



# Planning Committee Report

**Application Number:** 2023/6293/RM

**Location:** Land at Norwood Farm Sandy Lane Harpole

**Development:** Application for Approval of Reserved Matters (RM), appearance means of access, landscaping, layout and scale for Phase 2b pursuant to hybrid planning permission S/2016/1324/EIA, at Norwood Farm Strategic Urban Extension (SUE).

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**Applicant:** Vistry Homes Ltd

**Agent:** RPS

**Case Officer:** Chris Burton

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**Ward:** Bugbrooke

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**Reason for Referral:** Reserved Matters Application associated with a Major Application for a Sustainable Urban Extension

**Committee Date:** 19 March 2024

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

**RECOMMENDATION:** GRANT PERMISSION SUBJECT TO CONDITIONS as set out below with delegated authority to the Acting Assistant Director – Planning and Development to approve any amendments to conditions as deemed necessary.

### **Proposal**

Application for Approval of Reserved Matters (RM), appearance, means of access, landscaping, layout and scale for Phase 2b (120 dwellings) pursuant to hybrid planning permission S/2016/1324/EIA, at Norwood Farm Strategic Urban Extension (SUE).

### **Consultations**

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

- British Horse Association , LLFA

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

- Planning Policy, Environment Agency, Highways, National Highways, Anglian Water

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

- Strategic Housing

0 letters of objection have been received and 0 letters of support have been received.

## **Conclusion**

The application has been assessed against the relevant policies in the NPPF, the adopted Local Plan and other relevant guidance as listed in detail at Section 8 of the report.

The key issues arising from the application details are:

- Principle of Development
- Design and Layout
- Density and Mix of House Types
- Affordable Housing
- Highways and Parking
- Open Space and LEAP
- Surface Water and Foul Drainage
- Residential Amenity

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

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

## **MAIN REPORT**

### **1 APPLICATION SITE AND LOCALITY**

1.1 The site extends to an area of 6.59ha. The built development envelope extends to an area of 3.63 ha. Phase 2b is located to the north of Phase 1a, to the south of the Sandy Lane Relief Road (SLRR), to the east of an agricultural buffer between the site and Harpole, and to the west of Norwood Green.

1.2 The boundary between Northampton and South Northamptonshire runs broadly north south through the overall site allocation, defined by Policy N9A of the West Northamptonshire Joint Core Strategy Local Plan Part 1. This site lies wholly within the former administrative boundary of South Northamptonshire (known as Norwood Farm); the remaining portion of the N9A allocation (known as Upton Lodge) lies within the former administrative boundary of Northampton Borough. A portion of the overall site to the north lies within the site allocation for Northampton West (defined by Policy N4 in the Joint Core Strategy) and a small

portion of the site to the west falls outside any allocation and lies within open countryside.

## 2 DESCRIPTION OF PROPOSED DEVELOPMENT

2.1 The reserved matters (RM) application relates to Phase 2b within the Norwood Farm SUE. The reserved matters application follows a hybrid consent under reference S/2016/1324/EIA which was granted approval on the 30<sup>th</sup> of June 2020 and is subject to a Section 106 Agreement.

2.2 The description of the hybrid planning application is:

*'Hybrid planning application seeking both full and outline planning permission for: Part A: Outline planning permission for a sustainable urban extension comprising: Up to 1,900 dwellings (use class C3); Public open space and children's play areas; Landscape areas, new landscape planting and hydrological attenuation features and sustainable drainage systems; Primary school (use class D1); and Mixed use local centre which may include residential (use class C3), retail (use classes A1, A2, A3, A4 and A5), and health and community facilities (use class D1). Part B: Full planning permission for: Demolition of any on site buildings or structures; and Routing of Sandy Lane Relief Road and associated vehicular access points. Application is accompanied by an Environmental Impact Assessment at Land at Norwood Farm, Sandy Lane Harpole.'*

2.3 This RM application sets out the full details of the access, layout, scale, appearance and landscaping for Phase 2b. This includes for up to 120 homes, 15% affordable housing, amenity open space, a Local Equipped Area of Play (LEAP), neighbourhood park and drainage attenuation area.

## 3 RELEVANT PLANNING HISTORY

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

Application Ref.	Proposal	Decision
S/2016/1324/EIA	Hybrid planning application seeking both full and outline planning permission for: Part A: Outline planning permission for a sustainable urban extension comprising: Up to 1,900 dwellings (use class C3); Public open space and children's play areas; Landscape areas, new landscape planting and hydrological attenuation features and sustainable drainage systems; Primary school (use class	Approved 30/06/2020

	D1); and Mixed use local centre which may include residential (use class C3), retail (use classes A1, A2, A3, A4 and A5), and health and community facilities (use class D1). Part B: Full planning permission for: Demolition of any on site buildings or structures; and Routing of Sandy Lane Relief Road and associated vehicular access points. Application is accompanied by an Environmental Impact Assessment at Land at Norwood Farm, Sandy Lane Harpole.	
S/2020/1809/NMA	Non-material amendment (NMA) Minor amendments to take into account slight realignment of Sandy Lane Relief Road (SLRR) and minor changes to residential parcels and Public Open Space (POS).	Approved 11/11/2020
WNS/2022/0890/NMA	NMA to provide turning head to reroute traffic via SLRR	Approved 14/07/2022
S/2020/2126/MAR	RM for provision of sitewide road, surface water and foul water drainage infrastructure and associated landscaped open space	Approved 03/11/2021
WNS/2021/1198/MAR	RM for provision of sports pitches, pavilion, country park, play areas and POS	Approved 10/03/2022
S/2020/1958/COND	Condition 5 pursuant to OPP – Phasing Plan	Approved 10/03/2021
S/2020/2107/COND	Condition 6 pursuant to OPP – Design Code	Approved 11/02/2021
WNS/2021/0894/MAR	RM for Phase 1a comprising 439 new homes with associated infrastructure, open space and children's Local Equipped Area of Play, with 15% affordable housing	Approved 09/03/2021
WNS/2022/0292/MAR	RM for Phase 1 and part Phase 1B (as shown on Indicative Phasing Plan 24556 RG-M80 Rev G	Approved 21/07/2022

	dated 20.10.20) for the provision of 349 dwellings	
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## 4 RELEVANT PLANNING POLICY AND GUIDANCE

### Statutory Duty

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

### Development Plan

- 4.2 The Development Plan comprises the West Northamptonshire Joint Core Strategy Local Plan (Part 1) which was formally adopted by the Joint Strategic Planning Committee on 15<sup>th</sup> December 2014 and which provides the strategic planning policy framework for the District to 2029, the adopted South Northamptonshire Local Plan (Part 2) and adopted Neighbourhood Plans. The relevant planning policies of the statutory Development Plan are set out below:

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

- 4.3 The relevant policies of the LPP1 are:

- SA – Presumption in Favour of Sustainable Development
- S1 – Distribution of Development
- S3 – Scale and Distribution of development
- S4 – Northampton Related Development Area
- S5 – Sustainable Urban Extensions
- S6 – Monitoring and Review
- S10 – Sustainable Development Principles
- S11 – Low Carbon and Renewable Energy
- C1 – Changing Behaviour and Modal Shift
- C2 – New Developments
- C3 – Strategic Connections
- C5 – Enhancing Local and Neighbourhood connections
- R1 – Spatial Strategy for Rural Areas
- RC2 – Community Needs
- H1 – Housing Density and Mix and Type of Dwellings
- H2 – Affordable Housing
- H4 – Sustainable Housing
- BN1 – Green Infrastructure Connections
- BN2 – Biodiversity

- BN5 – The Historic Environment and Landscape
- BN7a – Water Supply, Quality and Waste Water
- BN7 – Flood Risk
- BN8 – The River Nene Strategic River Corridor
- BN9 – Planning for Pollution Control
- BN10 – Ground Stability
- INF1 – Approach to Infrastructure Delivery
- INF2 – Contributions to Infrastructure requirements
- N9A – Northampton Norwood Farm/Upton Lodge Sustainable Urban Extension

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

- 4.4 The relevant policies of the LPP2 are:
- SS1 – The Settlement Hierarchy
  - SS2 – General development and design principles
  - LH1 – Residential development inside and outside settlement confines
  - LH8 – Affordable Housing
  - LH10 – Housing Mix and Type
  - SDP2 – Health facilities and wellbeing
  - INF1 – Infrastructure delivery and funding
  - INF2 – Community facilities
  - INF4 – Electric vehicle charging points
  - GS1 – Open space, sport and recreation
  - GS2 – Local green spaces
  - HE1 – Significance of heritage assets
  - HE2 – Scheduled ancient monuments and archaeology
  - HE5 – Listed Buildings
  - HE6 – Conservation Areas
  - HE7 – Non designated heritage assets
  - NE2 – Special Landscape Areas
  - NE3 – Green infrastructure corridors
  - NE4 – Trees, woodlands and hedgerows
  - NE5 – Biodiversity and geodiversity
  - NE6 – SSSI and protected species

#### Harpole Neighbourhood Plan (NHP)

- 4.5 The relevant policies of the (NHP) are:
- Policy H2 – Integrated tenures;
  - Policy H3 – Design Principles;
  - H6 – Green Wedges;
  - H9 – Green Infrastructure and Biodiversity;

- H10 – Protecting and Enhancing Local Landscape Character in Harpole Parish;
- Policy H11 – Traffic Management and Transport Improvements;
- H12 – Footpaths/cycleways/connectivity.

## Material Considerations

4.6 Below is a list of the relevant Material Planning Considerations

- National Planning Policy Framework (NPPF)
- Planning Practice Guidance (PPG)
- Supplementary Planning Guidance
- Nortoft Study: Planning for the Future of Open Space, Sport and Recreation in West Northamptonshire
- Strategic Development Framework (SDF) – Strategic Development Framework – a document produced as a technical guide/evidence base to inform the master planning process and as a tool to guide and co-ordinate future development in West Northamptonshire. It does not constitute planning policy, but it is consistent with and amplifies the LPP1 strategic policy framework of providing a ‘plan-led’ approach to guide development of the SUE’s.
- Northamptonshire Parking Standards
- Outline application S/2016/1324/EIA and Condition Discharges S/2020/1958/COND and S/2020/2107/COND

## 5 RESPONSE TO CONSULTATION

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

Consultee Name	Position	Comment
Sport England	No Comment	No comment to make.
Natural England	No Comment	<p>Natural England has no comments to make on this reserved matters application.</p> <p>Refer to Natural England Standing Advice</p> <p>The lack of comment from Natural England does not imply that there are no impacts on the natural environment, but only that the application is not likely to result in significant impacts on statutory designated nature conservation sites or landscapes. It is for the local planning authority to determine whether</p>

		<p>or not this application is consistent with national and local policies on the natural environment.</p> <p>We advise local planning authorities to obtain specialist ecological or other environmental advice when determining the environmental impacts of development.</p>
National Highways	No Objection	National Highways has no objection to the above application.
WNC Highways	No Objection	<p>Following extensive discussions with the applicant's highways consultant and submission of the latest amended documents, the LHA can confirm that it is in a position to remove its previously held objection to this application. The applicant has adequately addressed matters previously raised both within our initial formal response and directly with the Local Planning Authority. This includes a number of minor layout matters, confirmation that the future dualling of the SLRR is not prejudiced by the site layout, an acceptable crossing for the bridleway on the estate road and arrangements for the improvement of PROW (Public Right of Way) KP16 as required by the outline approval.</p>
Archaeology	Recommendation	<p>The area of Phase 2b includes part of an agreed archaeological investigation area, the southern part of which was excavated in Spring 2022 as Phase 1a and included the discovery of a nationally-significant high status early medieval burial. A written scheme of investigation for this area has been in place since 2021.</p> <p>It is disappointing to see no reference to the archaeological works in the submitted documents. The significance of the site has been widely acknowledged and I therefore recommend that the outstanding archaeological area is addressed at the</p>



		earliest opportunity, in order to avoid delays to the construction programme.
British Horse Society	Object	<p>Objection – Having reviewed the plans, relating to ‘appearance means of access’, no detailed information regarding bridleways KP16 and LB1 running through the southern border of the Phase 2b site, has been included. Drawing EDP2561-d0821 Sheet 9 of 13, relevant to ‘Planning Statement’ illustrates these bridleways in outline only. Some small text on this drawing states ‘crossing for pedestrian and equestrian access to be approved as part of Highway Design’. Sheet 9 also sets out an alternative layout for bridleway KP16. Any changes to existing course of public right of way will require permission via the local highways’ authority as per section 257 of Highways Act 1980.</p> <p>With reference to planning application S/2020/2017/COND (associated with 2023/6293/RM) – Design Code Part 1 section 7, (February 2021) sets out the details for non-vehicular access movement relating to the whole Norwood development. Section 7.2 states:</p> <p>“The existing bridleways KP16 and LB1 (where KP16 runs within the Site) will be upgraded to combined footway/cycleways, providing pedestrian and cycle connections from the western part of the Site to St Crispin Drive, south of St Luke’s Primary School. This route is shown on Figure 7.1 and will be a combined footway / cycleway link 3m in width which is surfaced and lit.”</p> <p>These bridleways are used regularly by local horse riders and are already accessible to walkers, cyclists and horse riders. I assume the intention to ‘upgrade’ means there are plans to change the current surface? BHS would appreciate being consulted in order to ensure that any new surface remains suitable for equestrians to use as well as other users.</p>

		<p>BHS would also appreciate input into any crossings being proposed for equestrians to use. There is to be an equestrian crossing over the relief road. Another crossing, over a general road within the development, is described as 'Uncontrolled tactile crossing'.</p> <p>However, no details are included. Ref. S/2020/2126/MAR – docs ADC 2197 DR 100 P2 and ADC 2197 DR 150 P3. Please also refer to BHS response in relation to Norwood development, dated 23.8.21</p> <p>WNS/2021/1198/MAR which also states: "New development plans provide opportunities to improve and extend the bridleway network for the shared enjoyment of equestrians, cyclists and pedestrians." NPPF paragraph 100 also applies." The pandemic has demonstrated how vital it is to provide shared routes. Please refer to further BHS advice via this link <a href="https://www.bhs.org.uk/goriding/access-and-bridleways-advice/">https://www.bhs.org.uk/goriding/access-and-bridleways-advice/</a></p> <p>It is disappointing the green infrastructure plans only include cyclists and pedestrians. Equestrians could have been included to allow a connection between Upton Park and the Duston Road near Upper Harlestone/Harlestone Firs for 'inclusivity' reasons. Equality Act 2010 also relevant.</p> <p>Northamptonshire's Public Rights of Way Improvement Plan has also highlighted the need for increased off-road access for equestrians and more circular routes due to busy roads reducing safe access to already fragmented bridleways. Harlestone, Harpole, Church and Chapel Brampton are large equestrian areas.</p> <p>The governments LCWIP plans are also aimed at all vulnerable road users including equestrians.</p>
Anglian Water	Comment	<p>Foul Water</p> <p>We have reviewed the applicant's submitted document, Levels and</p>

		<p>Drainage Concept AAC5791_RPS_xx_xx_DR_C_2001, and consider that the impacts on the public foul sewerage network are acceptable to Anglian Water at this stage. We request that we are consulted on any forthcoming application to discharge Condition 12 of the outline planning application S/2016/1324/EIA, to which this Reserved Matters application relates.</p> <p>Surface Water We have reviewed the applicant's submitted surface water drainage information, Levels and Drainage Concept AAC5791_RPS_xx_xx_DR_C_2001, and have found that the proposed method of surface water discharge does not relate to an Anglian Water owned asset. The Local Planning Authority should seek the advice of the Lead Local Flood Authority or the Internal Drainage Board. The Environment Agency should be consulted if the drainage system directly or indirectly involves the discharge of water into a watercourse.</p>
Environment Agency	Comment	<p>Environment Agency position Whilst there is headroom to accommodate this development, the data available to us shows that the Great Billing Water Recycling Centre is under stress due to the Dry Water Flow being above 80% for the past 5 years. Please can this situation be taken into account when you are considering any submissions in relation to Condition 12 of the Outline Planning Permission (S/2016/1324/EIA) which we note reads as follows: 'No part of the development shall take place on any phase, sub phase or development parcel until a foul water strategy (as applicable) for that phase, subphase, or development parcel, including connection point(s) and discharge rate, has been submitted to</p>

		and approved in writing by the Local Planning Authority. No dwellings in that phase, sub-phase or development parcel shall be occupied until the works have been carried out in accordance with the foul water strategy so approved, unless otherwise approved in writing by the Local Planning Authority'
Lead Local Flood Authority (LLFA)		<p>Advise that insufficient information has been submitted to demonstrate that the proposed surface water drainage scheme for the development will adequately manage flood risk. Request submission of surface water drainage information to cover the deficiencies.</p> <p><i>Officer note: Further information has been submitted by the applicant and is currently being considered by the LLFA the response of whom will be reported to Committee.</i></p>
Strategic Housing	Support	<p>Please find below my response to the above proposal. In summary I support this proposal. My detailed comments are provided below.</p> <p><u>Proposal</u> The reserved matters application for Norwood Farm Phase 2b proposes 120 new homes and is within the Northampton Related Development Area (NRDA).</p> <p><u>Strategic Fit</u> The location of the site means it falls within the jurisdiction the South Northamptonshire area for planning related matters and is an allocated site for residential development. The principle of residential development has therefore already been established here and this has been further endorsed by the granting of outline planning application D/2016/1324/EIA West Northamptonshire Council's 2021-26 Corporate Plan commits to providing the highest possible number of</p>

affordable homes through planning applications. This proposal could help to fulfil this commitment.

#### Housing Needs

The West Northamptonshire Strategic Housing Market Assessment (SHMA) 2010 highlights the increasing shortfall of affordable housing across West Northamptonshire. An update to the SHMA demonstrates a district wide requirement of 3300 affordable dwellings by 2029.

The SHMA and local housing needs data indicate that a minimum of 183 new affordable homes are required per annum in the South Northamptonshire area and a further 1,082 per annum are required in the Northampton area. The proposed development would help to meet some of this need.

Local evidence of housing need provides a useful basis from which to assess the mix of sizes and types of dwelling that are required. The council's Housing Register in South Northamptonshire area is a "live" list which is constantly updated. This gives a snapshot of current need for rented affordable housing only, from applicants approaching the council for re-housing. On 31<sup>st</sup> March 2023 there were 238 households on the Housing Register for the South

Northamptonshire area; there are also currently approximately 3,500 households on the Northampton area Housing Register.

The register held by the Homebuy agent (Help to Buy Midlands and London) shows strong demand for shared ownership housing in the West Northamptonshire area, although this does not record demand for individual localities.

#### Affordable Housing Provision

Paragraph 63 of the NPPF states that affordable housing should be sought from developments of 10 or more dwellings. On such developments,

West Northamptonshire  
Joint Core Strategy (policy H2) requires  
35% affordable housing provision in  
this location.

This Phase 2b application proposes  
120 new homes, in which 18 are  
affordable housing which equates to  
15%. This site was subject to a viability  
appraisal at outline application  
stage, the outcome of which was that  
the development could only support  
15% affordable housing.

#### Affordable Housing Type and Mix

I would expect the affordable housing  
provision to contain a mix of unit  
types/sizes (flats, houses and  
bungalows), appropriate for a range of  
households and create a balanced  
community.

The mix of unit types proposed by the  
applicant for Phase 2b is as follows:

1 bed Maisonette - 4 Rent

2 bed Bungalow - 2 Rent

2 bed house – 0 Rent, 5 Intermediate  
tenure

3 bed house – 2 Rent, 4 Intermediate

4 bed house - 1 Rent

Total 18 – Affordable units

The viability appraisal concluded that a  
50/50 split between rented and low-cost  
home

ownership products was acceptable in  
this instance, albeit this is a diversion  
from policy (70/30 split).

I am happy with the property types and  
tenure mix proposed.

#### Site Layout

On a mixed tenure development the  
SNP2LP (policy LH8) states that  
affordable units should be an integral  
part of a development to promote  
community cohesion. Affordable  
housing should be arranged in groups  
of no more than 10 units and pepper  
potted throughout the development.

In the recently adopted South  
Northamptonshire area Housing SPD  
we advise that clusters of over 10

		<p>affordable housing units will only be considered with clear justification. However, on developments of over 100 units, clusters of up to 20 units will be considered at the council's discretion to assist with site layout.</p> <p>I have reviewed the site layout plan and can see there is only one cluster of affordable housing, comprising the 18 units. It would be preferable if there could be 2 distinct clusters, however, we will accept 1 cluster in this instance if it assists with the site layout.</p> <p>I note that both the affordable housing and market housing has a variety of parking solutions, which include a mixture of on-plot, frontage, and courtyard parking. Therefore, I consider this arrangement to be tenure blind.</p> <p>The materials plan accompanying this application shows a mixture of materials is to be used across all tenures and I am therefore also happy that the external appearance of individual dwellings will make the development tenure blind.</p> <p><u>Design Standards</u></p> <p>The NPPF stresses the importance of design to the built environment with good design being "...a key aspect of sustainable development, indivisible from good planning, and should contribute positively to making places better for people".</p> <p>The government has created a new approach for setting technical standards. We would expect that any development has standards that accord or are equivalent to the national technical standards set out in the Housing Standards Review 2015.</p> <p>The new standards include minimum size specifications for individual units which we would expect to be met.</p> <p>Whilst this is not currently a material planning consideration, the applicant might encounter difficulty in contracting with a registered provider if these standards are not met.</p> <p>I have reviewed the affordable housing</p>
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		<p>plot sizes as shown on the site layout plan and compared these with the Nationally Described Space Standards. Most of the properties either match or exceed the minimum guidance The one-bed properties fall marginally below the minimum, but this is not sufficient to cause any concern. I also consider the layouts of all the unit types to be acceptable.</p> <p><u>Accessibility</u> Policy LH10 of the SNP2LP aims to secure high quality accessible homes to meet people's changing circumstances over their lifetime. The policy requires that 50% of developments of 10 or more dwellings (market or affordable) should be constructed to meet the optional accessibility standards set out in Part M of the Building Regulations. Recommend Building Control are consulted to ensure standards are met. (Officer note: the development will be subject to Building Regulations)</p>
Harpole Parish Council	Comment	<p>Harpole Parish Council considered the application at their meeting this week. Overall there is no objection to the application but there are 3 areas the council would like to make comment on:</p> <p>1 LEAP</p> <p>a-There are some concerns over the play equipment suggested. As per our response to options in phase 1a, we are concerned about the framed equipment. This can cause significant health and safety issues with natural cracks which open and close according to the weather and can be a danger trap for smaller children (This is often raised by ROSPA on these items). Would it be possible to have these changed out as on Phase 1a?</p> <p>b- There is mention of Dura-sport surfacing. Can you please advise exactly what this is? Is it similar to wet pour?</p> <p>c- There is a bank for the slide. How will</p>



		<p>this be constructed and covered?</p> <p>d- There are safety concerns over the boulders. In a neighbouring village they have something similar and this has led to quite a nasty accident. Can this be substituted for something else.</p> <p>2 – Roads The main road through the area from the Roundabout looks larger than an estate road. Is this planned as a secondary route to the Sandy Lane Relief Road? There are concerns about how this will impact on the traffic in the village. Is it possible for the site to have 7.5 tonne weigh limit (other than the Relief Road) to push freight traffic along its intended route?</p> <p>3 – LHA response The LHA response online shows their response for application 2023/6117/MAO not 2023/6293/RM. Can the council please have sight of the correct LHA response?</p>
Ramblers Association	No comment received	
WNC Ecology	No comment received	
WNC Building Control	No comment received	
Police, Fire and Rescue	No comment received	
Historic England	No comment received	
WNC Planning Policy	No comment received	
WNC Waste and Recycling	No comment received	
Northamptonshire Wildlife Trust	No comment received	
NHS England	No comment received	

5.2 The comments of Harpole Parish Council have been passed to the applicant for consideration. Ultimately the LEAP and specific details of the play equipment has already been approved under the Reserved Matters application for the open space provision for Phases 1, 2 and 3 (application reference WNS/2021/1198/MAR) so the applicant cannot be compelled to change it, but

the request from the Parish holds some merit and it may be that the applicant wishes to provide a minor, updated plan, to change these details.

- 5.3 The British Horse Society has been re-consulted following the conclusion of the Highways negotiation. Any further comments received will be reported in the Addendum to this agenda or at Committee.

## **6 RESPONSE TO PUBLICITY**

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

- 6.2 None received.

## **7 APPRAISAL**

### Principle of Development

#### *Policy Context*

- 7.1 This application is a detailed reserved matters proposal, the principle of the development has already been approved under hybrid planning permission S/2016/1324/EIA in June 2020. The site lies on land allocated for development within the LPP1 under Policy N9A (Norwood Farm/Upton Lodge). The approved Norwood Farm Design Code also sets out agreed parameters for the development.

#### *Assessment*

- 7.2 This application can only examine the detailed matters submitted and the principle cannot be reassessed here.

#### *Conclusion*

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

### Design and Layout

#### *Policy Context*

- 7.4 Policy SS2 of the LPP2 requires new development to use a design led approach to ensure that developments are compatible with their surroundings. In this case a Design Code has been agreed for Norwood Farm SUE as part of the hybrid/ outline consent which has assessed local character and sets out the general design rules to be applied to detailed schemes for the various Phases within the development. Matters not covered by this Design Code would be considered against the South Northamptonshire Design Guide.

## *Assessment*

- 7.5 The general layout of the streets and blocks are consistent with the approved Land Use Parameter Plan of the hybrid permission and the Regulating Plan within the Design Code. These plans being Parameter Plan 1 - Land Use ref. RG-M-33 rev. K dated 03 August 2020 and Parameter Plan 3 - Advanced Planting ref. RG-M-35 rev. E dated 12 October 2020.
- 7.6 The regulating plan shows the character areas created for the development within Phase 2b as the Urban Core and Rural Edge Character Areas. Key characteristics and design principles established and expected for Phase 2b are summarised below:

### Urban Core Character Area

- 35-40 dph density;
- Predominantly Back-to-Back housing;
- Predominantly terrace and semi-detached housing;
- 2.5 to 3 storey buildings along key frontages. 2 storeys elsewhere;
- Limited palettes of materials;
- Uniform building lines;
- Estate railings and low walls to be boundary treatments;
- Continuous frontages;
- Similar roof lines;
- Clusters of affordable housing;
- Materials of red brick, stone or render. Concrete tiles or red clay tiles;
- Flat roof dormers; and
- Building lines which respond to space.

### Rural Edge Character Area

- Exhibits an open character;
- 20-30 dph density;
- 2 storey units;
- Variable building lines;
- Variation to roof lines;
- Trees to be located within plots, hedgerows and climbing plants on facades;
- Detached and semi-detached dwellings;
- Front gardens;
- Variation between units in form material and detailing;
- Gable end chimneys; and
- Primary material to be red brick, concrete tiles and red clay tiles.

- 7.7 **Sandy Lane Relief Road (SLRR) route** -The north-eastern site boundary fronts onto the SLRR. The proposed layout shows the SLRR highway lined by a verge and footway, followed by a wide treelined avenue to provide separation between residential uses and the SLRR. Shared access lanes lie adjacent to the tree lined avenue and facilitate access to the houses.

- 7.8 Safeguarded land has been kept free from development, to facilitate the potential future dualling of the SLRR.
- 7.9 The proposed layout delivers the key characteristics expected for the SLRR street typology and accords with the SLRR precedent set out in the Design Code. The proposed layout responds to the main strategic route with large tree lined verges and properties that face the road. Access to properties is via private drives and land is safeguarded and remains free from development.
- 7.10 **Primary Street** - The primary street runs on a north south axis centrally through Phase 2b. The carriageway is lined by footways and an alternating tree lined verge which punctuates the building line and provides a degree of enclosure to the street. A cycleway is provided on the eastern side of the carriageway, where the cycle/footway is 3m wide.
- 7.11 Properties are directly accessed from the street and a variety of parking typologies are proposed inclusive of curtilage and on street visitor parking.
- 7.12 Dwarf walls and estate railings are proposed as boundary treatments and alternating verge planting is proposed to soften the street scene.
- 7.13 The proposed layout delivers the key features of the Primary Street in accordance with the Design Code. Phase 2b's Primary Street will facilitate north south movement across the phase for vehicles, cyclists and pedestrians. Buildings are proposed up to a height of 2.5 storeys and access to properties is via the street with a variety of parking solutions proposed. As such compliance with this street typology has been achieved.
- 7.14 **Secondary Street** - The secondary street spurs to the west from the primary street and routes south to connect back into the primary street. The carriageway is 6.5m wide with footpaths proposed to both sides. Key features established by the Design Code include a street typology where buildings front onto a footway and carriageway.
- 7.15 Verge planting is proposed to one side of the street to soften the street scene. In a similar vein to further soften the street scene a mix of low-level planting in front of buildings is proposed. Along the western extent of the secondary street mixed native hedgerows, ornamental planting and small trees Acer Campestre and Tilia Cordata are proposed either side of the carriageway.
- 7.16 The key functions of the secondary street as set out in the Design Code to connect minor routes to the primary street; have a carriageway with planting to one side of verge and boundary treatments to be railings or hedgerows have therefore been incorporated in the proposals for Phase 2b and compliance with this street typology has been achieved.
- 7.17 **Side Streets** - Three side streets are proposed in Phase 2b. These connect the primary street to residential areas forming the development core. Two side streets spur off the primary street to the east and one spurs off to the west. The western side street serves 13 dwellings, the most northern side street to the east serves 14 dwellings and the southern side street to the east serves 13

dwellings. The Design Code states side streets are not permitted to serve more than 20 dwellings.

- 7.18 Block paving is proposed as the surface material for side streets in contrast to the tarmacked primary street. This is intended to provide visual distinction between the two areas indicating the residential nature side streets, where priority is given to pedestrian traffic over vehicles.
- 7.19 The proposed buildings vary in form and style but all remain 2 storeys in height and are set back 1-2m from the street.
- 7.20 Low hedges, hedgerows, shrub planting together with a variety of groundcover mixes form the planting strategy for side streets in Phase 2b.
- 7.21 The proposed layout therefore delivers the key characteristics identified for side streets as set out in the Design Code. In summary, these include providing home zone areas, no more than 20 dwellings per street, carriageways with an intimate character to be shared by vehicles and pedestrians, a varied vernacular of buildings set back from the carriageway edge and low hedges used as boundary treatments.
- 7.22 **Shared Lanes** – Shares Lanes are located between the built-up areas and the SLRR, along the western edge of the Phase 2b fronting amenity open space, along the southern edge of Phase 2b again fronting amenity open space and along the eastern boundary of Phase 2b which faces Norwood Green.
- 7.23 Buildings proposed around key spaces range between 2-2.5 storeys in height and are either detached or semi-detached dwelling types. This is intended to create visual interest and a higher degree of enclosure to amenity open space, POS, green edges, and key spaces.
- 7.24 Planting along shared lanes comprises a hedgerows, shrub planting and proposed open space.
- 7.25 The proposed layout delivers the key characteristics of shared lanes in accordance with the Design Code. Shared lanes are located alongside open spaces and respond to surrounding landscapes and open space. Shared lanes serve a low number of dwellings and provide direct access to individual dwellings. Lanes are shared between vehicles, cyclists and pedestrians with building heights that are predominantly 2 to 2.5 storeys with vegetative boundary treatments. The proposed layout has therefore been demonstrated to comply with the expectations for this street type.
- 7.26 Access to Phase 2b from the SLRR and secondary routes accord with those shown on Parameter Plan 4 - Access ref. RG-M-36 rev F dated 03 August 2020 approved under the hybrid application.
- 7.27 Adequate space for the anticipated future dualling of the SLRR along Phase 2b's northern edge has been left in accordance with plans Additional Area Required to Provide Dual Carriageway Sheet 1 ADC2197-DR-SK05 P3 dated

08 October 2021 and Indicative Dual Carriageway Layout Sheet 1 ADC2197-DR-SK01 P2 dated 02 March 2021 approved under S/2020/2126/MAR RM.

- 7.28 Furthermore, the proposed highway layout accords with approved plan Phase 1a Highway Works Sheet 1 ADC2197-DR-100 P2 dated 12 March 2020, connecting Phase 2b to the SLRR and Sandy Lane.

#### *Conclusion*

- 7.29 The proposed design is in broad accordance with the parameters set out within Outline application S/2016/1324/EIA and Condition Discharges S/2020/1958/COND and S/2020/2107/COND.

#### Density and Mix of House Types

##### *Policy Context*

- 7.30 Policy H1 of LPP1 requires housing developments to provide for a mix of house types, sizes and tenures and to cater for the needs of older people and vulnerable groups. It also states that developments within the SUEs should achieve minimum average densities of 35 dwellings per hectare.

##### *Assessment*

- 7.31 **Density** -The Design Code stipulates housing within the Urban Core and Rural Edge to have a density of 35-40 dph and 20-23 dph respectively. The proposed housing density in the Urban Core is 36dph and that proposed in the Rural Edge is 23 dph. The proposed densities across Phase 2b therefore comply with the required densities within phase.

**Mix** – The applicant has provided the table, below, as part of their Planning Statement, it sets out the proposed housing mix for the site. This is summarised below:

##### Market Housing

2 beds - 10  
3 beds - 22  
4 beds - 65  
5 beds - 5

##### Affordable Housing

###### Affordable Rent

1 bed - 4  
2 bed - 2  
3 bed - 2  
4 bed - 1

###### Social Rent

2 bed -5

3 bed -4

- 7.32 It is considered that Phase 2b will incorporate a good range of different dwelling options in accordance with Development Plan policies.

### *Conclusion*

- 7.33 The proposed mix of house types and density of development are consistent with the Development Plan, the approved hybrid permission and the Design Code parameters. Officers are satisfied that Phase 2b would create an appropriate selection of housing opportunities to meet the needs of the area and make the best use of the land whilst remaining sympathetic to the character and appearance of the area and delivering the necessary infrastructure.

### Affordable Housing

#### *Policy Context*

- 7.34 Paragraph 63 of the NPPF states that affordable housing should be sought from developments of 10 or more dwellings. On such developments, West Northamptonshire Joint Core Strategy (policy H2) requires 35% affordable housing provision in this location.

#### *Assessment*

- 7.35 Being located in the Northampton Related Development Area (NRDA) Policies H2 of the LPP1 and LH8 of the LPP2 require 35% of new dwellings to be affordable. A Viability Appraisal was undertaken during the consideration of the OPP, and it was found that the development would not be viable if 35% of the new dwellings to be provided were affordable. It was agreed the scheme would deliver 15% in the first phases (up to 800 dwellings) and then 17.5% in the later phases (from 800 to 1900 dwellings). This is subject to review after 800 dwellings have been provided and if the viability of the scheme has improved a higher percentage of affordable dwellings can be secured. The hybrid is approved on this basis and these terms are set out in the S106 agreement.
- 7.36 This Phase 2b application proposes 120 new homes, in which 18 are affordable housing which equates to 15%. This site was subject to a viability appraisal at outline application stage, the outcome of which was that the development could only support 15% affordable housing.
- 7.37 15% affordable housing is proposed.
- 7.38 On a mixed tenure development the SNP2LP (policy LH8) states that affordable units should be an integral part of a development to promote community cohesion. Affordable housing should be arranged in groups of no more than 10 units and pepper potted throughout the development.

- 7.39 In the recently adopted South Northamptonshire area Housing SPD Strategic Housing advise that clusters of over 10 affordable housing units will only be considered with clear justification. However, on developments of over 100 units, clusters of up to 20 units will be considered at the council's discretion to assist with site layout.
- 7.40 Strategic Housing have reviewed the site layout plan and their commentary noted that there is only one cluster of affordable housing, comprising the 18 units. Strategic Housing state that it would be preferable if there could be 2 distinct clusters, however, will accept 1 cluster in this instance as it assists with the site layout.
- 7.41 It is expected that affordable housing should be tenure blind, it is noted that both the affordable housing and market housing has a variety of parking solutions, which include a mixture of on-plot, frontage, and courtyard parking.
- 7.42 The materials plan accompanying the application shows a mixture of materials is to be used across all tenures meaning that the external appearance of individual dwellings will be the same for both affordable and market housing,

#### *Conclusion*

- 7.43 The development complies with the planning obligation for the outline planning permission and Strategic Housing do not object to the proposed scheme. The development is therefore considered to be acceptable in terms of the affordable housing provision.
- 7.44 It is also felt that the scheme is 'tenure blind' that being the affordable housing is indistinguishable from the market housing.

#### Highways and Parking

##### *Policy Context*

- 7.45 Policy SS2 of LPP2 requires developments to have a safe and suitable means of access. The adopted Northamptonshire Parking Standards also applies to this development.

##### *Assessment*

- 7.46 Access to Phase 2b from the SLRR and the secondary routes accord with those shown on Parameter Plan 4 - Access ref. RG-M-36 rev F dated 03 August 2020 (S/2020/1958/COND).
- 7.47 Within this RM application WNC Highways remit is primarily concerned with the internal configuration (and safe use of) the highways within the phase, compliance with car parking standards, the protection of the SLRR, crossing points and the use and access of the PROW (Public Right of Way).
- 7.48 WNC Highways initially held an objection to the scheme, aside from some minor internal road and parking layout matters, which were subsequently addressed,



the main thrust of the objection revolved around the PROW KP16, in particular the section to the south of the previously approved SUDS pond and potential conflict for users.

- 7.49 The issue was particularly complex due to the previously approved SUDS scheme on the part of the overall site being developed by Miller Homes and also different land ownership to the immediate south, meaning the PROW came to a pinch point, where pedestrians, cyclists and equestrian use were all forced into a narrow gap, approximately 2 metres wide with a 1:11 gradient.
- 7.50 Engineering works to change the levels and gradient of the PROW at this point would have required considerable works, including possible changes to the already built (and operational) SUDS pond and were not considered feasible.
- 7.51 Following a number of meetings an alternative proposition was advanced with the WNC Highways who have removed their objection and confirmed that the applicant has addressed a number of minor layout matters, provided sufficient details to confirm that the future dualling of the SLRR is not prejudiced by the site layout, and provided an acceptable crossing for the bridleway on the estate road and arrangements for the improvement of PROW KP16 as required by the outline approval.
- 7.52 The solution to the PROW matter has seen the surface of pinch point changed to 'hoggin' a compacted soil that holds up well for pedestrians and cyclists but is also deemed suitable for horses. The PROW continues, as it always has, along the existing legal alignment but west of the pinch point an alternative route is offered to pedestrians and cyclists, with a 3 metre tarmacked track, linking to the SLRR. This track holds a relatively steady camber and links back into the wider cycle and footpath network.
- 7.53 Cyclists and pedestrians who wish to continue on PROW KP16 can do, the track will not be tarmacked, and it may be that only the keenest of cyclists wish to take on the gradient of the track, but the new surface is considered an improvement on the existing PROW which is a bridleway and is currently grassed.
- 7.54 On balance, the options of solving the pinch point and gradient issues at the PROW, through engineering works were considered disproportionate compared to the alternative of providing a re-routed and tarmacked cycle/pedestrian link. The works being undertaken are a considerable upgrade and will help in providing new and existing residents with the option of walking, cycling or riding into Northampton.
- 7.55 Away from the PROW the scheme provides policy compliant car parking spaces and no objection has been raised from Highways with regards to the operation of the roads or crossing points.

### *Conclusion*

- 7.56 WNC Highways now hold no objection to the proposal, its internal road network, its connection to the wider road network and its connectivity to the wider PROW network.
- 7.57 Though disappointing that the cycle/pedestrian path must deviate slightly from the current route it is agreed by officers that there is no other, reasonable, alternative to that proposed due to the constraints of the site. The proposal still allows for a significant upgrade to the PROW, allows all users to take advantage of it and maintains the principle of encouraging people to use transport methods outside of the private motor.
- 7.58 With the above in mind officers are content that the proposal is compliant with the hybrid consent and development plan.

### Open Space and LEAP

#### *Policy Context*

- 7.59 Policy SS2 of the LPP2 requires developments to incorporate suitable landscape treatment. The approved Design Code includes a Section on Green Infrastructure containing Landscape and Play Strategies.

#### *Assessment*

- 7.60 Parameter Plan 3 - Advanced Planting ref. RG-M-35 rev. E dated 12 October 2020 approved under S/2020/1809/NMA and Plans approved under RM infrastructure applications S/2020/2126/MAR and WNS/2021/1198/MAR (plus subsequent NMA's) secured the site wide strategy for landscape, open space, drainage, SUDS, and ecological features
- 7.61 Tree lined roads, woodland planting, amenity grassland and open space all accord with the Illustrative Landscape Management Plan – edp2561\_d080b approved under with WNS/2021/1198/MAR.
- 7.62 To the north west of the site (and located in accordance with the Regulating Plan and Play Strategy in the Design Code) a Local Equipped Area of Play (LEAP) is to be constructed. Details of the play equipment are considered to be acceptable and accord with the requirements of the S106 agreement.
- 7.63 The Parish concerns regarding the LEAP are noted and the applicant has agreed to review these and provide an update to the committee, however, the LEAP and specific details of the play equipment has already been approved under the Reserved Matters application for the open space provision for Phases 1, 2 and 3 (application reference WNS/2021/1198/MAR) so the applicant cannot be compelled to change it.

#### *Conclusion*

- 7.64 The proposed open space is considered in accordance with WNS/2021/1198/MAR and the approved open space contained within it.

## Surface Water and Foul Drainage

### *Policy Context*

- 7.65 Joint Core Strategy policy BN7 requires appropriate flood risk assessment to be completed and for development not to result in an increased risk of flooding to existing or proposed properties. Policy BN7A of the Joint Core Strategy requires new developments to have adequate and water supply and wastewater infrastructure. Policy SS2 of the LPP2 requires development to be adequately serviced with infrastructure and to consider flood risk.

### *Assessment*

- 7.66 The Lead Local Flood Authority (LLFA) currently hold an objection to the scheme, based on a lack of submitted information.
- 7.67 The applicant has provided a Drainage Technical Note for the review of the LLFA, with a consultation expected to be returned in advance of the committee site visit.
- 7.68 It should be noted that Officers do not have Surface Water and Foul Drainage concerns. RM application S/2020/2126/MAR approved the arrangements for sitewide infrastructure and landscaped open space in Phases 1, 2 and 3 pursuant to S/2016/1324/EIA. Approved infrastructure includes roads, drainage attenuation ponds, surface water and foul water drainage infrastructure and associated landscaped open space. The approved plans are as follows:
- Phase 1a Drainage Strategy Sheet 1 ADC2197-DR-600a P7 dated 20 April 2021
  - Drainage Strategy Sheet 3 ADC2197DR-602 P5 dated 20 April 2021

### *Conclusion*

- 7.69 Though there is an LLFA objection Officers have requested a re-consultation to have this lifted. Officers are of the view that drainage matters have been dealt with via S/2020/2126/MAR and as such no reason for refusal could be substantiated with regards to the LLFA objection.

## Residential Amenity

### *Policy Context*

- 7.70 Policy SS2 of the LPP2 requires new developments to have good standards of amenity for future occupiers and existing occupiers of neighbouring properties.

### *Assessment*

- 7.71 Phase 2b does not directly adjoin any existing dwellings situated in the neighbouring residential areas. There is a small cluster of residences to the

west of the site, off of Sandy Lane which shares a boundary with the development. To the south, separated by the improved PROW is Phase 1A.

- 7.72 There is a substantial amount of (formal) open space separating the existing dwellings to the that of the first proposed housing within Phase 2b. It is felt that the separation distance means that there will be no amenity impact from the proposed.
- 7.73 With regards to future occupiers, the 'Open Space' heading sets out that there is an abundance of amenity space, including a LEAP. All dwellings within the phase are considered to be within easy walking distance of open space.
- 7.74 The dwellings form 6 distinct clusters, with the predominance being a cluster of rear facing gardens. Though this does mean most gardens are overlooked by a number of properties it does create suitable separation distance between rear windows.

#### *Conclusion*

- 7.75 Phase 2b accords with the approved planning permission reference? and Norwood Farm Design Code.

#### Other Considerations

- 7.76 The Archaeology Comments have been noted. They do not form a reason for refusal, nor objection from the archaeology team. The overall site currently has an approved watching brief and Officers are aware the applicant's architect has been in direct contact with the Council's Archaeologist, with regards to this RM.
- 7.77 The Council's Archaeologist is content with how the applicant intends to move forward and does not wish to raise any objection.
- 7.78 Ecology matters are dealt with via condition 8 of the hybrid consent. The applicant has submitted a Landscape and Ecological Management Plan with this application, but it has not yet been assessed as part of this application. The applicant will still have to formally discharge condition 8.
- 7.79 Electric Charging Points are controlled via condition 13 of the hybrid application, the applicant will have to separately discharge this condition.

## **8 FINANCIAL CONSIDERATIONS**

- 8.1 As the application is for Reserved Matters both the S106 and the Community Infrastructure Levy (CIL) have already been secured under the hybrid permission.

## **9 PLANNING BALANCE AND CONCLUSION**

- 9.1 The principle of this development has already been established by the hybrid permission. Matters regarding sitewide road, surface water and foul water drainage infrastructure, associated landscaped open space, sports pitches, pavilion, country park, play areas and public open space have all been approved in previous applications. This application cannot revisit these matters, only confirm its accordancy.
- 9.2 Officers are of the view that the site provides the correct level of affordable housing and that the design of the dwellings is in broad accordancy with the approved design code.
- 9.3 The one area of compromise is that of the PROW. Officers and the applicant have spent a considerable amount of time discussing how to amend, change or alter the PROW to allow for a safe access that is useable by all and that encourages sustainable travel patterns.
- 9.4 Officers are satisfied that a full analysis of the PROW has been undertaken and that the solution offered is the only viable one. The engineering works required to level the land are prohibitive while the approval of the SUDS pond and landownership issues create significant constraints that are very difficult to overcome.
- 9.5 As such, Officers are content that the proposed solution is suitable and would not create a reason for refusal.
- 9.6 This development will also contribute towards the implementation of the Sandy Lane Relief Road which is a critical piece of road infrastructure that will allow further residential developments (e.g. Northampton West SUE) to be delivered as set out in the Joint Core Strategy.
- 9.7 The details of this residential phase accord with the extant hybrid planning permission and the parameters agreed in the approved Norwood Farm Design Guide and are in compliance with the Development Plan. It is considered that there would be no sustainable reasons for refusing this application and the benefits of the scheme justify granting permission.

## **10 RECOMMENDATION AND CONDITIONS**

- 10.1 GRANT PERMISSION subject to the conditions as set out below:

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

#### **Compliance with Approved Plans**

1. The development shall not be carried out otherwise than in complete accordancy with the approved plans and details unless a non-material or minor material amendment is approved by the Local Planning Authority under the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended). The approved plans and details are:
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Layouts – drawings submitted on 01st March 2024.

- AAH5769-9301 revP0-17 - Planning Layout 1-500
- AAH5769-9304-revP0-17 - Planning Layout 1-1000

Layouts – drawings submitted on 26th January 2024.

- AAH5769\_8107\_RevA - Electric Vehicle Charging Plan
- AAH5769\_8101revP0-05 - Enclosure Plan
- AAH5769\_8102\_P01-05- External Works
- AAH5769\_8103\_P0.05\_Parking Plan
- AAH5769\_8104\_P0.05\_Refuse Plan
- AAH5769\_8105revP0-04 - Affordable Housing Plan
- AAH5769-8002revP1-07 - Phase 2 Materials Plan

House types – drawings submitted on 27th November 2023.

- AAH5679-RPS-LIN-UC-1149-T461
- AAH5769-RPS-AFF-UC-0764-T241
- AAH5769-RPS-AFF-UC-905-T351
- AAH5769-RPS-BOV-UC-0822-FI
- AAH5769-RPS-LIN-RE-0769-Em
- AAH5769-RPS-LIN-RE-0970-Mo\_03
- AAH5769-RPS-LIN-RE-1112-Gd
- AAH5769-RPS-LIN-RE-1328-Gr
- AAH5769-RPS-LIN-RE-1355-Ly-02
- AAH5769-RPS-LIN-RE-1355-Ly-03
- AAH5769-RPS-LIN-RE-1429-Kn\_03
- AAH5769-RPS-LIN-RE-1800-Cn-01
- AAH5769-RPS-LIN-RE-1800-Cn-02
- AAH5769-RPS-LIN-UC-0769-Em
- AAH5769-RPS-LIN-UC-538-623-1B
- AAH5769-RPS-LIN-UC-0649-Hr
- AAH5769-RPS-LIN-UC-0764-Ab
- AAH5769-RPS-LIN-UC-0822- FI Cr
- AAH5769-RPS-LIN-UC-0970-Mo 02
- AAH5769-RPS-LIN-UC-0970-Mo
- AAH5769-RPS-LIN-UC-1112-An
- AAH5769-RPS-LIN-UC-1112Gd
- AAH5769-RPS-LIN-UC-1136-Bi
- AAH5769-RPS-LIN-UC-1319-Pr-01
- AAH5769-RPS-LIN-UC-1319-Pr-02
- AAH5769-RPS-LIN-UC-1328-Gr
- AAH5769-RPS-LIN-UC-1429-Kn
- AAH5769-RPS-LIN-UC-1429-Kn\_02
- AAH5769-RPS-LIN-UC-1470-Rp
- AAH5769-RPS-LIN-UC-1832\_Y\_01
- AAH5769-RPS-LIN-UC-1832\_Y\_03
- AAH5769-RPS-LIN-UC-1832-Y\_02

Location plan, street scene and garages submitted on 16th June 2023

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- AAH5769\_7801\_P01.01\_Street Scenes
  - AAH5769\_9203\_B\_Location plan
  - AAH5769-RPS-GAR-DDG - Garages
  - AAH5769-RPS-GAR-DG- Garages
  - AAH5769-RPS-GAR-SG- Garages

Drainage – documents and drawings submitted on 09th February 2024.

- AAC5791\_RPS\_xx\_xx\_DR\_C\_2801-01 - S38 General Arrangement Phase 3 P01
- AAC5791 Drainage Technical Note v1.0
- AAC5791\_RPS\_xx\_xx\_DR\_C\_2100 - Engineering Layout P01
- AAC5791\_RPS\_xx\_xx\_DR\_C\_2101-01 - Longitudinal Sections Sheet 1 P01
- AAC5791\_RPS\_xx\_xx\_DR\_C\_2101-02 - Longitudinal Sections Sheet 2 P01
- AAC5791\_RPS\_xx\_xx\_DR\_C\_2102 - Manhole Schedule P01
- AAC5791\_RPS\_xx\_xx\_DR\_C\_2103 - Adoptable Kerbing and Surfacing P01
- AAC5791\_RPS\_xx\_xx\_DR\_C\_2104-01 - Road Construction Details Sheet 1 P01
- AAC5791\_RPS\_xx\_xx\_DR\_C\_2104-02 - Road Construction Details Sheet 2 P01
- AAC5791\_RPS\_xx\_xx\_DR\_C\_2104-03 - Road Construction Details Sheet 3 P01
- AAC5791\_RPS\_xx\_xx\_DR\_C\_2105 - Adoptable Drainage Details P01
- AAC5791\_RPS\_xx\_xx\_DR\_C\_2110 - Refuse Vehicle Tracking\_P01
- AAC5791\_RPS\_xx\_xx\_DR\_C\_2111 - Flood Exceedance Plan P01
- AAC5791\_RPS\_xx\_xx\_DR\_C\_2200-01 Private Drainage Sheet 1 P01
- AAC5791\_RPS\_xx\_xx\_DR\_C\_2200-02 Private Drainage Sheet 2 P01
- AAC5791\_RPS\_xx\_xx\_DR\_C\_2300-01 - External Works Sheet 1 P01
- AAC5791\_RPS\_xx\_xx\_DR\_C\_2300-02 - External Works Sheet 2 P01
- AAC5791\_RPS\_xx\_xx\_DR\_C\_2800 - S104 Drainage Layout P01

Landscape – documents and drawings submitted on 08th February 2024.

- JSL4793-RPS-XX-EX-DR-L-9002\_P07 Detailed Soft Sheet 1
- JSL4793-RPS-XX-EX-DR-L-9003\_P07 Detailed Soft Sheet 2
- JSL4793-RPS-XX-EX-DR-L-9010\_P06\_LEAP

Landscape – drawing submitted on 01st March 2024.

- JSL4793-RPS-XX-EX-DR-L-9001\_P07\_GA Plan
- JSL4793-RPS-XX-EX-DR-L-9004\_P08 Detailed Soft Sheet 3
- JSL4793-RPS-XX-EX-DR-L-9005\_P09 Detailed Soft Sheet 4
- JSL4793-RPS-XX-EX-DR-L-9006\_P09 Detailed Soft Sheet 5
- JSL4793-RPS-XX-EX-DR-L-9007\_P09 Detailed Soft Sheet 6
- JSL4793-RPS-XX-EX-DR-L-9008\_P09 Spec & Sched
- JSL4793-RPS-XX-EX-DR-L-9011\_P07 Public Footpath/Cycleway & Bridleway Landscape Proposals

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Arboriculture as with original submission on 16th June 2023.

- Arboricultural Impact Assessment 1549 – AIA-V1-D

### **Materials Samples**

2. Samples of the materials and finishes (including the timber cladding) to be used in the external walls and roofs of the dwellings and buildings shall be made available on site for inspection by the Local Planning Authority prior to the first use of those facing materials. The development shall thereafter be completed in accordance with the materials which have been approved in writing by the Local Planning Authority.

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

### **Colour Scheme for Doors**

3. Notwithstanding the approved AAH5769-8002revP1-07 - Phase 2 Materials Plan all front doors and garage doors shall be finished in accordance with a colour scheme which shall have been previously submitted to and approved in writing by the Local Planning Authority.

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

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

#### **Access and Parking**

4. The proposed access, parking and turning facilities shall be provided in accordance with the approved plans before first occupation of the dwellings hereby permitted. The access, parking and turning facilities shall thereafter be retained for use in connection with the development for those purposes only.

Reason: In the interests of highway safety, to ensure the provision of adequate off-street car parking and turning to comply with Policy SS2 of the South Northamptonshire Local Plan and Government guidance in Section 12 of the National Planning Policy Framework.

#### **Boundary Enclosures**

5. The approved boundary enclosures), in respect of those dwellings which are intended to be enclosed/screened, shall be erected prior to the first occupation of those dwellings.



Reason: To ensure the satisfactory appearance of the completed development and to safeguard the privacy and amenities of the occupants of the existing and proposed dwellings in accordance with Policy SS2 of the South Northamptonshire Local Plan and Government guidance contained within the National Planning Policy Framework.

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

##### **Meter Boxes**

6. Any electricity or gas supply meter housings to be located on the external elevations of the buildings hereby approved shall be sited on the side or rear elevations of the buildings and shall be coloured to match the facing material against which it will be sited unless otherwise approved in writing by the Local Planning Authority.

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

##### **PD Rights Removed for Means of Enclosure to Fronts**

7. Notwithstanding the provisions of Class A of Part 2, Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking or re-enacting or amending that order) no gate, fence, wall or other means of enclosure shall be erected, constructed or placed in front of the front wall of any dwelling and the highway or the flank wall of a dwelling at the junction of two roads, at any time, without the prior express planning permission of the Local Planning Authority.

Reason: In order to retain the open character of the development and area in accordance with Policy SS2 of the South Northamptonshire Local Plan.

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