

Planning Committee Report

<u>Application Number:</u>	2023/6687/FULL
Location:	Station Court Station Road Woodford Halse West Northamptonshire NN11 3RB
Development:	Demolition of an existing out-dated sheltered housing complex and redevelopment of the site to provide 27no. affordable dwellings within a mixture of semi-detached houses and an apartment block, along with associated landscaping, car parking and a new access road from Station Court. Changing the use class of the site from C2 residential institution to C3 dwelling houses.

Applicant:	Futures Homeway Ltd.
Agent:	Urban Designs Ltd
Case Officer:	Rebecca Bates

Ward: **Woodford & Weedon Ward**

Reason for Referral: **Called in by Councillor Frost on the basis the development is of an inappropriate scale relative to Woodford's role as a Primary Service Village and highway safety.**

Committee Date: **15 May 2024**

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 SUBJECT TO COMPLETION OF A S106 LEGAL AGREEMENT TO SECURE THE FOLLOWING PLANNING OBLIGATIONS:

100% Affordable Housing;
Library Contribution;
Highways Contribution; and
Early Years Contribution.

Proposal

Demolition of an existing out-dated sheltered housing complex and redevelopment of the site to provide 27no. affordable dwellings within a mixture of semi-detached houses and an apartment block, along with associated landscaping, car parking and a new access road from Station Court. Changing the use class of the site from C2 residential institution to C3 dwelling houses.

Consultations

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

The following consultees have raised **no objections** to the application:
National Highways, Strategic Housing, Northants Police, Environmental Protection,
Landscape, Developer Contributions, Local Highway Authority.

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

- Strategic Housing

4 letters of objection have been received and 2 letters of concern 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
- Highway Safety
- Residential Amenity
- Ecology
- Landscape Impacts
- Surface Water Drainage

The report looks into the key planning issues in detail, and Officers conclude that on balance the proposal is acceptable subject to conditions and completion of a 106 agreement to mitigate the impacts of the development .

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 situated within the settlement of Woodford and is located to the south of Station Road. A group of traditional brick-built buildings that are two-storey in height are located on the site which have a current planning use of C2 Use (residential institution).
- 1.2 Residential dwellinghouses sit to the north and south of the site, while the eastern boundary abuts commercial land known as 'Paddock Farm Rehabilitation' and the western boundary, beyond Station Road, consists of residential dwellings and a woodland known as 'Great Central Woodland'. To the south is Station Gardens which comprises a residential development of single storey semi-detached dwellings.
- 1.3 The application site is not located within a Conservation Area or designated as a heritage asset, although the Woodford Halse and Hinton Conservation Area is located approximately 35 metres north of the site and 80 metres south-west. The nearest Grade II Listed Buildings and Schedule of Monuments are the Moravian Church (Grade II Listed - circa 118 metres towards the north-east of the site) and Rabbit Warren (schedule of monument – circa 121 metres towards the south-east of the site).

1.4 The site also lies with flood zone 1 which is a low-risk area of flooding.

2 DESCRIPTION OF PROPOSED DEVELOPMENT

2.1 The proposed development seeks full planning permission for the erection of 27 residential dwellings and associated works following demolition of the existing sheltered housing complex which would be required to accommodate the proposed development.

2.2 The proposed scheme would utilise the existing access into the site (Station Court, off Station Road) which would adjoin the internal estate road that would provide access to the proposed dwellings as well as the existing residential dwellings, north of the site which face onto Station Gardens.

2.3 The proposed dwellings would be distributed across the site as shown on the site plan (2019_625_300R) and would be semi-detached at a two-storey height.

2.4 The proposed scheme would provide 100% affordable housing of which 19 of the homes would be social rent and 8 would be affordable home ownership, consisting of the following housing mix:

- 9 x 1 bedrooms
- 12 x 2 bedrooms; and
- 6 x 3 bedrooms.

3 RELEVANT PLANNING HISTORY

Application Number:	Description of Works:	Decision:
DA/1986/0088	Detached garage for warden	Approved
DA/1987/0318	Elderly persons bungalow	Withdrawn
DA/1987/0438	Elderly persons bungalow	Deemed Consent
DA/1988/1495	Demolition of existing public house and outbuilding and construction of 26 no. new dwelling units	Approved
DA/1989/1448	Additional two flats, alterations to elevations of approved bungalow units and re-arrangement of car park	Refused
DA/1990/0179	Alterations to elevations to approve bungalow	Approved
DA/1998/1170	Installation of lift to ground and first floor	Approved
DA/1998/1178	4 wheelchair accessible elderly persons semi-detached bungalows	Approved
DA/2003/1400	Single storey extension to form enlarged common/dining room and kitchen	Approved

4 RELEVANT PLANNING POLICY AND GUIDANCE

Statutory Duty

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

- 4.2 Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires Local Planning Authorities when considering development that affects the setting of a listed building or its setting to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.
- 4.3 Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires Local Planning Authorities when considering development to pay special attention to preserving or enhancing the character or appearance of a conservation area.
- 4.4 A Regulation 18 version of a local plan for the whole of West Northamptonshire was published for consultation between 8th April and 2nd June 2024. Paragraph 48 of the NPPF states that weight may be given to relevant policies in emerging plans subject to the following three considerations:
- 4.5 Local planning authorities may give weight to relevant policies in emerging plans according to:
- a) the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);
 - b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
 - c) the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given)
- 4.6 As the local plan is still in the early stages of preparation, policies in it can be a material consideration, but it's policies can only be afforded limited weight at this stage.

Development Framework

4.4 Development Plan

West Northamptonshire Joint Core Strategy Local Plan (Part 1) (December 2014) (JCS)

- Policy SA – Presumption in Favour of Sustainable Development
- Policy S1 – The Distribution of Development
- Policy S2 – Hierarchy of Centres
- Policy S3 – Scale and Distribution of Housing Development
- Policy S10 – Sustainable Development Principles
- Policy S11 – Low Carbon and Renewable Energy
- Policy C1 – Changing Behaviour and Achieving Modal Shift
- Policy C2 – New Developments
- Policy RC2 – Community Needs
- Policy H1 – Housing Density and Mix and Type of Dwellings
- Policy H2 – Affordable Housing
- Policy H4 – Sustainable Housing
- Policy H5 – Managing the Existing Housing Stock
- Policy BN1 – Green Infrastructure Connections
- Policy BN2 – Biodiversity
- Policy BN4 – Upper Nene Valley Gravel Pits Special Protection Area

- Policy BN7A – Water Supply, Quality and Wastewater Infrastructure
- Policy BN7 – Flood Risk
- Policy INF2 – Contributions to Infrastructure Requirements

Settlements and Countryside Local Plan (Part 2) For Daventry District (February 2020) (LPP2)

- Policy SP1 – Daventry District Spatial Strategy
- Policy RA1 – Primary Service Village
- Policy H08 – Housing Mix and Type
- Policy ST1 – Sustainable Transport Infrastructure
- Policy ENV1 – Landscape
- Policy ENV2 – Special Landscape Areas
- Policy ENV3 – Green Wedge
- Policy ENV4 – Green Infrastructure
- Policy ENV5 – Biodiversity
- Policy ENV7 – Historic Environment
- Policy ENV9 – Renewable Energy and Low Carbon Development
- Policy ENV10 – Design
- Policy ENV11 – Local Flood Risk Management
- Policy CW1 – Health and Wellbeing
- Policy CW2 – Open Space Requirements
- Policy PA1 – Local Green Space

Woodford cum Membris Neighbourhood Development Plan (May 2018) (NP)

- Policy WH1 – Biodiversity
- Policy WH2 – Non-Designated Heritage Assets
- Policy WH3 – Local Character Areas
- Policy WH4 – Green Infrastructure and the River Cherwell
- Policy WH5 – Landscape Character and Prominent Views
- Policy WH6 – New Housing Development within the Main Village
- Policy WH8 – Promoting Good Design
- Policy WH12 – Infrastructure
- Policy WH13 – Community Infrastructure Levy
- Policy WH15 – Supporting Improvements in Local Transport
- Policy WH16 – Improving Accessibility to Local Employment Opportunities and Supporting Homeworking

4.5 Material Considerations

- National Planning Policy Framework (NPPF) (December 2023)
- Biodiversity Supplementary Planning Document (May 2017)
- Housing Supplementary Planning Document (July 2017)
- Energy and Development Supplementary Planning Document (July 2017)
- Infrastructure and Developer Contribution Supplementary Planning Document (October 2013)
- Daventry Design Code Supplementary Planning Document (December 2005)
- Planning Out Crime in Northamptonshire Supplementary Planning Guidance (February 2004)
- Northamptonshire Parking Standards (September 2016)
- Woodford Halse and Hinton Conservation Area Appraisal and Management Plan (CAAMP) (February 2020)

- West Northamptonshire Local Plan (emerging)

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
Woodford cum Membris Parish Council	Neutral	<p>The application documents are detailed and the orientation and design of the properties is in-keeping with adjacent developments. Were road planning to become available they would welcome for pathway maintenance in the Great Central Woodland and/or on the Byfield Road sports field car park. Any approval should include conditions for the duration of the works ensuring the effective control of operations within the site and movements of demolition and construction traffic throughout the village. Local experience is for large/heavy vehicles, visiting Main Line Timber Ltd and the Showmen's base further up along Station approach, to obstruct Station Road during access creating danger and interruption for motorists, pedestrians, residents and businesses. The situation will be exacerbated during the project and naturally, delivery drivers and contractors with large vehicles will try to avoid the difficulties at this junction if approaching from the southwest as an alternative use Scrivens Hill – Church Street – Station Road which have the village primary school, community buildings and parade of shops. The junction of Station Road / Station Court / Station Gardens / Station Approach is a point already very congested accommodating resident parking during day and night and vehicles visiting the shops/businesses. Although the Parish Council appreciated this is neither an entirely new nor a commercial development it is disappointed that the applicant did not approach Parish Council prior to submitting the planning application. The Parish Council will now seek a meeting with the applicant to discuss the highway issues, including the scope for further public parking in the vicinity. The Parish Council is most concerned</p>

		<p>over the highway and traffic implications previously described as is sceptical about there having been a thorough assessment of and report on them by the Highway Authority. The Pariah Council therefore requests a copy of the Highway Authority's report/action and will ask Ward Councillor Frost to consider calling-in this application for a committee decision.</p> <p><u>Amended comments received 2 January 2024:</u></p> <p>The amendment does not alter Parish Council's comments.</p>
WNC Planning Policy	Neutral	<p>Woodford Halse is a Primary Service Village in the settlement hierarchy, one of the larger rural settlements with a range of services and facilities. There is a parade of local shops on Station Road close to the application site. The application involves the demolition of an existing C2 residential institution and replacement with 27 C3 dwellings. These would be a mix of houses and an apartment block, all of which would be affordable (either rented or owned).</p> <p>In terms of the principle of the proposal, the relevant policies of the development plan are West Northants Joint Core Strategy (WNJCS) policies H1 and R1. Daventry Part 2 Local Plan (LPP2) policy RA1 and Woodford cum Membris NDP policy WH6. These policies support development of brownfield sites within settlements and the proposal would also result in a net gain of 26 dwellings. In respect of this, the Case Officer should consult the Housing Strategy Team to check that the proposal meets local housing needs in terms of dwelling sizes, types and tenures.</p> <p>Turning to design and appearance, the site is located outside but relatively close to the Woodford Halse and Hinton Conservation Area. This should be taken into consideration as it could impact on the setting of the Conservation Area and views into it. LPP2 policy ENV10 and Woodford cum</p>

		<p>Membris NDP policy WH8 both promote high standards of design. The site's redevelopment presents the opportunity to enhance this section of Station Road with an outward facing design and a high quality frontage that positively addresses the road. Policy WH3 of the Woodford cum Membris NDP places the site within a character area, which is set out in part b) of the policy. The defining characteristics are described in Table 1 and could usefully inform the design of development.</p> <p><u>Amended comments received 1 March 2024:</u></p> <p>The application is for the demolition of an existing sheltered housing complex and the redevelopment of the site for 27 affordable housing dwellings. The proposal site is located within Woodford Halse, a primary service village. The proposal site is located within the village confines.</p> <p>Policy RA1 Primary Service Villages requires development to be located within the confines of the village. Part C sets out 7 criterion that all development must meet, including being if an appropriate scale relative to the role as a primary service village not result in the loss of existing services and facilities important to the sustainability of the settlement, protect the form, character and setting of the village. Policy HO8 sets out the housing mix and type of proposals and requires any development of 10 or more units to provide a range and mix of housing types. Policy ENV10 Design sets out the requirements for achieving high quality design in new developments.</p> <p>The key policy issues are addressing the loss of the existing care home (C2) and replacing with residential units (C3). The existing use is a sheltered housing complex. However it is not clear if it is currently in use, if it is fit for purpose or requires adaptation. It would be helpful to have this information from the applicant to understand the reasoning of the loss of the care home.</p>
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		<p>Provided the loss of the care home is accepted, the replacement of it with residential units would be acceptable in principle given its position within the village confines. However the Case Officer should be satisfied that the type and size of units proposed is reflective of an up to date housing need survey. The proposal should also meet the criteria set out in Policy RA1 as well as the housing mix detailed in Policy HO8.</p> <p>Reference should also be made to the Woodford Halse neighbourhood plan. This was made in 2018 and consideration should also be given to the neighbourhood plan policies. With particular reference to the following: Policy WH6 and Policy WH8.</p>
National Highways	No objection	No objection
Development Management (S106)	Neutral	<p>From the information received regarding this application, it is understood that the development would comprise construction of up to 27 no. (including 1 x 3 bed) residential units and associated works, with the proposed mix of units as follows: 9 x 1 bed units, 12 x 2 bed units, 6 x 3 bed units (1 x existing unit).</p> <p>Based on the proposed net dwelling mix, it is expected that the proposed development will generate a pupil yield of approximately 5 nursery/pre-school publics, 3 primary school pupils and 2 secondary and sixth form school pupils based on our current adopted pupil generation multipliers.</p> <p>West Northamptonshire Council has a statutory responsibility to provide Early Years services (e.g. pre-school, play-group and/or nursery provision) for children aged two, three or four.</p> <p>The sufficiency of capacity evidence base for Early Years provision is currently being updated and it is therefore not possible to determine what the current capacity is and likely impact of this development on demand for places.</p> <p>The Development Management team will provide an update on this position</p>

		<p>once the sufficiency of capacity work has been completed, and further consultation is recommended on this point to ensure the most up to date information is included in any future S106 agreement.</p> <p>If there is a lack of capacity identified for Early Years, a S106 contribution of £64,548 would be required, based on the proposed net dwelling mix.</p> <p>The application has been assessed for its impact on local Primary Education infrastructure; however due to capacity locally within current provision, so s106 contribution will be required towards Primary Education infrastructure if approved in its current form. This will be reassessed once the mix of dwellings to be delivered on the site is confirmed through the planning process.</p> <p>Secondary Education contributions for the Daventry District area of West Northamptonshire have previously been secured through developer contributions under the Community Infrastructure Levy (CIL). This was demonstrated by the inclusion of Secondary Education on the authority's Regulation 123 List. However, legislative changes effective from 1st September 2019 have seen the removal of Regulation 123 in full.</p> <p>This means that from 1st September 2019, where necessary, Section 106 contributions will be sought from new planning applications for housing development, towards additional Secondary Education infrastructure where there is insufficient capacity in the local area to accommodate the number of pupils generated by the proposals.</p> <p>However, the application has been assessed for its impact on local Secondary Education infrastructure; however due to capacity locally within current provision, no s106 contribution will be required towards Secondary Education infrastructure if approved in</p>
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		<p>its current form. This will be reassessed once the mix of dwellings to be delivered on the site is confirmed through the planning process.</p> <p>West Northamptonshire Council is the Library authority for the area in which the application site is situated. Where a new development will generate additional need and library space requirement, the Library service requires contributions towards the costs of providing new, extended and/or improved library facilities to support the delivery of growth. This may include contributions towards maintained library facilities and services, as well as community-managed libraries where applicable.</p> <p>The development is expected to impact on the current level of library provision as the new residents moving into the developments utilise existing facilities.</p> <p>In order to adequately serve the growing community, improvements to the Library service are planned which will enable more flexible spaces to be available to the public, with improved facilities and an increased range of services. A schedule of works will be determined subject to available budget. These improvements are intended to support the provision of Library services to meet the needs of current and planning for population growth, to ensure adopted national and local standards of service can be maintained, and to contribute towards delivery of the Council's prevention and other strategies.</p> <p>A Libraries Contribution of £4,288 is therefore required, to contribute towards the improvement, enhancement or expansion of Library facilities to serve the development. This figure will be reviewed, with a specific project identified, at such time as the S106 for the development is entered into.</p> <p>To help boost fibre broadband</p>
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		<p>connectivity to new developments, the following informative is proposed for inclusion in any decision notice, should permission be granted in relation to this application (<i>included in the relevant section of this report</i>).</p>
<p>Strategic Housing Team</p>	<p>Support</p>	<p>In summary I support the proposal as the scheme provides 100% affordable housing and a positive overall contribution to meeting the housing need in the area.</p> <p>The site is a brownfield site and therefore would ordinarily be more favourable than a site in open countryside.</p> <p>West Northamptonshire Council's 2021-26 Corporate Plan commits to providing the highest possible number of social and affordable homes through planning applications. This proposal could help fulfil this commitment.</p> <p>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 need indicates that a minimum of 183 new affordable homes are required per annum.</p> <p>The application form submitted with this proposal indicates that the development would meet the housing need for affordable housing to rent. The provision of low-cost home ownership and single storey accommodation do not fully meet the identified local housing need however, would be acceptable based on balance of the overall scheme and level of affordable housing being offered.</p> <p>The site falls within the Council's Core Strategy Policy H2 'Affordable Housing' which states in Section 9 that on all housing development of five or more dwellings 40% should be provided as affordable housing in the rural areas of Daventry District. This is a development</p>

		<p>for 27 dwellings whereby 100% are affordable housing.</p> <p>Policy HO4 of Daventry's Housing SPD specifies a preferred housing tenure mix of two thirds rented and one third intermediate housing. In this case we would be expecting 18 affordable rented homes and 9 shared ownership.</p> <p>The National Planning Policy Framework (NPPF) stresses the importance of design to the built environment with good design being 'a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities'. Policy H1 of the JCS requires that housing developments have regard to, amongst other considerations 'the living conditions provided for future residents'.</p> <p>In 2015 the Government launched the Nationally Described Space Standards. The standards include minimum size specifications for individual units. Policy HO8 seeks to apply the nationally described space standard. The proposed houses meet the minimum requirements for space standards.</p> <p>The Council is keen to enable people to live safely in their own homes for as long as possible. To help achieve this it's important that new homes can be adapted to meet the changing needs of occupiers.</p> <p>Policy HO8 of the Daventry Local Plan aims to secure high quality accessible homes to meet peoples 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.</p> <p>I recommend Building Control are consulted to ensure that the proposed designs meet these standards.</p>
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		<p>Paragraph 152 of the NPPF states that the planning system should 'help to shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience... and support renewable and low carbon energy and associated infrastructure'.</p> <p>Policy S10(b) of the Joint Core Strategy (JCS) requires that developments be designed to improve environmental performance, energy efficiency and adapt to changes of use and a changing climate over its lifetime.</p> <p>The Councils Corporate Plan 2021-26 commits to reducing carbon emissions and pollution explains that we will work with partners to create energy efficient homes.</p> <p>We therefore strongly encourage applicants to design in resilience to climate change to ensure acceptable living conditions are provided for future occupiers and help the development to mitigate its impact on the environment.</p>
Local Highway Authority	Neutral	<p>The applicant engaged with the LHA in September 2020 in pre-application discussions during which a number of matters were agreed in terms of the scope of the Transport Statement and matters relating to the internal layout of the site.</p> <p>A site visit was undertaken on 5th October 2023.</p> <p>The site access is private, currently serving Station Court/Station Gardens as well as the timber yard and a travelling show people's site. The existing access has compliant visibility in both directions along Station Road. It was noted during the site visit that vehicles park opposite the access on Station Road.</p> <p>The proposed footway on the west side of Station Court simply ends leaving pedestrians stranded. This either needs to provide a crossing link to the footway on Station Road (across the timber yard access) or provide a crossing point</p>

		<p>across Station Court to connect to the footway on the east side of the road.</p> <p>The LHA advised the applicant during pre-application discussions that the layout of the access would need to be fully considered as it is somewhat unusual with the secondary access leading to the timber yard and show people's site. This leads to a confused arrangement with uncertainty over who has priority. Clearly the physical layout currently works, despite large vehicles requiring access to the timber yard and show people's site whilst, parking is common opposite the access. The LHA is therefore not requiring significant changes to the access, however there is a small increase in the use of the access as a result of the proposed development, and the LHA advises that a proportionate mitigation would be the addition of give way junction markings both at the junction with Station Road and also across the timber yard/show people's site access to clarify vehicle priority at this point.</p> <p>The applicant should submit an access plan showing the proposal.</p> <p>The proposal is to demolish 24 no. retirement flats and construct a development of 27 no. affordable dwellings. The applicant has used the TRICS database to provide trip rates and trip generation for the proposed dwellings. This shows that the development would generate 12 vehicular trips during both the AM and PM peak travel periods. This level of impact would be considered insignificant. In addition to this, it must be considered that the existing development of 24. No retirement flats will have generated its own traffic and so the net increase will be even less than the forecast trips.</p> <p>For this reason, the applicant is not required to undertake further junction assessment and the development is considered acceptable in terms of trip generation and the net impact on the highway network.</p>
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		<p>The scale of the development does not meet the threshold for requiring a residential travel plan.</p> <p>As previously agreed with the applicant, the LHA would not wish to adopt the internal roads and footways of the development site. Station Court will remain private as it currently is. That said, in order for the Local Planning Authority to secure a safe and practical road layout for future residents, the LHA advises that an adopted standard road layout be secured. This ensures that the layout provides safe access and movement for residents, as well as providing a layout that can be accessed by service vehicles such as the refuse collection vehicle and a fire appliance.</p> <p>The LHA notes that a shared surface arrangement is proposed for part of the road layout. This is currently detailed as a 5.5m carriageway with 0.5m margins. The LHA has a standard design for shared surfaces which is a 4.8m carriageway with 1.5m service strips around the entire perimeter, all block paved. Whilst it had already been established that this would not be adopted and remain private, the LHA strongly advise that the Local Planning Authority secure road dimensions that are to LHA standards to ensure a safe design.</p> <p>Shared surfaces are designed to provide a low speed environment where pedestrians and vehicles can share the same space. The block paved surface material gives a visual indication that the carriageway is different and so should not be constructed in tarmac. The narrower carriageway width has a speed control effect (wider carriageways encourage higher speeds as vehicles can pass more easily). And finally, the wider service stop/margin reflects the need to accommodate increasing amounts of underground services (cables, pipes) and this allows these areas to be excavated for installation and maintenance rather than digging up the</p>
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		<p>carriageway surface. It also provides pedestrians with a place of refuge out of the carriageway if required.</p> <p>The applicant is required to track the final road layout for the same 4 axle refuse vehicle that has been tracked for the Station Road access junction. There is a second tracking drawing submitted on the planning portal but this appears to have been incorrectly labelled and this does not shown vehicle tracking.</p> <p>As requested, the applicant has provided parking provision, including visitor parking, in accordance with adopted standards.</p> <p>Woodford Halse is served by the Stagecoach 200 service (Banbury – Daventry – Banbury), a broadly hourly service between 7am and 7pm weekdays, and 8am to 7pm Saturdays. There is no Sunday service.</p> <p>The Stagecoach 200 bus is a commercial service, currently subsidised, primarily by Oxford County Council (OCC). The future of the service has been uncertain for some time and support to keep the service running has been extended a number of times. OCC have recently committed to supporting the service until August/September 2024. The LHA will be seeking a financial contribution from this development to contribute to securing the future of the 200 service via a Section 106 Agreement. The level of contribution will be subject to further discussion and negotiation.</p> <p>A bus stop is located less than 200m from this site which is deemed acceptable, and no bus stop infrastructure improvements are required.</p> <p>The site is located within walking and cycling distance if a range of local services and employment as well as the bus stop. Footways are provided on Station Road with tactile crossing points and the footway provision</p>
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		<p>proposed for Station Court will tie into this.</p> <p><u>Amended comments received 6 December 2023:</u></p> <p>The applicant has now detailed an informal dropped kerb crossing point across the entrance to Station Court. Issues relating to land ownership do not allow for the secondary crossing point across the timber yard access, however this is not a significant omission as adequate pedestrian routes are now available to residents.</p> <p>The applicant has stated that give way markings, as previously suggested by the LHA to provide some clarity over priority, cannot be placed across the timber yard access as the land is not owned by the applicant. There is a right of way access over the land only. This is accepted by the LHA. However, the LHA maintains that some sort of demarcation of the layout to provide a clearer arrangement is still possible.</p> <p>The LHA suggests that give way markings should be provided just inside the boundary of Station Court, within the applicant's land and additionally marking across the access where it joints Station Road, which would be within highway land.</p> <p><u>Amended comments received 31 January 2024:</u></p> <p>In respect of the applicants latest technical note, this now addresses the outstanding issue of the junction layout. Whilst the applicant correctly notes that the road marking proposed within the highway on Station Road fall within the responsibility of the Highway Authority, as a private access, there is no requirement on the Highway Authority to provide these at public expense. It is suggested that the most practical delivery method would be to secure funding via the Section 106 Agreement for the markings to be installed by the LHA. This avoids unnecessary licencing issues for what is essentially</p>
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		<p>very minor works. The developer would be responsible for installing the second set of markings in Station Court as this is on private land.</p> <p>The Stagecoach 200 bus is a commercial service, currently subsidised, primarily by Oxford County Council (OCC). The future of this service has been uncertain for some time and support to keep the service running has been extended a number of times. OCC have recently committed to supporting the service until August/September 2024. The LHA will be seeking a financial contribution from this development to contribute to securing the future of the 200 service and patronage by future residents of this development via the Section 106 Agreement. The level of contribution will be subject to further discussion and negotiation as part of the drafting of the Section 106.</p> <p>Conditions recommended (<i>included within the relevant section of this report</i>).</p>
Environmental Protection	No objection	<p>I consider sufficient information has now been provided to characterise the nature and extent of contamination on-site. Provided that the remedial action, as detailed within the Supplementary Soils Testing report (referenced 23017-3 and dated 8th August 2023) Appendix 8 and drawing number 23017-03/4, is undertaken as proposed, the site will be able to be considered as suitable use for the proposed end use.</p> <p>I consider that it is important for the applicant to demonstrate that the internal and external noise environment of the proposed dwellings meet the criteria as specified within Bs8233:2014, the WHO Community Noise Guidelines and Night Noise Guidelines. To ensure the noise criteria can be met across the development site I would expect to see evidence of 'Good Acoustic Design' to minimise the need for noise mitigation measures; further information on this approach is detailed in the Professional Practice Guidance: Planning and Noise and</p>

		<p>Supplementary Document 2: Good Acoustic Design.</p> <p>I consider that the proposed development will not significantly impact local Air Quality once operational given that it is proposed to replace existing housing stock, but control measures will be required to ensure that dust and other impacts on local air quality during demolition and construction phases are suitably managed.</p> <p>Conditions recommended (<i>included within the relevant sections of this report</i>).</p> <p><u>Amended comments received 22 December 2023:</u></p> <p>I have reviewed the further information submitted in regards to noise affecting the proposed development at Station Court.</p> <p>The report identified that noise levels affecting the site are at such a level that mitigation is required to ensure that acceptable noise levels are achieved internal to dwellings and habitable rooms. However, there is no apparent evidence of Good Acoustic Design and the proposed mitigation scheme is over reliant on using the attenuation provided by the building envelope to achieve compliance with the acceptable internal noise criteria.</p> <p>If in the unlikely event that it is not possible to achieve acceptable internal noise levels in habitable rooms with windows open through application of measures 2 and 3 above, the AVO residential design guide (Jan 2020) should be utilised and a detailed assessment of the relationship between the acoustic, ventilation and overheating elements should be submitted.</p> <p>Until such time as the applicant submits further information that demonstrates that the principles of good acoustic design have been employed and the</p>
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		<p>over reliance on the mitigation provided by the building envelope is addressed appropriately, I do not consider that the proposed layout of the site should be approved.</p> <p><u>Amended comments received 19 January 2024:</u></p> <p>I note the comments provided by the applicant and the further information submitted and have no objection to the development of the site as proposed with respect to noise levels affecting the site.</p>
Lead Local Flood Authority	Neutral	<p>We would advise that there is insufficient information available to comment on the acceptability of the proposed surface water drainage scheme for the proposed development.</p> <p><u>Amended comments received 20 December 2023:</u></p> <p>We would advise that there is still insufficient information available to comment on the acceptability of the proposed surface water drainage scheme for the proposed development.</p> <p><u>Amended comments received 4 January 2024:</u></p> <p>We would advise that there is still insufficient information available to comment on the acceptability of the proposed surface water drainage scheme for the proposed development.</p> <p><u>Amended comments received 9 January 2024:</u></p> <p>We would advise that there is sufficient information available to comment on the acceptability of the proposed surface water drainage scheme for the proposed development.</p> <p>We would advise that the following planning conditions are included (<i>included in the relevant section of this report</i>)</p>
Northamptonshire Police and Fire and Rescue Service	No objection	<p>Northants Police has no objection to the principle of development in this location and would recommend the following</p>

		<p>crime prevention measures to reduce the opportunities for crime and nuisance on the site arising from the redevelopment: Where parking is provided to the side of the dwelling there should be a window in the side elevation to provide overlooking of the car parking space from within a ground floor routinely inhabited room. Where houses are provided in banks – plots 6 – 9 the middle alley should be gated in line with the front of the building not the back as shown. Any gate should be full height and key lockable from both sides for convenience. Where rear garden fence lines back onto open ground or surrounding roads and car parking and where the garden is not protected by a high retaining wall, the rear fence line should be supplemented with a trellis topping to reduce opportunities for climbing. The apartment block does not benefit from any defensible space round it. Some form of low fence or railings should be provided to protect ground floor bedrooms from the unwanted attentions of ‘peeping toms’ or nighttime burglars. The parking for plot 26 should be within sight of the front of the dwelling as is the case for plot 27. All new doors and windows should be 3rd party accredited products compliant with a recognised security standard such as PAS24:2022 or similar including access to the bike store. Bike stores should be internally lit with one bike stand or anchor point per resident complaint with a recognised security standard such as Sold Secure SS104:2020 or Sold Secure silver. The door should be key to thumb turn lockable.</p> <p><u>Amended comments received 22 January 2024:</u></p> <p>Northants Police is pleased to note that the majority of comments made in respect of the previous iteration have been noted and changes made. Further to those comments a further dialogue between ourselves and Futures Housing has taken place and I am reassured that the following will also be implemented: Hedging to form a</p>
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		<p>defensible barrier will be located under the windows of the bedrooms of flats 1, 2 and 5. This will reduce opportunities for 'peeping Tom' style activities and night time burglaries. The applicant has agreed to source doors and windows from 3rd party accredited suppliers via the Secure by Design website and will be applying for a Secured by Design accreditation for the site. This will ensure that all possible opportunities for crime and disorder can be 'designed out' in keeping with policy ENV10 of the Local Plan Part 2. External letter boxes will be used for those residents living in flats on the first and second floor accessed from a lobby. On the basis of this Northants Police has no further comments to make.</p>
Landscape	Neutral	<p>I have looked at the various plans, landscaping proposed planting, Arb Assessment and Tree Constraints Report. The issue in landscape term is that there is a well-established planted site and that the existing building footprint allows substantial planting areas around the bank of buildings. The proposal to demolish the buildings and redevelop the site with a number of mainly semi detached properties with individual gardens and the access road infrastructure spreads the development far wider around the site. The information provided is thorough and the tree report provides a full breakdown of the existing trees on site their species, condition, size and category as well as potential to be retained or felled. Whilst any development will have an impact on the opportunity to retain trees within a site it is often the trees on the boundaries that have greater importance visually in terms of providing mitigation for the proposed development as well as its setting, but also if allowing a continuous band of planting this provides additional wildlife benefits. It would appear that while trees have been lost within the site existing vegetation along the northern and eastern boundaries has been indicated for retention, also trees along and just beyond the southern boundary would provide retained structure though the houses do come</p>

		<p>very close to the southern boundary at one point.</p> <p>The one area where I have specific landscape issues is the western edge of the site next to Station Road. There is a well-established group of trees indicated T1 to T8 in the tree report and due to the proposed pair of semi-detached properties plots 26 and 27 all but trees T1 and T2 will be felled. The trees create an attractive access to Station Road and the existing Station Court and their retention would have provided setting and mitigation for the proposed development. In landscape terms the omission of plots 26 and 27 would in landscape terms have been of visual benefit. I appreciate their omission will not happen but there appears to be opportunity for tree planting in the area immediately northeast of plot 27 either side of the substation. The proposed planting plan 201 indicates only two trees one without specification but there is more space now as an additional area has now been included in the development site relocating the substation into that area. If a small group of trees could be planted that would help in time to replace the trees lost in the western side of the site. The species proposed would ideally mirror those lost such as Lime which combined with Field Maple and Silver Birch would create a strong visual landscape statement near the entrance to the site. Detailed landscape plans should be provided for this area.</p> <p>I have also looked at both the Specification and Implementation Plan and The Landscape Management and Maintenance Plans which appear thorough and include what would be expected and require pre and post development.</p> <p>The Arboricultural Assessment specifies the type of temporary protective fencing to be erected prior to the start of works on site in order to protect the trained trees including boundary vegetation. I am certain the specific type of fencing has been</p>
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		<p>specified and the location of the fencing identified on a plan, but should this not already have been provided it should be conditioned.</p> <p>Ultimately, I do not object to the proposed development but an up to date detailed landscape plan is required for the area north of plot 27 now that an additional area has been included in the site allowing the substation to be relocated and greater opportunity for tree planting including species such as Lime.</p>
Ecology	Neutral	<p>Having reviewed the following submitted Preliminary Ecological Appraisal (PEA) by United Environments Services LTD version 2 updated 10th April 2023 and bat presence/absence survey also by United Environmental Services LTD dated 22nd August 2023 (supersedes bat survey undertaken August 2020). I have the following comments. I conform the level of surveys undertaken and the methodology followed are appropriate and fit for purpose. It follows the appropriate industry guidelines and best practice.</p> <p>The proposed development includes the demolition of existing buildings on site, tree felling, removal of hedgerow and shrubs.</p> <p>The site is located within Sites of Specific Scientific Interest (SSSI's) Impact Risk Zones (IRZ) and is adjacent to non-statutory local wildlife site with other potential wildlife sites in the wider area. The sites distance from the SSSI's indicates it is unlikely to impact on them.</p> <p>Bats:</p> <p>The site provides forging and commuting opportunities. Trees were assessed as having negligible Potential Roosting Features (PRF's). The buildings were assessed as having moderate PRF's with several roosts access points identified. Although no bats were recorded as roosting, bat droppings were identified within the loft</p>

		<p>space of building one. Two emergence and re-entry surveys were undertaken on the 21/06/23 and 07/07/23. Five bat species were recorded during the surveys foraging and commuting but no record of bats emerging from the buildings.</p> <p>The wider area consists of tree and hedgerow lines, arable fields, woodland, the river Cherwell and ditches, assessed as having a moderate to high quality of habitat for bats foraging, commuting, and PRF's.</p> <p>The bat survey assessed there is a residual future risk that building 1 may be used by bats to roost but that work can proceed under a non-licensed method statement. The PEA (Section 4.2.1) details appropriate mitigation and compensation measures including alternative roost provision prior to demolition. The building will be searched by a licensed bat ecologist immediately prior to works starting. If bats are discovered during the works, all work will cease until a bat ecologist has reviewed the statement and, if needed, a Bat Mitigation Class Licence (BMCL) or a European Protected Species Licence (EPSL) has been granted by Natural England, submitted to, and approved by this Local Planning Authority before works continue.</p> <p>Given the use of trees and hedgerow dark corridors, there is potential for any lighting to impact on foraging and commuting activity of light-sensitive species in the surroundings, for example bats, badgers, and other species. Any lighting installed as part of the development, including during the construction phase, should follow the recommendations in Section 6.1 of the ecology report and the standard guidance for artificial lighting.</p> <p>Great Crested Newts, Amphibians, and reptiles:</p> <p>The site is within an amber Great Crested Newts (GNC) Impact Risk Zone (IRZ) with the closest pond 280m</p>
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		<p>south of the site. The site is considered suitable for GCN's and other amphibian species with habitats likely used for commuting or foraging being retained. The wider area to the south and east are areas of higher quality habitat.</p> <p>Although it was considered GCN would be unlikely to be present on-site details of suitable Reasonable Avoidance Measures (RAMS) are included in the PEA (Section 4.2.1).</p> <p>The PEA requires that any works to cease if any GCN are found on site during the construction phase until as suitably qualified person has been consulted and, if required, the necessary licence is applied and submitted for approval to this Local Planning Authority before work continue.</p> <p>Birds:</p> <p>The PEA identifies several suitable habitats on site for nesting birds on site, and the bat survey identified evidence of nesting birds on the buildings to be demolished. The proposed demolition, tree felling, land clearance and vegetation removal may result in loss of nesting and foraging habitats.</p> <p>The mitigation measures in the PEA section 4.2.4 are appropriate, requiring tree works or removal of vegetation suitable for nesting birds, to occur outside of the nesting bird season which is between March to August inclusive. If this is not possible that a nesting bird scoping survey is undertaken immediately prior to these types of works commencing and an Ecological Clerk of Works (ECoW) appointed to oversee the works.</p> <p>Badgers:</p> <p>Evidence of badgers was found on site with access points to the southeast of the site. A latrine to the northeastern boundary, several snuffle holes and mammal tracks across northern, eastern, and southern areas of the site.</p>
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		<p>A sett could not be located but suspected to be closed.</p> <p>The habitat was assessed as of moderate quality for occasional foraging, but the use is predominantly transitional with the woodland to northeast providing adequate sett opportunities. I recommend the development of the site ensure retains connectivity to the wider area. It is not possible to clearly tell, from the landscape plan, if or how the current access points for badgers are going to be retained.</p> <p>The PEA recommends a pre-commencement badger scoping survey and suitable RAMs to prevent harm, disturbance, or loss of foraging and commuting habitats.</p> <p>Biodiversity Enhancements:</p> <p>The design and access statement dated July 2023 Section 2.26 states bird and bat boxes will be installed on trees and the proposed new dwellings. The PEA bat and bird enhancements (section 4.2.3) recommend bat tree mounted boxes and bat tubes are installed in pairs 3's into external walls and a variety of bird boxes mounted on trees or on buildings at eaves height with swift boxes incorporated into the external walls.</p> <p>However, the landscape and biodiversity plan (126/L/100) only includes trees mounted bird and bat boxes that do not follow the recommendations of the PEA.</p> <p>To secure these enhancements I recommend either an updated plan or that a detailed scheme, be submitted with a plan showing the proposed location and type of bat tubes and bird boxes on/built into the buildings that follow the recommendations of the PEA.</p> <p>Biodiversity Net Gain (BNG):</p> <p>A BNG metric and assessment</p>
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		<p>statement have been submitted. Currently the BNG metric is not compliant with the NPPF of the Local Plan Part 2 as there is a BNG net loss of 0.99%. The report states that this will need to be achieved off site but there is no evidence that this has been secured.</p> <p>To make this acceptable a pre-commencement condition is recommended to ensure a BNG gain of at least 1 offsite habitat unit is.</p> <p>Final Comments:</p> <p>If the recommendations and mitigation, detailed in the PEA by United Environments Services LTD version 2 updated 10th April 2023 and bat presence/absence survey also by United Environmental Services LTD dated 22nd August 2023 are followed fully and successfully it is unlikely the proposals will have a significant impact on protected species and habitats.</p> <p>Conditions recommended (<i>included in the relevant section of this report</i>).</p>
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6 RESPONSE TO PUBLICITY

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

6.1 There have been two letters of concerns and four letters of objections raising the following comments:

- Intensification of the highway network causing further congestion.
- Highway Safety.
- Impact on the local amenity and services.
- Impact on wildlife.
- Impact to neighbouring properties due to noise nuisance and dust.
- Insufficient parking spaces provided by the proposed scheme.

7 APPRAISAL

Principle of Development

7.1 The proposed development would be situated within the settlement of 'Woodford Halse' which Policy RA1 of the LPP2 identifies it as a 'Primary Service Village' where residential development within the confines of the settlement is supported, subject to meeting the policy criteria. This is assessed in detail in the report below.

7.2 Policy WH6 of the NDP and Policy R1 of the JCS echoes the above policy and expresses support for new development within the built settlement. In addition, these

policies as well as Paragraph 124 of the NPPF supports new developments that use previously development land. This would be the case with the proposed scheme which would demolish the redundant sheltered housing complex and erect 27no affordable dwellings to meet the local need.

- 7.3 As such, the principle of residential development is acceptable, subject to compliance with the below policy considerations.

Housing Type and Mix

- 7.4 Policy H08 of the LPP2 seeks for new residential developments to provide a mix of dwelling types and size to cater for current and forecasted accommodation needs. The target mix set by this policy is outlined below (for affordable housing):

Affordable Housing Target (Need)	Minimum (%)	Maximum (%)
22% 1-2 bedroom apartments	19%	25%
47% 2 bedroom dwellings	42%	52%
24% 3 bedroom dwellings	21%	27%
6% 4 bedroom dwellings	4%	8%
1% 5 + bedroom dwellings	1%	3%

- 7.5 The policy also stipulates that 50% of market housing should be to a M4(2) Building Regulations standard whilst 40% of affordable dwellings should provide Building Regulations standard M4(2) housing (a dwelling that can be easily adopted in the future) and 10% M4(3) standard of housing (a dwelling that is fully wheelchair adaptable or accessible).
- 7.6 Policy H1 of the JCS similarly echoes the above policy while Policy H2 of the JCS stipulates that 25% of a housing scheme that is 5 or more dwellings within the Daventry Town should be provided.
- 7.7 The proposed scheme would provide the following schedule of accommodation:

Schedule of Accommodation		
Ref	Type	No.
1B2P	1 bed 2 person	9
Type A	2 bed 4 person	4
Type B	2 bed 4 person	2
Type C	2 bed 4 person	4
Type D	2 bed 4 person	2
Type E	3 bed 5 person	2
Type F	3 bed 5 person	4

- 7.8 The proposed dwellings would be delivered to M4(2) and M4(3) standards as well as delivering 100% affordable housing, with a mixed tenure of 19 dwellings being for social rent and 8 dwellings being for affordable homeownership.
- 7.9 The proposed scheme overall would exceed policy requirements and provide a positive contribution to the local housing need. The Strategic Housing Officer also acknowledges this and thus supports the application.

7.10 As such, the proposed development complies with Policy H08 of the LLP2 and Policy H1, H2 and H2 of the JCS.

Character, Layout and Historic Environment

7.11 The character of the local area is characterised by traditional built properties that are predominantly of two-storey height. Amongst the two-storey properties are single-storey and three-storey properties that form part of the character as well.

7.12 The application site lies within a ‘local character area’ as defined by Policy WH3 of the NDP. The subtext to this Policy (paragraph 7.4.1) identifies the distinctive character features, as follows:

<i>Character Area</i>	<i>Defining Characteristics</i>
<i>Victorian Woodford Halse west of Church Street and Station Road</i>	<ul style="list-style-type: none"> • <i>Original red brick and slate construction.</i> • <i>Terraced street layout.</i> • <i>Two storey dwellings.</i> • <i>Little ornamentation / detailing.</i> • <i>Mix of bay and plain frontages.</i> • <i>Vertical fenestration.</i> • <i>Small front forecourts some with original brick walls.</i> • <i>Barrow ways.</i> • <i>No open spaces.</i> • <i>Links to railway past of the village.</i>

7.13 Policy WH3 of the NDP seeks for new developments within the designated ‘local character area’ to conserve and enhance the distinctive local character found in the particular area. New developments are encouraged to have considerations of the following:

‘Retention of the Victorian housing and related buildings associated with late nineteenth century developments. Particular regard should be had to retaining characteristic terraced layouts including barrowways and the uniformity of design and materials.’

7.14 The design and access statement provides a comprehensive explanation of the design ideology for the proposed scheme, which takes into account the local characteristics whilst also adopting its own design character.

7.15 The proposed scheme would be predominantly of two-storey height and of a traditional build architecture, with the exception of house type C, D, E and F which incorporate a stepped two-storey bay projection. The variation in house types / architectural style is considered to provide a positive interest to the visual appearance of the proposed scheme.

7.16 The proposed three-storey building would consist of nine flats and would be sited near the three-storey flats (No.1 to 25 Winston Close) north of the site. It can be seen from the three-dimensional visual aid provided the floor plan that careful consideration has been given to the slopping topography of the site and has been incorporated within the design of the building to soften the visual appearance of the three-storey element the

impression of a two-storey building. This is further aided with the various roof alignments which not only assists with softening the scale and mass of the building but also contributes to the positive interest of the building.

- 7.17 The proposed scheme would have an acceptable external layout in terms of distance, relationship and orientation between the proposed properties and that of the existing properties. In addition, the proposed scheme would provide adequate curtilage sizes and functionality as well as be constructed from materials that reflect the local character. A materials condition can be imposed to ensure that the proposed finishing materials match those of the local character.
- 7.18 The proposed dwellings would be considerably setback from Station Road (circa 21 metres) and would be at an acceptable distance from Station Court as well as of an acceptable scale and mass as to not cause a prominent or dominant development within the local context. Likewise, and taking into consideration the distance of the heritage assets from the application site, their historical significance and the surrounding built form, it is considered that the proposed scheme would not cause harm to the heritage assets (listed buildings, schedule monument and conservation area).
- 7.19 Internally, the proposed dwellings provide adequate amenity space and achieve the minimum space standards prescribed by the Nationally Described Space Standards.
- 7.20 Overall, the proposed scheme is considered to provide a development that respects and enhances the local the character and thus complies with Policy WH3 and WH8 of the NP, Policy ENV10 of the NP and Paragraph 135 of the NPPF.

Highway Safety

- 7.21 The proposed scheme would be accessed via Station Court which currently serves the residential sheltered complex and the residential dwellings south of the site via the interconnecting road 'Station Gardens'. Currently, Station Court also interconnects with an unnamed secondary road that serves a showman's people site and a commercial premises (timber yard). Station Court, Station Garden and the unnamed private road are private roads that adjoin Station Road which is an unclassified public highway.
- 7.22 A section of Station Court would be upgraded to highway standards with 2 metre width footpaths either side of the road which would then lead onto the newly proposed shared surface access (as shown on the site plan (2019_625_300R)) that would be 5.5 metres wide with 0.5-metre-wide service strips either side of the road. Highways have confirmed that they have no intentions of adopting the proposed road and therefore it will remain privately owned by the future occupants.
- 7.23 Concerns have been expressed by the Parish Council and local residents regarding the proposed scheme exacerbating the congestion on the local highway and causing highway safety issues.
- 7.24 The Applicant has submitted a transport statement with this application which concludes that within the last 5 years' no accidents have been recorded in the vicinity of the site access and the proposed scheme would generate 12 vehicular trips during both the morning and evening peak hours. Thereby, its findings are that there would be minimal impact on traffic flows and no significant effects or sever impact on the local highway network, in terms of highway capacity or road safety.
- 7.25 Local Highways notes the transport statement and states from their own observations that:

'The existing access has compliant visibility in both directions along Station Road. [...]

Clearly the physical [road] layout currently works, despite large vehicles requiring access to the timber yard and showpeople's site. [...]

The proposal is to demolish 24 No. retirement flats and construct a development of 27 No. affordable dwellings. The applicant has used the TRICS database to provide trip rates and trip generation for the proposed dwellings. This shows that the development would generate 12 vehicular trips during both the AM and PM peak travel periods. This level of impact would be considered insignificant. In addition to this, it must be considered that the existing development of 24 No. retirement flats will have generated its own traffic and so the net increase will be even less than the forecast trips.

For this reason, the applicant is not required to undertake further junction assessment and the development is considered to be acceptable in terms of trip generation and the net impact on the highway network.

The scale of the development does not meet the threshold for requiring a residential travel plan.

As previously agreed with the applicant, the LHA would not wish to adopt the internal roads and footways of the development site. Station Court will remain private as it currently is'.

7.26 As such, Local Highways considers that the proposed scheme would not cause harm to the road network or users and thus has no objection to the proposed development. Likewise, National Highways also has no objection to the proposed development.

7.27 Notwithstanding the above, Local Highways initial comments identified the following improvements:

- *The proposed footway on the west side of Station Court simply ends leaving pedestrians stranded. This either needs to provide a crossing link to the footway on Station Road (across the timber yard access) or provide a crossing point across Station Court to connect to the footway on the east side of the road.*
- *The LHA advises that a proportionate mitigation would be the addition of give way junction markings both at the junction with Station Road and also across the timber yard/ showpeople's site access to clarify vehicle priority at this point.*
- *The LHA advises that an adoptable standard road layout be secured. This ensures that the layout provides safe access and movement for residents, as well as providing a layout that can be accessed by service vehicles such as the refuse collection vehicle and a fire appliance.*
- *The Stagecoach 200 bus is a commercial service, currently subsidised, primarily by Oxfordshire County Council (OCC). The future of the service has been uncertain for some time and support to keep the service running has been extended a number of times. OCC have recently committed to supporting the service until August/ September 2024. The LHA will be seeking a financial contribution from this development to contribute to securing the future of the 200 service via the Section 106 Agreement. The level of contribution will be subject to further discussion and negotiation.*

- 7.28 In light of Highways comments and following proactively working with Highways, the Applicant amended the road layout accordingly and provided further highway technical statement. It is noted from Highways latest comments (dated 31 January 2024) that priority road marking would be implemented at the junction of the road adjoining Station Road whereby through secured funding via the S106 Agreement Highways would carry out the road marking along Station Road and the Applicant would be responsible to carry out the road marking along Station Court.
- 7.29 In addition, Highways has asked for funding to be secured for the Stagecoach 200 Bus service which can be secured through the S106 Agreement. A management and maintenance condition as well as construction management plan condition has been suggested. These can be imposed should permission be granted.
- 7.30 Concerns about the proposed scheme providing insufficient parking spaces were also expressed by local residents. Highways has confirmed that the proposed scheme would provide sufficient parking provision in line with Northamptonshire Parking Standards (2016).
- 7.31 Furthermore, the site is located within walking and cycling distance of a range of local services and employment as well as public transport. The proposed footpaths on Station Close would tie into the footpaths on Station Road which would enable ease of access of sustainable mode of transport.
- 7.32 Overall, the proposed development would not cause adverse harm to the road network or highway users and thus it complies with Policy WH8 and WH15 of the NP, Policy S10(e) and C2 of the WNC and Policy ST1 of the LPP2.

Residential Amenity

Neighbouring Properties

- 7.33 The closest neighbouring dwellings to the proposed scheme would be No.1 and No.17 Station Gardens (to the south) and the block of flats on Winston Close (to the north). Plot 21 (housetype C) would be the closest property to No.17 Station Gardens and Plot 26 (housetype F) would be the closest property to No.1 Station Gardens. The proposed block of flats would be the closest property to the block of flats on Winston Close.
- 7.34 The application site has undulated ground levels which the external land levels plan (SCWH-BSP-XX-XX-D-C-0210-P05) illustrates the respective neighbouring ground level to be slightly higher than that of the proposed plots.
- 7.35 Plots 21 and 26 would be two-storey height and would have a side-to-side orientation to the respective neighbouring properties (No.17 and No.1). Both proposed dwellings would have ground and first floor side windows that would face onto the neighbouring properties. However, suitable boundary treatment could be implemented which would obscure the view of the ground floor windows into the neighbouring properties and vice versa and the first-floor windows could be conditioned to be obscure glazed as they do not serve a habitable room. Thus, this would alleviate any harm from overlooking.

Proposed Properties

- 7.36 The proposed layout of the site, apart from the block of flats, each dwellinghouse is proposed in a semi-detached pair with open space, boundary treatments or car parking situated between. Plots 7 and 8 are the closest semi-detached dwellings, however due

to the design linear location of the dwellinghouses, it is considered the occupiers residential amenity should not be adversely impacted. However, suitable boundary treatments could be implemented which would obscure the view of the ground floor windows and first floor windows could be conditioned to be obscure glazed where appropriate to reduce overlooking.

- 7.37 Taking this into account, it is considered the proposed development would not adversely affect the residential amenity of the existing surrounding neighbouring occupiers and the future occupiers of the proposed development. Therefore, the proposal complies with policies RA1 and ENV10 of the LPP2 and policy WH8 of the NDP.

Natural Environment

- 7.38 The proposed development will result in the removal of some mature trees to accommodate the scheme. This has been subject to discussion with Landscape and Ecology Officers, and although it would be preferred if the removal of these trees was avoided, it does not warrant refusal of the development. As the area of the site has increased to include a section of land to the west, additional planting could be incorporated into this area to soften the development. Therefore, if the application is approved a condition will be implemented requesting up-to-date landscape plans, in line with the Landscape Officers comments.
- 7.39 Although additional landscaping has been proposed, the loss of the mature trees will impact local wildlife habitats. The Landscape and Biodiversity Proposals Plan state tree mounted bat and bird boxes will be proposed around the periphery of the development site.
- 7.40 A Biodiversity Net Gain Assessment (completed by UES on the 8th August 2023) identified the proposal would result in a net loss of 19.29% in ecological value, whilst hedgerow units will increase by 48.55%. The assessment concludes that as the proposal is likely to result in a net loss of 0.99 habitat units, additional compensatory habitat creation will be necessary to mitigate the impacts. Due to the proposed use of the site as residential dwellings, resulting in the creation of roads, parking areas etc. it is not feasible to rectify this net loss of habitat units on site. Although it is stated a number of additional habitat creation and enhancement works will be undertaken off site, no specific details have been provided. Although Ecology Officers are accepting of this approach, a condition will be implemented if approved seeking details of these creation and enhancement works prior to commencement of works on site.
- 7.41 On balance, the natural environment of the proposal site and the immediate area will not be adversely affected as a result of the proposed development. Although a net loss of habitat units will take place, offsite enhancements and habitat creations will be taking place to offset this net loss, in line with current guidelines. Also, although some trees will be felled, further landscaping on site is proposed with the provision for more planting now the site size has increased due to the alterations of the site boundary which can be negotiated via a up to date landscape plan. Taking these matters into account, it is considered the proposal complies with policy BN2 of the JCS, policies ENV1, ENV5 and ENV10 of the LPP2 and policies WH1, WH5 and WH8 of the NDP. The proposal is also compliant with the Biodiversity SPD.

Flood Risk And Drainage

- 7.42 The proposal site is situated in an area outside of any flood zone or areas of high-risk surface area flooding. The Local Lead Flood Authority have been consulted and have

been engaging with the applicant. The LLFA have concluded they have sufficient information to make an informed decision on the proposal and as such, have provided conditions to be imposed on the application if it was to be approved.

- 7.43 As the LLFA have not objected to the proposal, and the development will not result in an increased risk of flooding, the proposal complies with policies BN7 and ENV11 of the JCS and LPP2.

8 FINANCIAL CONSIDERATIONS

Section 106 Obligations

- 8.1 In line with Paragraph 55 and 57 of the NPPF as well as Policy INF2 of JCS and Policy CW2 of the LPP2, the below planning obligations have been requested. At the time of writing this report, the following contributions have been requested:-
- 8.2 The S106 Development Management Team has requested a library contribution of £4,288 and has stated that an education contribution of £64,548 for early years services may be requested if following the present exercise of the 'sufficiency of capacity' test finds there is a lack of early years capacity. The early years contribution is currently being assessed by the S106 Development Management Team and an update will be provided when this application is presented at planning committee.
- 8.3 Highways has requested a financial contribution for road layout marking and towards the Stagecoach 200 bus service. £20,000 has been requested for the promotion of the bus service for marketing, information and ticketing incentives and £1000 has been requested for the junction linings.
- 8.4 The 100% affordable housing provision as well as its tenure would be secured through the legal agreement (S106).

Community Infrastructure Levy

- 8.5 As the proposal provides 100% affordable housing, this application is likely to secure exemptions for CIL.

9 PLANNING BALANCE AND CONCLUSION

- 9.1 This application seeks permission for the demolition of the existing sheltered housing complex and the erection of 27 dwellings in replacement, along with associated landscaping, car parking and access. Consideration needs to be paid to the demolition of the existing C2 sheltered housing facility. The existing site is considered outdated and is redundant and in planning terms, considered as brownfield land. The proposal would improve the immediate area whilst providing 100% affordable housing. The principle of the development is supported as the proposed development meets the local and national planning policies and guidelines.
- 9.2 It is concluded that the local highway network would not be adversely impacted as a result of this proposal due to the small increase of trips generated as a result, and as a result of the improvements to be made, such as the creation of pedestrian footpaths and S106 funding to secure local transport links and road markings.
- 9.3 The design of the proposal is appropriate to the area and as such will not adversely impact the nearby Conservation Area or Listed Buildings. The residential amenity of the existing occupiers surrounding the site will not be adversely impacted and neither

will the new residents of the site if the development is brought into place. Sufficient landscaping is proposed to help soften the development and offsite habitat gains will be made to offset the small loss on site. In terms of flood risk and environmental protection, the application is suitable and will not see an increase in flood risk or noise or environmental pollution.

9.4 S106 Agreements have been sought to mitigate the scheme and provide funding for local needs, such as library contributions, local connectivity routes and road markings, as well as providing 100% affordable housing.

9.5 Therefore, on balance of the matters discussed above and the points raised through consultation discussions, it is concluded that this application shall be viewed favourably and as such recommended for approval as the proposal complies with the policies and guidance in the JCS, LPP2, NDP, NPPF and SPDs, as mentioned throughout this report.

10 CONDITIONS

10.1 Upon completion of the section 106 agreement as advised above the following conditions be imposed .

Implementation

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.

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

Drawings

2. The development hereby permitted shall be carried out in accordance with the following plans:

House Type C – Bays – Proposed Elevations	2019_625_311C	15 January 2024
House Type B – Gable – Proposed Plans	2019_625_308D	15 January 2024
Site Layout	2019_625_300R	15 January 2024
House Type C – Stepped Bays – Proposed Elevations	2019_625_323A	15 January 2024
House Type C – Stepped Bays – Proposed Plans	2019_625_322A	15 January 2024
House Type E – Bays – Proposed Plans	2019_625_318B	15 January 2024
House Type C – Bays – Proposed Plans	2019_625_310D	15 January 2024
House Type B – Gable – Proposed Elevations	2019_625_309C	15 January 2024
House Type A – Standard – Proposed Elevations	2019_625_307C	15 January 2024

House Type A – Standard – Proposed Plans	2019_625_306D	15 January 2024
House Type A – Standard (Handed) – Proposed Elevations	2019_625_317D	15 January 2024
House Type A – Standard (Handed) – Proposed Plans	2019_625_316E	15 January 2024
House Type E Bays 3 Bed - Proposed Elevations	2019_625_319B	15 January 2024
External Levels	SCWH-BSP-XX-XX-D-C-0210 PO5	1 December 2023
House Type D – Corner – Proposed Elevations	2019_625_313D	1 December 2023
House Type D – Corner – Proposed Plans	2019_625_312D	1 December 2023
Flats – Proposed Elevations	2019_625_305E	1 December 2023
Street Scene	2019-625-302B	1 December 2023
Flats – Proposed Floorplans	2019_625_304D	1 December 2023
House Type D – Corner (Handed) – Proposed Plans	2019_625_314C	1 December 2023
House Type F – Corner (Handed) – Proposed Elevations	2019_625_321B	31 August 2023
House Type F – Corner (Handed) – Proposed Plans	2019_625_320B	31 August 2023

Reason: To ensure that the development is carried out in accordance with the approved details.

External materials

3. Prior to construction works above slab level samples of the materials to be used in the construction of the external surfaces of the works hereby permitted shall have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: From the approved application details it is not possible to assess the appropriateness of the proposed materials without checking them on site and comparing them to their surroundings, to ensure the proposed materials are appropriate to the appearance of the locality. Because it can take up to 8 weeks to discharge a condition, it is recommended the samples are provided at least 8 weeks before they need to be ordered.

Landscape Treatment

4. Prior to commencement of works, a full landscape scheme shall be submitted to and approved in writing by the Local Planning Authority. If within a period of five years from the date of the planting of any tree or shrub, they, or any planted in replacement for them, are removed, uprooted or destroyed or die (or becomes in the opinion of the Local Planning Authority, seriously damaged or defective) another tree or shrub of the same species and size as that originally planted shall be planted at the same place, unless the Local Planning Authority gives its written consent to any variation.

Reason: In the interests of the visual amenity of the area.

5. No equipment, machinery or materials shall be brought onto the site for the purposes of the development until details of the proposed type and a plan of the proposed position of fencing for the protection of trees or hedges that are to be retained on the site, have been submitted to and approved in writing by the Local Planning Authority. The fencing shall be implemented in accordance with these details and shall remain in place until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored, disposed of, or placed, nor fires lit, in any area fenced in accordance with this condition and the ground levels within these areas shall not be driven across by vehicles, altered, nor any excavation made (including addition/removal of topsoil/subsoil) without the written consent of the Local Planning Authority.

Reason: In the interests of the visual amenity of the area.

Surface water drainage

6. No hard standing areas to be constructed until the works have been carried out in accordance with the surface water strategy so approved unless otherwise agreed in writing by the Local Planning Authority.

Reason: To prevent environmental and amenity issues arising from flooding in accordance with the requirements of policy BN7 of the West Northamptonshire Joint Core Strategy.

7. Before any above ground works commence full details of the surface water drainage scheme for the site, based on the approved Drainage Strategy Report, document reference: SCWH-BSP-XX-X-RP-C-0001-P03_Drainage_Strategy prepared by BSP Consulting Ltd on the 27th November 2023, will be submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before development is completed.

The scheme shall include:

- i. Details (i.e. designs, diameters, invert and cover levels, gradients, dimensions and so on) of all elements of the proposed drainage system, to include pipes, inspection chambers, outfalls/inlets and attenuation structures (if required).
- ii. Details of the drainage system are to be accompanied by full and appropriately cross-referenced supporting calculations.

- iii. Cross sections of the control chambers (including site specific levels mAOD) and manufacturers' hydraulic curves should be submitted for all hydrobrakes and other flow control devices.
- iv. Infiltration test results to BRE 365.

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.

8. No development shall take place until a detailed scheme for the maintenance and upkeep of every element of the surface water drainage system proposed on the site has been submitted to and approved in writing by the Local Planning Authority and the maintenance plan shall be carried out in full thereafter. This scheme shall include details of any drainage elements that will require replacement within the lifetime of the proposed development.

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

The scheme shall include, a maintenance schedule setting out which assets need to be maintained, at what intervals and what method is to be used.

A site plan including access points, maintenance access easements and outfalls.

Maintenance operational areas to be identified and shown on the plans, to ensure there is room to gain access to the asset, maintain it with appropriate plant and then handle any arisings generated from the site.

Details of expected design life of all assets with a schedule of when replacement assets may be required.

Reason: To ensure that the drainage systems associated with the development will be adopted and maintained appropriately in the perpetuity of the development, to reduce the potential risk of flooding due to failure of the proposed drainage system.

9. No occupation should take place until a Verification Report for the installed surface water drainage system for the site based on the approved Drainage Strategy Report, document reference: SCWH-BSP-XX-XX-RP-C-0001-P03_Drainage_Strategic prepared by BSP Consulting Ltd on the 27th November 2023, has been submitted in writing by a suitably qualified independent drainage engineer and approved by the Local Planning Authority.

The details shall include:

- a) Any departure from the agreed design is keeping with the approved principles.
- b) Any As-Built Drawings and accompanying photos.
- c) Results of any Performance testing undertaken as part of the application process (if required/necessary)
- d) Copies of any Statutory Approvals, such as Land Drainage Consent for Discharges etc.
- e) CCTV confirmation that the system is free from defects, damage and foreign objects.

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

10. The development hereby permitted shall not be commenced until such time as a scheme to ensure finished floor levels are set sufficiently above adjacent ground levels has been submitted to and approved in writing by the Local Planning Authority.

The applicant must also demonstrate the no water susceptible development is located within water susceptible / flood flow route(s).

The scheme shall be fully implemented and subsequently maintained, in accordance with the timing / phasing arrangements embodied within the scheme, or within any other periods as may subsequently be agreed, in writing by the Local Planning Authority.

Reason: To reduce the risk of flooding to the proposed development and future users and to ensure that pluvial flood flow routes are not displaced causing flooding to others.

Highways

11. The construction of any new estate street shall not be commenced until details of the proposed arrangements for future management and maintenance of the proposed streets within the development have been submitted to and approved by the Local Planning Authority. [The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as a private management and maintenance company has been established].

Reason: In the interests of highway safety.

Construction Management

12. Prior to the commencement of any part of the development hereby permitted, a Construction and Traffic Management Plan must be submitted to and approved by the Local Planning Authority. The Construction and Traffic Management Plan must include and specify the provision to be made for the following:

- Directional signage (on and off site).
- A map, suitably scaled, to be printed and given to drivers detailing the routes to be used to access the site from the wider highway network.
- Details of measures to prevent mud and other such material migrating onto the highway from construction vehicles.
- The location and type of wheel washing facilities along with arrangements for the use of a road sweeper, if required.
- Arrangements for the delivery and offloading of materials and contractor parking.

The Construction and Traffic Management Plan shall be adhered to throughout the construction period and the approved measures shall be retained for the duration of the construction works.

Reason: In the interests of highway safety and residential amenity for the duration of construction works.

Ecology/Biodiversity

13. The development hereby permitted shall be carried out in accordance with the recommendations, and mitigations set out in section 6.1 to 6.4 of the Protected Species Survey, by United Environments Services LTD version 2 updated 10th April 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.

14. Where an offence under Regulation 41 of the Habitat and Species Regulations 2017 is likely to occur in respect of the development hereby approved, no works of site clearance, demolition or construction shall take place, or continue if commenced, which are likely to impact on newts, bats, birds, badgers or other protected species until a suitably qualified person has assessed the site and, if required, the appropriate protected species licence has been granted in accordance with the aforementioned Regulations and a copy thereof has been submitted to the Local Planning Authority.

Reason: To ensure that the development does not cause harm to any protected species of their habitats in accordance with policy BN2 of the West Northamptonshire Joint Core Strategy and Government guidance contained within the National Planning Policy Framework.

15. Prior to the commencement of development, the site shall be thoroughly checked by a suitably qualified ecologist to ensure that no protected species, which could be harmed by the development, have moved on to the site since the previous surveys were carried out. Which shall include a pre-commencement bat survey of the buildings and a badger scoping survey. Should any protected species be found during this check, full details of mitigation measures to prevent their harm shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved mitigation scheme.

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.

16. If the development hereby approved does not commence by 23rd June 2025. A revised protected species survey, bat survey, and badger scoping survey shall be undertaken prior to the commencement of the development to establish changes in the presence, abundance and impact on protected species. The survey results, together with any necessary changes to the mitigation plan or method statement shall be submitted to and approved in writing with 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.

17. Full details of a scheme for the location of bat and bird boxes shall be submitted to and approved in writing by the Local Planning Authority prior to the development reaching

slab levels. Thereafter and prior to the occupation of any building, the bat and bird boxes shall be installed and retained on the site in accordance with the approved details.

Reason: To protect habitats of importance to biodiversity conservation from any loss of 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.

18. No development shall take place (including demolition, ground works, 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. These may be provided as a set of method statements and need to include, at a minimum, the following recommended Reasonable Avoidance Methods RAMS:
 - Works to occur during November to March inclusive otherwise a pre-commencement bat emergence survey will be required undertaken by a suitably qualified ecologist.
 - No site clearance, tree felling, arboricultural works and vegetation removal (including enabling works) are to take breeding bird season and should not be undertaken from March to August inclusive. If this is not possible and works need to take place between this period, a targeted breeding bird nest scoping survey should be conducted by a suitably qualified ecologist immediately prior to the works, or an ecological clerk of works appointed to oversee the works.
 - Prior to destruction of buildings a bat box Schwegler 2F is to be fitted to a mature tree identified by a suitably qualified ecologist facing south between 3 and 6 metres from the ground and away from disturbance including external lighting.
 - The amenity grassland and scrub is to be mown/cleared to have a sward length below 10cm. The sward length is to be reduced gradually in order to give any amphibians, reptiles and other wildlife present time to move off site of their own accord. The mown/cleared area will then be maintained with a short sward until the works on site have been completed.
 - Any potential hibernacula will be removed from the working area by a suitably experienced ecologist and placed in a suitable area close to site. Hibernacula could include piles of rubble, bricks, loose soil, debris, brash piles etc.
 - No excavations are to be left open overnight. If this is not feasible a plank should be left within the excavation at a 45-degree angle to allow amphibians and reptiles to escape.
 - Any open excavations should be checked for amphibians/reptiles in the morning prior to start of works on site.
 - Materials will be stored on pallets off the ground to reduce the risk of amphibians or reptiles sheltering underneath them.

- The hedgerows, trees, scrub, and tall ruderal vegetation along the site boundaries should remain, where feasible, to continue to provide shelter and connectivity across site for amphibians, reptiles and other fauna.
 - No trenches or excavations will be left open overnight. They will be backfilled or covered with board, or alternatively fitted with a means of escape for any badger (or other animal) which may become trapped within, such as a plank or slope leading out of the bottom of the excavation at an angle of 45 degrees.
 - Excavations will be checked before they are backfilled to ensure that no animals have become trapped.
 - Any pipes will be stored with caps on to prevent entry by badgers and other animals, and material such as barbed wire will be stored so that animals cannot become entangled in them.
 - Any chemicals or harmful materials will be stored so that they cannot be accessed by badgers or other animals.
- 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, exclusions 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.

19. No development shall take place, including demolition, ground works and vegetation clearance, until a proof of purchase/certificate confirming the agreement of an 'Off-Site Biodiversity Net Gain' or 'Offset' Provider to deliver the required 1 biodiversity unit has been submitted to, and approved in writing by, the local planning authority. The proof of purchase should be of sufficient biodiversity units to achieve a no net loss in the biodiversity post development value calculations as detailed in the evaluation and recommendation section of the Biodiversity Net Gain Assessment by United Environmental Services LTD. The details of biodiversity enhancements including location shall be documented by the Off-Site Biodiversity Net Gain Provider and issued to the Council for their records.

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.

Permitted Development Rights

20. Before the dwelling is first occupied the windows on first floor level of the south elevation on Plot 21 and Plot 26, and the east elevation of Plot 7 and west elevation on Plot 8 shall be fitted with obscure glass which shall not be removed without the prior express consent in writing of the Local Planning Authority (replacement of the glass with glass of an identical type would not necessitate the Council being notified).

Reason: To avoid overlooking of the adjoining properties.

11 INFORMATIVES

1. The West Northamptonshire Joint Core Strategy Local Plan (Part 1) (December 2014) policy C1, Changing Behaviour and Achieving Modal Shift, states that new development should be accessed by fibre to the premise (FTTP) technology. This supports the government's Gigabit programme and local targets to see 80% full fibre and 90% gigabit coverage by the end of 2028. Developers should approach telecoms providers at the earliest opportunity to agree gigabit-ready infrastructure and connectivity plans. The network capability delivered by full fibre technology supports the fastest broadband speeds available, is considered future proof, and will bring a multitude of opportunities, savings and benefits. It may also add value to the development and is a major selling point to attract potential homebuyers and occupiers, with many people now regarding fast broadband as one of the most important considerations.

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

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

Openreach <https://www.ournetwork.openreach.co.uk/property-development.aspx>
Virgin Media <https://www.virginmedia.com/lightning/network-expansion/property-developers>
OFNL (GTC) <https://www.ofnl.co.uk/developers>
CityFibre <https://cityfibre.com/enquiries>

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

For help and advice on broadband connectivity in West Northamptonshire email the Superfast Northamptonshire team at bigidea.ncc@northnorthants.gov.uk

2. The applicant is advised that to discharge condition 11 that the Local Planning Authority requires a copy of the constitution and details of a private management and maintenance company confirming funding, management and maintenance regimes.

3. In granting this planning permission, the Local Planning Authority expects the construction of the development to be carried out in a courteous manner so as not to cause nuisance to others which includes not unnecessarily obstructing local roads and driveways/footpaths at any time and/or taking deliveries or working making an unacceptable level of noise at unsocial hours defined as other than between the 8.00am and 6.00pm on weekdays and 8.00am to 1.00pm on Saturdays and at no time on Sundays and Bank Holidays. You should be aware the Council has non planning powers to deal with neighbour nuisance should it prove expedient to do so.
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