79 The proposals together with the proposed planning conditions relating to ecology, set out later in this report, will ensure that the correct safeguards are in place for the protected species and that the new habitat is created where necessary to support them. Furthermore the proposals will ensure that the necessary Biodiversity Net Gain is achieved.

The Light Pollution Impacts of the Development.

Policy Context

- 8.80 Policy BN9 of the WNJCS requires new commercial development to not have an unacceptably adverse impact on noise pollution. Policy SS2 of the adopted South Northamptonshire Local Plan requires development to have sensitive lighting

Assessment

- 8.81 The application in its current form gives little information on the proposed lighting scheme for the development.

Conclusion

- 8.82 The potential for light pollution can be controlled through a suitably worded planning condition.

The Economic Impacts of the Development

Policy Context

- 8.83 Policy S7 of the WNJCS states that provision will be made for a minimum of 28,500 jobs of the plan period, Policy S8 of the WNJCS supports the renewal and regeneration of existing employment sites and in general supports high performance technology motorsport. Policy E1 of the West Northamptonshire Local Plan support the retention of existing employments sites. Policy EMP1 of the adopted South Northamptonshire Local Plan requires major new industrial development to contribute to increasing or maintaining a skilled workforce, whilst policy EMP2 supports the appropriate expansion of existing commercial sites.

Assessment

- 8.84 The site has been the home of an F1 racing team for the past 26 years with the site steadily being developed with additional buildings and facilities including a wind tunnel. The Mercedes F1 team has been based in Brackley since 2010 and is one of the world's most successful formula one teams winning eight consecutive constructors titles and forms the design centre for the F1 car and the manufacturing location for the chassis. The engine are manufactured in Brixworth and brought to the site where the cars construction is completed. In addition to racing, the team incorporates a successful Applied Science engineering capability, which conducts world-class engineering and design for external clients. These projects include the design of the next British challenger for The America's Cup with INEOS Britannia. The INEOS Britannia team is also based on the Brackley site and the business is intending expand its applied science. As such the site would move forward and become an even larger beacon of engineering and manufacturing excellence with the locality.

The Arboricultural Impacts of the Development

Policy Context

- 8.85 Policy NE4 of the South Northamptonshire Local Plan seeks to integrate trees into new development and sates that the loss of protected tress will rarely be acceptable.

Assessment

- 8.86 The planning constraints plan does show that there is a tree subject to a Tree Preservation Order located where the site of the Health and Wellbeing Building is proposed and as a result this tree will be lost. The Council's Arboricultural Officer has been consulted on the application and has confirmed that the tree is now of low quality and therefore should not be considered to be a constraint to development. In addition the development through the removal of the car parking around the existing

building proposed a considerable number of additional trees on the site.

Conclusion

- 8.87 The arboricultural impacts of the development are acceptable

The Sustainability Proposals as part of the Development

Policy Context

- 8.88 Policy S10 and S11 of the Joint Core Strategy requires the highest standards of sustainable design and maximise the generation of its own energy needs and that larger commercial development should reach the BREEAM “very good” standard. Policy INF 4 of the South Northamptonshire Local Plan requires 10% of new parking spaces to have EV charging points.

Assessment

- 8.89 In terms of the energy efficiency of the buildings proposed for outline permission there is a condition proposed to ensure it meets the BREEAM very good standard to ensure these are policy compliant. Further assessment of the energy efficiency of these buildings will be submitted as part of the reserved matters application for these buildings.
- 8.90 With regard to energy generation the development proposes that the covered walkway which runs the length of the site from adjacent to Lauda Drive gate house to the Health and Wellbeing Building could be used to support photovoltaic panels. In addition it is proposed that approximately 80% of the upper level of new car park will have photovoltaic panels on a separate structure and has the potential to create considerable amounts of energy that can be utilised on the site. The exact details of the photovoltaic strategy are required through a planning condition.
- 8.91 Policy INF4 of the South Northamptonshire Local Plan requires 10% of new parking spaces to have EV charging points, the new multi storey car park proposes 659 parking spaces and the new car park adjacent to Brackley Town Football Club includes an additional 156 parking spaces, giving a total of 815 parking spaces. As such there should be a total of 82 EV chargers.
- 8.92 The application proposes to provide 68 EV chargers as part of the development in addition cabling for EV charging points for a further 54 parking spaces which will be provided with cabling enabling charging point to be connected. Further details of the provision including the specification of the charging points is required by planning condition and delivery will be monitored through the Travel Plan.

The Proposed Landscaping of the Site

Policy Context

- 8.93 Policy SS2 of the South Northamptonshire Local Plan requires that development incorporates suitable landscape treatment as an integral part of the development

Assessment

- 8.94 One of the main drivers of the application is that in constructing additional car parking provision it allows for the existing car parking around the existing buildings to be

replaced with landscaping and other staff facilities which allow for a park campus environment to be created. Central to this are the proposed landscaping proposals which including a covered walkway, refurbished bridge, new pedestrian and cycle bridge, gatehouses, kiosks, cycle hub and solar panels and use of the remainder of railway cutting as leisure space for the employees of the site.

- 8.95 In the area to the east of the current entrance to the site, which is the area most affected by the changes the application proposes new lawn areas with block paving used for both the retained, but narrowed, vehicular access, tree lining of the pedestrian walk ways (including the retention of existing trees), outdoor working pods, seating areas (including loungers) To the front of the Wellbeing Building there will be a larger area of hardstanding with outdoor seating for outdoor dining with the retention of the existing treeline adjacent to the watercourse.
- 8.96 The area of disused railway cutting will be used as an amenity area for staff wellbeing and could include a walking areas and outdoor fitness equipment. The proposals for this are yet to be finalised and will therefore be controlled through a proposed planning condition.
- 8.97 The Council's external landscape consultants have been consulted on the scheme and are positive but have made minor comments relating to the minor details of the scheme and these have been passed to the applicant.

Conclusion

- 8.98 Considering the areas to be landscaped are currently predominately tarmacadam and are used for the parking of vehicles and for a large tarmacadam access road the proposals will fundamentally change the appearance of the site for the better and will provide an attractive and innovative working environment for employees and as such complies with Policy SS2 of the Local Plan

The Demolition of the Two Dwellings

Policy Context

- 8.99 Policy H5 of the Joint Core Strategy states that the existing housing stock will be managed and the loss of exiting housing stock will be restricted,

Assessment

- 8.100 The proposed development will result in the loss of two detached dwellings which have been purchased by Mercedes and are currently empty and boarded up.

Conclusion

- 8.101 The development would be contrary to this policy of the Joint Core Strategy however this is discussed in further detail in the Planning Balance section of this report.

8.102 The Economic Impacts of the Development

Policy Context

- 8.103 Policy S7 of the JCS sates that provision will be made for a minimum of 28,000 new jobs over the plan period. Policy EMP2 of the South Northamptonshire states that new employment generating including intensification will normally be permitted. It also

states that existing employment sites will be protected.

Assessment

- 8.104 The Transport Assessment in association with the proposed mitigation measures proposed as part of the application demonstrates that the impacts on the existing business in the locality will not be unacceptable.
- 8.105 For Mercedes F1 the proposed development will allow them to increase their workforce from the current 1400 to a proposed 1900 during the next five years. Not only will this allow Mercedes to continue with the Formula 1 headquarters on site but also expand their Applied Science division and thereby create a large number of high quality engineering jobs and further expand the centre of engineering excellence within Brackley.

Conclusion

- 8.106 The proposal will make a considerable contribution to growing the local economy with the provision of significant investment and the creation of high quality jobs.

The Archaeological Impacts of the Development

Policy Context

- 8.107 Policy BN5 of the Joint Core Strategy states that harm to archaeological assets should be minimised and where loss is unavoidable provision should be made for recording the assets. Policy SS2 of the South Northamptonshire Local Plan states that planning permission will not be granted where development adversely affects sites of archaeological importance.

Assessment

- 8.108 The Council's Archaeological Officer has been consulted on the application and they have not objected to the development proceeding provided it is subject to a programme of archaeological work. This program of archaeological works has now been completed and the site has been shown not to have any archaeological value of note. The Archaeological Officer therefore has no objection to the development progressing.

Conclusion

- 8.109 There are no reasons in archaeological terms why the development cannot proceed.

9 FINANCIAL CONSIDERATIONS

- 9.1 The development is not CIL liable.

10 PLANNING BALANCE AND CONCLUSION

- 10.1 The NPPF at paragraph 10 states 'At the heart of the Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan making and decision taking...for decision taking this means:

- approving development proposals that accord with the development plan without delay; and

- where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:
 - (i) the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - (ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.
- 10.2 In the context of this application, policies S7, E1 and B1 of the Joint Core Strategy and policy EMP2 of the South Northamptonshire Local Plan supports intensification of existing commercial uses within the existing curtilage of the premises or through appropriate extensions and as such the principle of development is considered to be acceptable.
- 10.3 As such a view has to be taken as to whether or not there are any adverse impacts that would significantly and demonstrably outweigh the benefits of granting consent when assessed against the policies in the Framework and Local Plan when taken as a whole.
- 10.4 Paragraph 8 of the Framework states that there are three overarching objectives which are interdependent and need to be pursued to achieve sustainable development.
- 10.5 **An economic objective** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- 10.6 **A social objective** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- 10.7 **An environmental objective** – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.
- 10.8 In terms of the economic role the development will deliver up to 8,590 sqm of additional commercial floorspace. The site is located in an area which is known for motorsport, given the proximity of the Silverstone circuit and other formula one teams. This is an area of National significance in the high performance engineering sector. The development is likely to generate up to approximately 500 new full-time jobs, a significant proportion of which would be taken within the district. It is reported that construction of the development would result in expenditure of approximately £70m, some of which would further feed into the local economy and create additional full time jobs during construction. It is anticipated that there will be a wide range of jobs created by the development; such as engineers, managers, information technologists, production staff and administrative staff. The development will bring real economic

benefits both locally and regionally and further help to create a centre of internal engineering excellence within the district. The level of economic growth in this location is supported by the Development Plan and other Council adopted Strategies, as well as the NPPF. It is considered that substantial weighting should be given to the economic and employment benefits of the proposals.

- 10.9 In relation to the social role, as noted above, the development of this site will deliver a wide range of employment opportunities and subject to conditions relating to local labour strategies, a proportion of these are likely to be taken up by local people. The development does involve the loss of two dwellings which the Local Plan seek to protect, however it is considered that this is outweighed by the benefits of granting planning permission for the development.
- 10.10 In relation to the environmental role, the proposal would lead to the loss of ecology habitat on the site however the application includes acceptable mitigations measures and also addresses the Biodiversity Net Gain requirements. It has also been shown that the development will not result in unacceptable levels of noise and air pollution and light pollution is controlled through a planning condition. The proposal also includes a number of sustainability proposals to reduce the environmental impacts of the development including a Travel Plan, EV charging points and large areas of photovoltaic panels.
- 10.11 The site is already developed and therefore the development will not have unacceptable landscape impacts and further consideration of design of the outline elements of the development will be possible at the reserved matters stage.
- 10.12 Hence, in the context of the presumption in favour of sustainable development set out within the NPPF, it is considered that the proposal would result in sustainable development. Furthermore, it is considered that the application is in accordance with the development plan when it is considered as a whole and there are no material planning considerations which outweigh policy and for these reasons the application is recommended for approval as set out in the recommendation.

10.13 RECOMMENDATION:

THAT THE ASSISTANT DIRECTOR FOR PLANNING AND DEVELOPMENT BE GIVEN DELEGATED POWERS TO GRANT PERMISSION FOR THE DEVELOPMENT SUBJECT TO CONDITIONS AND DELEGATED POWERS TO VARY, ADD OR DELETE THOSE CONDITIONS AND SUBJECT TO THE COMPLETION OF A LEGAL AGREEMENT TO SECURE THE FOLLOWING

- **A PAYMENT OF £5000 FOR TRAVEL PLAN MONITORING**
- **A REQUIREMENT FOR THE APPLICANT TO PROVIDE ADDITIONAL PARKING RESTRICTIONS ON ST JAMES ROAD.**

PROPOSED CONDITIONS:

TIME LIMIT AND GENERAL IMPLEMENTATION CONDITIONS

Defining the Permission

1. Development within Application Zone – FULL on drawing 5018028-RDG-Z00-ST-XX-A-0018 Rev E of the development hereby approved shall be begun before the expiration of three years from the date of this permission. Application for approval of

all the reserved matters for development within Application Zone – OUTLINE on drawing 5018028-RDG-Z00-ST-XX-A-0018 Rev E of the development shall be made to the Local Planning Authority before the expiration of three years from the date of this permission. Development within Application Zone – OUTLINE on drawing 5018028-RDG-Z00-ST-XX-A-0018 Rev E of the development shall be begun either before the expiration of five years from the date of this permission or before the expiration of two years from the date of approval of the last reserved matters to be approved whichever is the later.

Reason: To comply with the provisions of Section 91 and 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. No development shall commence on a phase identified within Application Zone – OUTLINE as identified on drawing 5018028-RDG-Z00-ST-XX-A-0018 Rev E until full details of the layout, scale, appearance and landscaping (hereafter referred to as reserved matters) of the development proposed to take place within that approved phase have been submitted to and approved in writing by the Local Planning Authority.

Reason : To comply with the provisions of Section 92 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004, and Article 6 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended).

- 3 Development shall not be carried out otherwise than in accordance with the approved plans and details

Layout Plans

5018028-RDG-Z02-ST-PL-A-0000 Rev D received 5 October 2032
5018028-RDG-Z00-ST-PL-A-0002 Rev D received 5 October 2023
5018028-RDG-Z00-ST-PL-A-0010 Rev D received 5 October 2023
5018028-RDG-Z00-ST-PL-A-0012 Rev D received 5 October 2023
5018028-RDG-Z00-ST-XX-A-0018 Rev E received 5 October 2023
5018028-RDG-Z00-ST-PL-A-0019 Rev C received 5 October 2023
5018028-RDG-Z00-ST-PL-A-0020 Rev O received 29 November 2023
5018028-RDG-Z00-ST-PL-A-0022 Rev H received 5 October 2023
5018028-RDG-Z00-ST-PL-A-0029 Rev C received 5 October 2023
5018028-RDG-Z00-ST-PL-A-0031 Rev B received 5 October 2023
5018028-RDG-Z00-ST-PL-A-0070 Rev E received 5 October 2023
5018028-RDG-Z00-ST-PL-A-0080 Rev E received 5 October 2023
5018028-RDG-Z02-ST-PL-A-0210 Rev E received 25 May 2023
5018028-RDG-Z02-ST-PL-A-0221 Rev G received 24 October 2023
5018028-RDG-Z02-ST-PL-A-0222 Rev H received 29 November 2023
5018028-RDG-Z02-ST-PL-A-0223 Rev B received 29 November 2023

Elevation Plans

5018028-RDG-Z00-ST-PL-A-0017 Rev C received 25 May 2023
5018028-RDG-Z00-ST-PL-A-0071 Rev C received 25 May 2023
5018028-RDG-Z00-ST-PL-A-0081 Rev E received 25 May 2023
5018028-RDG-Z00-ST-PL-A-0082 Rev C received 25 May 2023
5018028-RDG-Z00-ST-PL-A-0083 Rev B received 25 May 2023
5018028-RDG-Z00-ST-PL-A-0085 Rev D received 25 May 2023
5018028-RDG-Z00-ST-PL-A-0087 Rev C received 25 May 2023
5018028-RDG-Z00-ST-PL-A-0088 Rev C received 25 May 2023
5018028-RDG-Z00-ST-PL-A-0089 Rev E received 25 May 2023

5018028-RDG-Z02-ST-EL-A-0224 Rev D received 5 October 2032

Cross Section Plans

5018028-RDG-Z00-ST-SE-A-0015 Rev C received 5 October 2023
5018028-RDG-Z00-ST-EL-A-0016 Rev E received 5 October 2023
5018028-RDG-Z00-ST-ZZ-A-0026 Rev B received 5 October 2023
5018028-MA-Z00-ST-EL-A-0027 Rev D received 5 October 2023
5018028-RDG-Z00-ST-SE-A-0040 Rev C received 5 October 2023
5018028-RDG-Z02-ST-SE-A-0215 Rev E received 5 October 2023
5018028-RDG-Z02-ST-SE-A-0216 Rev E received 5 October 2023
5018028-RDG-Z02-ST-SE-A-0217 received 5 October 2023
501802802-RDG-Z2-XX-DT-C-0710 Rev P03 received 29 November 2023

Landscaping Plans

5018028-MA-Z00-ST-DR-L-500 Rev P15 Received 5 October 2023
5018028-MA-Z00-ST-DR-L-501 Rev P06 Received 5 October 2023
5018028-MA-Z00-ST-DR-L-502 Rev P06 Received 5 October 2023
5018028-MA-Z00-ST-DR-L-503 Rev P06 Received 5 October 2023
5018028-MA-Z00-ST-DR-L-504 Rev P06 Received 5 October 2023
5018028-MA-Z00-ST-DR-L-505 Rev P06 Received 5 October 2023
5018028-MA-Z00-ST-DR-L-506 Rev P06 Received 5 October 2023
5018028-MA-Z00-ST-DR-L-507 Rev P06 Received 5 October 2023
5018028-MA-Z00-ST-DR-L-508 Rev P07 Received 5 October 2023
5018028-MA-Z00-ST-DR-L-800 Received 5 October 2023

Highway Plans

2284/14 Rev A received 25 May 2023.
2284/21 Rev C received 15 November 2023.
2284/37 Rev A received 5 December 2023.
2284/38 Rev C received 1 December 2023.

Documents

Arboricultural Survey, Impact Assessment and Protection Plan received 25 May 2023.

Car Park Management and Use Plan for the Mercedes Site received 15 November 2023

Travel Plan 2284/TP/01D received 15 November 2023

Flood Risk Assessment and Drainage Strategy received 25 May 2023

Ecological Assessment 10795.WCO Ass.vf3 received 25 May 2023

Biodiversity Net Gain Assessment 10795 received 19 June 2023

Ecological Methodology – Vegetation Clearance received 28 November 2023.

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

Development in Accordance with the Parameters Plan

- 4 The developments within Application Zone – OUTLINE, as defined on drawing 5018028-RDG-Z00-ST-PL-A-0031 Rev B, shall come forward in accordance with the parameters set out on that plan.

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

Flood Plain Compensation

- 5 Concurrently with the reserved matters submission for the Health and Wellbeing Hub (Phase 3) a Surface Water Floodplain Compensation Strategy shall be submitted for approval in writing by the Local Planning Authority specifying the measures to ensure the building is not at risk from surface water flooding and full details of any necessary mitigation works. The construction of the Health and Wellbeing Hub shall thereafter be implemented in accordance with the Surface Water Floodplain Compensation Strategy.

Reason : To ensure satisfactory drainage of the site to avoid flooding of adjacent land and property to comply with Policy SS2 of the South Northamptonshire Local Plan Policy BN7 and BN9 of the West Northamptonshire Joint Core Strategy and Government advice in the National Planning Policy Framework

Drainage Infrastructure

- 6 Concurrently with submission of any reserved matters submission a Drainage Infrastructure Condition Report which shall include any measures required for the repair or enhancement of the infrastructure and a timetable for the works shall be submitted for approval in writing by the Local Planning Authority. The works required in the report shall be carried out prior to the first occupation of the reserved matters scheme to which it relates.

Reason : To ensure satisfactory drainage of the site in the interests of achieving sustainable development, public health, to avoid flooding of adjacent land and property to comply with Policy SS2 of the South Northamptonshire Local Plan Policy BN7 and BN9 of the West Northamptonshire Joint Core Strategy and Government advice in the National Planning Policy Framework

Drainage Strategy (Outline)

- 7 All subsequent reserved matters applications shall be accompanied by an updated Flood Risk Assessment and Drainage Strategy, which includes a statement of compliance with the approved Flood Risk Assessment and Drainage Strategy 5018208-RDG-Z00-XX-DOC-C-0550 dated 2 May 2023. The updated strategy shall include full drainage details. For Phase 2 this must include details of the existing drainage proposals and demonstrate that the run off from this phase will not increase the rate or volume of the run off. Development shall be implemented in accordance with the originally approved or subsequently updated scheme as approved in writing by the Local Planning Authority pursuant to that application.

Reason : In order to ensure that the drainage scheme is implemented in accordance with the approved details, and to prevent the increased risk of flooding, both on and off site, by ensuring the satisfactory means of surface water attenuation and discharge from the site, in accordance with Policy BN7 of the West Northamptonshire Joint Core Strategy.

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

Off site Highway Works

- 8 No development (excluding vegetation clearance) shall take place on site until further details of the proposed phasing and specific order for the completion of the following highway works in relation to the delivery of the development on site have been submitted to and agreed in writing by the Local Planning Authority.
- The alterations to the Oxford Road/St James Road junction as shown on drawing 2284/21 Rev C.
 - The alterations to the Oxford Road/Lauda Drive roundabout as shown on drawing 2284/38 Rev C.
 - The alterations to the cycle/pedestrian route on Oxford Road as shown on drawing 2284/37 Rev A.
 - The alterations to the highway crossover as shown on drawing 2284/14 Rev A.

The works shall thereafter be completed in accordance with the approved plans (or as amended by a road safety audit or detailed design) and the approved phasing.

Reason: To accord with Government Guidance in Section 12 of the National Planning Policy Framework and Policy SS2 of the South Northamptonshire Local Plan which requires that development shall have a satisfactory means of access and in the interests of highway safety and the free flow of traffic.

- 9 No development (excluding vegetation clearance) shall take place on site until further details of a scheme for a no waiting yellow box road markings adjacent to the fire station and police station accesses on St James Road along with a schedule for the implementation of the road markings has been submitted to and been approved in

writing by the Local Planning Authority. The works shall thereafter be implemented in accordance with the approved scheme.

Reason: To ensure continued acceptable access for the emergency services and to comply with Policy SS2 of the South Northamptonshire Local Plan.

Updated Ecology Survey

- 10 Prior to, and within two months of, the commencement of the development, a revised ecology survey report for badgers shall be undertaken 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.

Landscape and Ecology Management Plan

- 11 A Landscape and Ecological Management Plan (LEMP) for the retained, enhanced and created habitats, including the biodiversity net gain provision, shall be submitted to, and be approved in writing by, the local planning authority prior to the commencement of the development (including demolition, ground works, but excluding vegetation clearance). The content of the LEMP shall include the following.
- a) Description and evaluation of features to be managed.
 - b) Ecological trends and constraints on site that might influence management.
 - c) Aims and objectives of management.
 - d) Appropriate management options for achieving aims and objectives.
 - e) Prescriptions for management actions.
 - f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
 - g) Details of the body or organization responsible for implementation of the plan.
 - h) Ongoing monitoring and remedial measures including 1, 2, 3, 5 and then every 5 year monitoring cycle of Biodiversity Net Gain provision with results feed back to the LPA Ecologist.

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery.

The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development

still delivers the fully functioning biodiversity objectives of the originally approved scheme.

The approved plan will be implemented in accordance with the approved details. For the retained, enhanced and created habitats, including the biodiversity net gain provision, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the LEMP shall be carried out in accordance with the approved details.

Reason: To protect habitats of importance to biodiversity conservation from any loss or damage in accordance with Policy BN2 of the West Northamptonshire Joint Core Strategy and Government guidance contained within Section 15 of the National Planning Policy Framework.

Construction and Environmental Management Plan

- 12 No development shall take place (including demolition, and ground works, but excluding vegetation clearance) until a Construction Environmental Management Plan (CEMP: Biodiversity) has been submitted to and approved in writing by the Local Planning Authority. The CEMP: Biodiversity shall include as a minimum:
- a) Risk assessment of potentially damaging construction activities;
 - b) Identification of 'Biodiversity Protection Zones';
 - c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements);
 - d) The location and timing of sensitive works to avoid harm to biodiversity features;
 - e) The times during construction when specialist ecologists need to be present on site to oversee works;
 - f) Responsible persons and lines of communication;
 - g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person;
 - h) Use of protective fences, exclusion barriers and warning signs
- The approved CEMP: Biodiversity shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect habitats of importance to biodiversity conservation from any loss or damage in accordance with Policy BN2 of the West Northamptonshire Joint Core Strategy and Government guidance contained within Section 15 of the National Planning Policy Framework. This information is required prior to commencement of the development as it is fundamental to the acceptability of the scheme.

Construction Method Statement

- 13 No development (excluding vegetation clearance) shall take place on any phase of the development as shown on drawing 5018028-RDG-Z00-ST-PL-A-0019 Rev C, including any works of demolition until a Construction Method Statement for that

phase 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) The location and design of any construction compound
- j) A phasing plan for employee parking provision.

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

Reason : To ensure the environment is protected during construction in accordance with Policy SS2 of the South Northamptonshire Local Plan 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.

Local Labour Strategy

- 14 No development (excluding vegetation clearance) shall commence until a Local Labour Strategy along with a timetable for its implementation and monitoring/reporting mechanisms has been submitted to and approved in writing by the Local Planning Authority. The Strategy shall include detail of local labour and employment opportunities and initiatives with the development, which actively promotes jobs to the local workforce. The development shall be implemented in accordance with the approved details.

Reason: In order to secure and maximise the promotion of employment opportunities to the local labour force in accordance with Policy E6 of the West Northamptonshire Joint Core Strategy

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

Noise Attenuation from Plant and Equipment

- 15 No use of any external plant or equipment shall take place until a noise assessment that outlines the likely impact on any noise sensitive property, and the measures necessary to ensure that the noise does not affect the local amenity of residents has been submitted to and been approved in writing by the Local Planning Authority. The

assessment shall be determined by measurement or prediction in accordance with the guidance and methodology set out in BS4142: 2014 (+A1:2019). Once approved the plant or equipment hereby permitted shall be operated in accordance with the approved details and thereafter maintained in this approved state at all times.

Reason: In the interest of safeguarding residential amenity and reducing pollution in accordance with Policy BN9 of the West Northamptonshire Joint Core Strategy and Policy SS2 of the South Northamptonshire Local Plan.

Lighting

- 16 No occupation of any phase of development as shown on drawing 5018028-RDG-Z00-ST-PL-A-0019 Rev C shall take place until a scheme showing the provisions to be made for external lighting for that phase of development has been submitted to and been approved in writing by the Local Planning Authority. The lighting is to be designed, installed and maintained so as to fully comply with the ILP Guidance for the Reduction of Obtrusive Light. The design shall satisfy criteria to limit obtrusive light presented in Table 2, page 8 of the guide, relating to Environmental Zone E2 Low district brightness areas-Rural, small village or relatively dark urban locations. The phase of development shall not be occupied until the approved scheme for that phase has been implemented. Thereafter the approved measures shall be permanently retained unless otherwise agreed in writing by the Local Planning Authority.

Reason: Details are required in the interest of safeguarding residential amenity and reducing pollution in accordance with Policy BN9 of the West Northamptonshire Joint Core Strategy.

Solar Canopy Design Details

- 17 No construction of the car park Solar PV Canopy shall take place until further details of the proposed design, materials and colour of the canopy has been submitted to and been approved in writing by the Local Planning Authority. The Solar PV Canopy shall thereafter be constructed in accordance with the approved details.

Reason : In the interests of visual amenity and to comply with Policy SS2 of the South Northamptonshire Local Plan

Land Contamination Survey

- 18 No development shall take place on Phase 3 of the development as shown on drawing 5018028-RDG-Z00-ST-PL-A-0019 Rev C until:
- (a) a comprehensive intrusive investigation in order to characterise the type, nature and extent of contamination present has been carried out;
 - (b) the risks to receptors and to inform the remediation strategy proposals has been documented as a report undertaken by a competent person and in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11' and

- (c) both (a) and (b) above has been submitted to and approved in writing by the Local Planning Authority.

No development on Phase 3 shall take place unless the Local Planning Authority has given its written approval that it is satisfied that the risk from contamination has been adequately characterised as required by this condition.

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

Contamination Remedial Works

- 19 If contamination is found by undertaking the work carried out under condition 18, then no development hereby permitted shall take place until
- (a) a scheme of remediation and/or monitoring to ensure the site is suitable for its proposed use has been prepared by a competent person and in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11' and
- (b) has been submitted to and approved in writing by the Local Planning Authority.

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

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

Landscaping Details

- 20 No landscaping works, as shown on the approved landscaping drawings for phases 1 and 4 as shown on drawing 5018028-RDG-Z00-ST-PL-A-0019 Rev C, shall be commenced until further details of the proposed tree and shrub planting including their species, number, sizes , together with grass seeded/turfed areas and written specifications have been submitted to and been approved in writing by the Local Planning Authority. The Landscaping works shall thereafter be implemented in accordance with the approved details by the end of the first planting season following first occupation of Phase 1 and Phase 4 of the Development

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

Drainage Strategy (Full)

- 21 No development (excluding vegetation clearance) shall take place on phases 1, 4 and 5 as shown on drawing 5018028-RDG-Z00-ST-PL-A-0019 Rev C until full details of the surface water drainage scheme for that phase, based on the approved Flood Risk Assessment and Drainage Strategy 5018208-RDG-Z00-XX-DOC-C-0550 dated 2 May 2023 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. These 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 basins. Details of the drainage system are to be accompanied by full and appropriately cross-referenced supporting calculations.
 - b) Cross sections of all control chambers (including site specific levels mAOD) and manufacturers hydraulic curves for all hydrobrakes and any other flow control devices.
 - c) Demonstration that for events with a return-period in excess of 3.3% (1in30), exceedance flow routes are appropriately routed such that there is no residual risk to property and critical infrastructure.
 - d) All surface storage features should provide a minimum 300mm residual uncertainty allowance (freeboard) above the design maximum water level to top of bank and to finished floor levels around the site.
 - e) BRE365-compliant infiltration testing.

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

Tree Protection

- 22 No development shall be commenced on each phase of the development as defined on drawing 5018028-RDG-Z00-ST-PL-A-0019 Rev C until the existing tree(s) to be retained in that phase of development have 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 [and / or demolition] 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 Policies SS2 and NE5 of the South Northamptonshire Local Plan and Government guidance contained within the National Planning Policy Framework.

Photovoltaic Strategy

- 23 No development above floor level on Phases 1, 4 or 5 as defined on drawing 5018028-RDG-Z00-ST-PL-A-0019 Rev C shall take place until a Photovoltaic Strategy has been submitted to and been approved in writing by the Local Planning Authority for that that phase. The development shall thereafter be implemented in accordance with the strategy for each particular phase prior to the first use of the development within that phase.

Reason : In the interests of sustainable development and to ensure renewable energy provision and to comply with Policy S11 of the West Northamptonshire Joint Core Strategy

CONDITIONS REQUIRING LOCAL PLANNING AUTHORITY APPROVAL OR TO BE COMPIED WITH BY THE DEVELOPER BEFORE OCCUPATION.

Drainage Maintenance

- 24 No building hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme are submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:
 - ii) a timetable for its implementation, and
 - ii) a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason : To ensure that the development/site is served by sustainable arrangements for the disposal of surface water, to comply with Policy SS2 of the South Northamptonshire Local Plan, Policy BN7 of the West Northamptonshire Joint Core Strategy and Government advice in the National Planning Policy Framework.

Drainage Verification Report

- 25 No occupation within the relevant phase of development shall take place until a Verification Report for the installed surface water drainage system for the site has been submitted to and approved in writing by the Local Planning Authority. The Verification Report is to demonstrate compliance with the approved Flood Risk Assessment and Drainage Strategy 5018208-RDG-Z00-XX-DOC-C-0550 dated 2 May 2023 and subsequent approved details These shall include:
- a) As-built drawings;
 - b) Photos of construction of any elements of the drainage system which are not accessible for inspection upon completion;
 - c) Any departure from the agreed design is keeping with the approved principles
 - d) Results of any Performance Testing undertaken
 - e) Copies of any Statutory Approvals, such as Land Drainage Consent for Discharges etc.
 - f) Evidence that the system is free from defects, damage, and foreign objects

Reason : In order to ensure that the drainage scheme is implemented in accordance with the approved details, and to prevent the increased risk of flooding, both on and off site, by ensuring the satisfactory means of surface water attenuation and discharge from the site, in accordance with Policy BN7 of the West Northamptonshire Joint Core Strategy.

Serious Incidents Protocol

- 26 No first use of the new multi-level car park hereby permitted shall take place until a Serious Incidents Protocol to agree how the site will operate at times of serious emergency services incidents for both the police and fire brigade services and to include a review mechanism` has been submitted to and been approved by the Local Highway Authority. The site shall thereafter be operated in accordance with the approved Serious Incidents Protocol.

Reason: To ensure that the emergency services can operate effectively and to comply with Policy SS2 of the South Northamptonshire Local Plan.

EV Charging Points

- 27 No first occupation of any building or car park shall take place until a scheme for the delivery of the EV charging of points has been submitted to and been approved in writing by the Local Planning Authority to include both number and specification. The EV charging points shall thereafter be delivered in accordance with that scheme and be maintained in full working order and be available for use.

Reason : In the interest of sustainable development and to comply with Policy INF 4 of the South Northamptonshire Local Plan.

Materials

- 28 No construction of the car park, kiosks, gatehouses and covered walkway shall take place until full details and or samples of the proposed facing materials 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 : In the interests of visual amenity and to comply with Policy SS2 of the South Northamptonshire Local Plan.

Crime Prevention

- 29 No first use of the car parks hereby approved shall take place until full details of a CCTV system has been submitted to and approved in writing by the Local Planning Authority and implemented in accordance with the approved details. The specification of the system shall include software to ensure the CCTV system would not result in unnecessary surveillance of third party residential properties. The CCTV system shall thereafter be kept in full working order.

Reason : In the interest of crime prevention and to protect the amenities of nearby residents and to comply with Policy SS2 of the South Northamptonshire Local Plan

Amenity Equipment

- 30 No amenity equipment shall be constructed in the former railway cutting in phase one of the development as defined in drawing 5018028-RDG-Z00-ST-PL-A-0029 Rev C until full details of the proposed design of the equipment and layout of the area has first been submitted to and been approved in writing by the Local Planning Authority

Reason : In the interest of visual amenity and to comply with Policy SS2 of the South Northamptonshire Local Plan

Boundary Treatment

- 31 No erection of any boundary treatments as shown on drawing 5018028/RDG/Z00/ST/PL/A/0029 Rev C shall take place until full details of the proposed height, design and colour of the boundary treatments shall be submitted to and be approved in writing by the Local Planning Authority. The boundary treatments shall thereafter be implemented in accordance with the approved details.

Reason : In the interests of residential amenity and to comply with Policy SS2 of the South Northamptonshire Local Plan

CONDITIONS TO BE COMPLIED WITH AT ALL TIMES.

Ecology Compliance

- 32 The development hereby permitted shall be carried out in accordance with the recommendations, mitigation and enhancements set out in Ecological Assessment by Ecology Solutions dated April 2023 (10795.EcoAss.vf3), Biodiversity Net Gain Assessment including accompanying DEFRA Biodiversity Metric 4.0 by Ecology Solutions dated May 2023, 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.

Travel Plan.

- 33 The development shall be implemented and monitored in accordance with the approved Travel Plan (2284/TP/01/D) received 15 November 2023.

Reason : To ensure the site achieves the required modal shift and operates acceptable and to comply with Policy C2 of the West Northamptonshire Joint Core Strategy

Lighting Restrictions

- 34 No external lighting shall be installed within the ecology mitigation and biodiversity enhancement areas.

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.

Species Restrictions

- 35 All species used in the planting proposals associated with the developments ecological mitigation, biodiversity enhancement and net gain areas shall be native species of UK provenance.

Reason: To conserve and enhance biodiversity and prevent the spread of non-native species in accordance with Policy BN2 of the West Northamptonshire Joint Core Strategy and Government guidance contained within Section 15 of the National Planning Policy Framework.

Hours of Construction

- 36 No construction works including site clearance and deliveries shall be carried out except between the hours of 07.30 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays and at no times on Sundays, Bank Holiday and Public Holidays.

Reason : In order to protect the amenities of occupiers of nearby properties from noise outside normal working hours and to comply with Policy SS2 of the South Northamptonshire Local Plan.

Landscaping Maintenance

- 37 All planting, seeding or turfing comprised in the approved details of landscaping for phases 1 and 4 as shown on drawing 5018028-RDG-Z00-ST-PL-A-0019 Rev C shall be carried out in the first planting and seeding seasons following the first occupation of Phase 1 and Phase 4 of the development 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 Policies SS2 of the South Northamptonshire Local Plan and Government guidance contained within the National Planning Policy Framework.

Bridge Height

- 38 The proposed finished level for the new pedestrian/cycle bridge shall be a minimum of 650mm above the Design Flood Level.

Reason : In the interest of flood prevention and to comply with Policy BN7 of the West Northamptonshire Joint Core Strategy and Policy SS2 of the South Northamptonshire Local Plan.

BREEAM Compliance

- 39 The new building and extensions hereby permitted shall be constructed to at least a BREEAM 'Very Good' standard, or any future national equivalent standard that replaces it or any other standard which is equivalent.

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 and to comply with Policy S11 of the West Northamptonshire Joint Core Strategy

Access and Car Parking Management Plan

- 40 The accesses to the site and the new and existing car parks contained within the defined application site as shown on drawing 5018028-RDG-Z00-ST-PL-A-0000 Rev D shall only be operated in full accordance with the "Car Park Management and Use

Plan for the Mercedes Site” received 15 November 2023 which shall be reviewed in accordance with a scheme to be submitted to and be approved in writing by the Local Authority prior to the first use of the new multi-level car park. If the review finds that additional measures are required to manage the car parks and the accesses to the site then these shall be implemented within two months of the completion of the review and shall thereafter continue to be operated in that manner.

Reason: In the interests of residential amenity, highway safety and the free flow of traffic and to comply with Policy SS2 of the South Northamptonshire Local Plan.

Restrictions of Use

- 41 The proposed Health and Wellbeing Hub as defined on drawing 5018028-RDG-Z00-ST-XX-A-0018 Rev E shall only be used by the employees or visitors of the Site as defined on drawing 5018028-RDG-Z00-ST-PL-A-0000 Rev D and only for recreational and amenity uses associated with the use of the Site and for no other purpose whatsoever, including any other purpose in Class E(d) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) or in any provision equivalent to that class in any statutory instrument revoking, amending or re-enacting that order.

Reason : To ensure the development is brought forward in accordance with the Transport Assessment and to comply with policy SS2 of the South Northamptonshire Local Plan

Unexpected Contamination

- 42 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.

Greenfield Run Off Limit

- 43 No development shall be commenced that would result in a higher than greenfield runoff rate and the volume, as set out in the approved Flood Risk Assessment (5018028-RDG-Z00-XX-DOC-C-0550 Masterplan FRA and Drainage Strategy v3.1 Part-1-6), into the local watercourse unless that higher rate of run off and volume has been submitted to and been agreed in writing by the Local Planning Authority. The

development shall thereafter be constructed to ensure that the higher rate of greenfield run off and volume is not exceeded.

Reason : To ensure satisfactory drainage of the site to avoid flooding of adjacent land and property to comply with Policy SS2 of the South Northamptonshire Local Plan Policy BN7 and BN9 of the West Northamptonshire Joint Core Strategy and Government advice in the National Planning Policy Framework

Vegetation Clearance

- 44 The on site vegetation clearance shall be carried out in accordance with the “Ecological Methodology – Vegetation Clearance” method statement received 28 November 2023.

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.

INFORMATIVES

- 1) It is noted that a conservative approach has been taken with the assumption that no infiltration of surface water drainage will be feasible at the site. Full infiltration testing across the site will be required in support of submission of detailed design of the drainage in order to demonstrate that infiltration is not feasible. If testing shows that discharge via infiltration is feasible, the design will need to be reconsidered in order to ensure that the SuDS Hierarchy has been followed.
- 2) The car park should be designed to the Park Mark safer parking guidance.
https://www.google.co.uk/url?sa=t&rct=j&q=&esrc=s&source=web&cd=&ved=2ahUKEwia3te124eDAXpX0EAHSe-B54QFnoECB4QAQ&url=http%3A%2F%2Fwww.britishparking.co.uk%2Fwrite%2FDocuments%2FSPS%2FGuidelinesResources%2FSPS_New_Build_Guidelines_-_web_version.pdf&usg=AOvVaw38tJYcAURq1CKQ8BEV_bzi&opi=89978449
- 3) The construction of the car parks need to take into account the additional weight associated with electric cars which are likely to become more common in the future.
- 4) The cycle storage should be constructed to meet a secure standard.
- 5) The windows and doors on the new buildings should meet the requirements laid out in the Secured by Design Commercial guidance document
https://www.securedbydesign.com/images/COMMERCIAL_GUIDE_23.pdf
- 6) The off site highway works will require a highways S278 agreement.
- 7) The development will require the applicants to enter into a Traffic Regulation

Order.