

Planning Committee Report

Committee Date: 6 December 2021

Application Number: N/2020/1623

Location: Harvey's Warehouses Ltd, Hill Close, Northampton

Development: Demolition of existing buildings and erection of Class E limited assortment discount foodstore with associated car parking, access, landscaping and associated engineering works

Applicant: Lidl Great Britain Limited

Agent: Avison Young

Case Officer: Adam Smith

Ward: Dallington Spencer Unitary Ward

Referred by: Assistant Director of Place and Economy

Reason for Referral: Major Application

EXECUTIVE SUMMARY OF PROPOSALS AND RECOMMENDATION

RECOMMENDATION: GRANT PERMISSION SUBJECT TO CONDITIONS

Proposal

The application seeks planning permission for the demolition of existing building on site and the erection of Class E limited assortment discount food store with associated car parking, access, landscaping and associated engineering works.

Consultations

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

- Duston Parish Council
- Cllr Gareth Eales
- Cllr Nigel Hinch
- Highways

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

- Arboricultural Officer
- Anglian Water
- Ecologist
- Environment Agency

- Environmental Health
- Lead Local Flood Authority
- Northants Badger Group
- NCC Development Management
- Northamptonshire Police

4 letters of objection have been received and 4 letters of support have been received.

Key issues

The key issues arising from the application details are:

- Principle of Development
- Character and Area
- Residential Amenity
- Highway safety

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

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

MAIN REPORT

1. APPLICATION SITE AND LOCALITY

- 1.1 The application site is located on the corner of Harlestone Road, Lodge Lane and Hill Close and forms part of the Lodge Farm Industrial Estate. It contains a large warehouse building with offices to its frontage and has a somewhat dated appearance. The existing building on the site and its car parking are set on a lower land level than the surrounding roads, with large grass verges including some trees and a hedge separating the side from the neighbouring employment site to the south east side.
- 1.2 The existing building on the site forms part of a group of Travis Perkins buildings in the locality. Northampton Borough Council previously resolved in 2015 to grant planning permission in principle subject to a s106 Legal Agreement for the redevelopment of the application site for offices, a gym and small shop with associated car parking linked to the wider redevelopment of the Travis Perkins complex of buildings in the locality. However, as the Applicant subsequently decided not to progress with the application the s106 Legal Agreement was never completed and in 2019 the application was finally disposed of under the provisions of The Town and Country Planning (Development Management Procedure) (England) Order 2015.
- 1.3 In 2019 consent was granted for the demolition of the existing building on site, however to date no buildings have been demolished.

2. CONSTRAINTS

- 2.1. There are no relevant planning constraints.

3. DESCRIPTION OF PROPOSED DEVELOPMENT

- 3.1. The application seeks planning permission for the demolition of existing building on site and the erection of Class E limited assortment discount food store with associated car parking, access, landscaping and associated engineering works.
- 3.2. The proposed food store would be located centrally within the site and would have parking to its frontage (south west), side (north west) and rear (north east). The vehicular and pedestrian access to the site would be off Lodge Way with the food store serviced to it north east (rear side). A total of 128 parking spaces are proposed to serve the proposed development, including 8 disabled spaces, 8 parent and child spaces, and 2 electric vehicle charging points.
- 3.3. The proposed food store would be single storey in scale with a footprint of some 2,274 square metres
- 3.4. A parcel of land to the south east side of the proposed store would be levelled, made good and enclosed for future development.

4. RELEVANT PLANNING HISTORY

- 4.1. The site has a long planning history associated in part with the wider Travis Perkins complex of buildings, however the following planning applications are considered of most relevance to the current proposal:

Application Ref.	Proposal	Decision
N/2019/0711	Prior notification application for demolition of existing industrial building	Approved
N/2015/0438	Phased demolition of existing buildings and redevelopment to provide new headquarters and other offices (including related storage) within Class B1, shop (Class A1), gym (Class D2), with related access, parking, servicing and landscaping.	Resolved to approve subject to s106, but s106 not completed and application finally disposed of under GMPO.

5. RELEVANT PLANNING POLICY AND GUIDANCE

Statutory Duty

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

Development Plan

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

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

5.3. The relevant polices of the LPP1 are:

- SA – Presumption in Favour of Sustainable Development
- S1 – Distribution of Development
- S2 – Hierarchy of Centres
- S7 – Provision of Jobs
- S8 – Distribution of Jobs
- S9 – Distribution of Retail Development
- S10 – Sustainable Development Principles
- S11 – Low Carbon and Renewable Energy
- C1 – Changing behaviour and Modal Shifts
- C2 – New Developments
- E1 – Existing Employment Areas
- BN1 – Green Infrastructure Connections
- BN2 – Biodiversity
- BN7 – Flood Risk
- BN9 – Pollution Control

Northampton Local Plan (Part 2) (LPP2)

5.4. The relevant Saved Policies of the LPP2 are:

- E20 – New Developments (design)
- B14 – Development for Non-Business Uses in Business Areas

Material Considerations

5.5. Below is a list of the relevant Material Planning Considerations

- National Planning Policy Framework (NPPF)
- Planning Practice Guidance (PPG)
- Northamptonshire Parking Standards
- Northampton Parking Standards SPD
- Planning out Crime in Northamptonshire SPG
- Biodiversity SPD
- Northampton Local Plan Part 2 (2011-2029) (Emerging) (LLP2)

Following the decision at the Full Council on 18 January 2021, the former Northampton Borough Council submitted the Northampton Local Plan Part 2 (2011 – 2029) and supporting documents to the Secretary of State for Housing, Communities and Local Government (now Secretary of State for Levelling Up, Housing and Communities) on 4 February 2021 for examination. This is in accordance with Regulation 22 of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended).

In line with Paragraph 48 of the National Planning Policy Framework, the policies contained with the emerging Northampton Local Plan Part 2 are therefore a material consideration in the determination of planning applications. The weight afforded to the policies relevant to this application are set out below:

The relevant policies of the LPP2 are:

- Policy 2: Placemaking (Moderate weight)
- Policy 3: Design (Moderate weight)
- Policy 4: Amenity and layout (Moderate weight)
- Policy 5: Carbon Reduction, Community Energy Networks, Sustainable Design and Construction, and Water Use (Moderate weight)

- Policy 6 Health and Wellbeing (Significant weight)
- Policy 7 Flood Risk and Water Management (Significant weight)
- Policy 12 Development of Main Town Centre Uses (Significant weight)
- Policy 17: Safeguarding Existing Employment Sites (Significant weight)
- Policy 19: New Retail Developments & Retail Impact Assessments (Moderate Weight)
- Policy 27: Green Infrastructure (Significant weight)
- Policy 29: Biodiversity (Moderate Weight)
- Policy 32: Sustainable Transport and Travel (Significant weight)
- Policy 33: Highway Network and Safety (Significant weight)
- Policy 35: Parking Standards (Significant weight)

6. RESPONSE TO CONSULTATION

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

Consultee Name	Comment
Anglian Water	No objections subject to a condition to secure a surface water management strategy
Arboricultural Officer	<p>The arboricultural information makes a reasonable case for the removal of all the trees within the site boundary to facilitate demolition and construction.</p> <p>Given the overall tree losses then no further arboricultural information will be required in respect of the development of the Lidl Store, it is likely that a future application for the development of the additional land to be levelled to the east of the development site will require an Arboricultural Method Statement.</p>
Cllr Hinch	<p>The Harlestone Road / Lodge Way / Firsview Drive junction needs to be reviewed as part of this development and many residents have raised concerns about the speed limit, traffic light phasing, visibility and new homes being built further up Harlestone Road.</p> <p>Wish to speak at the Committee as the additional traffic will have a serious impact on pedestrian safety, road users, and air quality. There has recently been a fatal accident at the junction.</p> <p>Concerned regarding impact on traffic volumes on a road that is classified as red route by Highways.</p> <p>A reduction in speed limit from 40mph to 30mph is needed along the full length of the road from Bants Lane to the new Sandy Lane roundabout</p>
Cllr Eales	<p>Concerned regarding the increase in traffic movements in what is a very busy junction (Harlestone Road / Lodge Way / Firsview Drive) that has seen many accidents over the years.</p> <p>There would also be an impact on air quality.</p> <p>Supports the comments of Duston Parish Council that the application must be subject to a condition to secure the installation of a roundabout at this junction and, in the absence of this, oppose the application.</p>

Duston Parish Council	Comment that as a condition of the planning approval a roundabout should be installed at the Harlestone Road / Lodge Way / Firsview Drive junction and the speed limit should be reduced from 40mph to 30mph to make traffic flow better and improve road safety.
Ecologist	Having reviewed the submitted Ecological Report, satisfied that nothing further should be required provided the lighting scheme mitigation set out in the report is implemented.
Environment Agency	No comments.
Environmental Health	<p><u>Environmental Noise Assessment</u> The submitted Noise Impact Assessment is of a good standard and considers the impact of external plant noise and site deliveries from the proposed development on residential noise sensitive receptors. Overall, the report concludes that noise from both noise sources will be below the measured background noise level and noise and in accordance with BS4142:2014 will have no impact. In addition, the assessed predicted noise impact levels at the nearest noise sensitive receptors fall under guidance criteria specified in relevant planning policy guidance specifically covering noise (e.g. NPPF, NPSE and NPPG documents). No further assessment is required, unless there is significant deviation from the external mechanical plant detailed within the Assessment.</p> <p><u>Opening Hours and Delivery Conditions</u> It is recommended that conditions covering opening hours for and deliveries to the store are attached to any successful planning decision.</p> <p><u>Land Contamination</u> The submitted Ground Investigation Report concludes no further assessment is required and no remedial measures required based on the end use being applied for; the findings of the report are accepted.</p> <p><u>Construction Environmental Management Plan (CEMP)</u> A CEMP is required to address dust, mud and debris, noise and vibration and construction hours.</p> <p><u>External Lighting</u> Details of any external lighting should be controlled by a lighting scheme condition</p> <p><u>Shopping Trolleys</u> A condition should be imposed to prevent shopping trolleys from being taken beyond the site boundary</p>

	<p><u>Recycling Facilities</u> Suitable facilities to facilitate the recycling of waste materials by customers using the supermarket should be secured by condition</p> <p><u>Air Quality</u> Having reviewed the submitted air quality assessment would comments as follows:</p> <ul style="list-style-type: none"> - The developer undertook prior consultation with Environmental Health and it was agreed the proposed development met the medium impact for air quality in accordance with the Low Emission Strategy. - It is accepted that the dust impacts during demolition and construction are not significant and can be addressed in a CEMP - The developer has committed to install two rapid electric vehicle changing points and provide cabling infrastructure as a provision rate of 20 % of spaces to be utilised for EV charging to meet with future demand. This is accepted. - Type II mitigation details put forward are also accepted. - No further air quality assessment is required
Highways	<p><u>Transport Assessment</u> Following assessment of the Transport Assessment and further information from the consultant with regards to the capacity assessment of the Harlestone Road / Lodge Way / Firsview Drive junction, it is agreed that the proposed development will not have a quantifiable impact in the peak hours on this junction. This is largely down to the times of the supermarket peak and the offset in trips from the existing use / permission of the site.</p> <p><u>Layout</u> The previous comments with regards to the layout have not been addressed. This could have a detrimental impact upon pedestrian amenity. The following items have been highlighted for concern:</p> <ol style="list-style-type: none"> 1. The proposed pedestrian ramp should be a minimum of 3m width for shared walking / cycling and be less than 1:20 slope. Furthermore, it must emerge into the car park to allow crossing straight over through an area protected from over parking by bollards either side, not diverted. 2. The footpath needs to come into the access on the north east side, or there needs to be another point of access. 3. Further thought to prioritise pedestrian and cycle access should be given to address actual desire lines. The embankment will not prevent these routes being taken unofficially. Therefore, there either need to be made formalised or measures to prevent them needs to be put in place. 4. The cycle parking for members of the public should be located nearer the main store entrance. The current location leaves them isolated and at increased risk of theft. Stands must be installed at least 0.85metres apart and fixed away from the building wall to enable cycles to be parked properly. Further the stands require clear signing for cycles only, not trolleys and the area around them should be kept free of obstructions, permanent or temporary, and be protected against risk if vehicle parking overrun.

	<p>5. To improve circulation at peak times and avoid queues back into the carriageway, one-way systems should be introduced in both north and south areas of the car park. Given deliveries are planned off-peak / out of hours, this should not prove an issue for HGV's and critically safeguards the highway operation.</p> <p>6. The site access is designed to standard and to keep it and Lodge Way flowing freely, a new "Keep Clear" marking on Lodge Way at the site access will facilitate right entries, supported by extending the double yellow lines northwards.</p> <p>7. A condition will be requested that the consultation of a TRO to extend the double yellow lines northeast of the entrance is carried out. The permission will not be subject to the approval of the TRO to prevent this being used as a way to object to the development.</p> <p>8. The old access on Hill Close should be closed up and full kerb height installed.</p>
Lead Local Flood Authority	Advise that the impacts of surface water drainage will have been adequately addressed at this stage and conditions should be imposed to secure full details of a surface water scheme together with details of its maintenance and upkeep.
Northants Badger Group	No objections subject to a CEMP
NCC Development Management	A condition is suggested to secure details of fire hydrants and sprinklers together with guidance relating to broadband.
Northants Police	Recommendations made during pre-application stage remain relevant but have not been addressed; recommendations include secure fence line around site; fences and gates should be used to ensure that it is not possible to gain access to the rear of the units and fire exit doors; car parking lighting will required, the building should be alarmed and details of internal and external CCTV will be required

7. RESPONSE TO PUBLICITY

- 7.1 Below is a summary of the third party and neighbour responses received at the time of writing this report.
- 7.2 Four representations have been received in support of the application, which include the following comments:
- The development is needed to serve existing and new houses to come in the area.
 - Positive use of an ugly and underused corner.
 - Proposal would reduce shopping traffic to other areas of the town.
- 7.3 Four representations have been received objecting to the application, which include the following comments:
- There are many stores in this area and there is no need for any more supermarkets.

- Proposed development would be a blot on Duston.
- The junction and roads in the area are already not adequate and are dangerous; there has been a recent fatality on the cross roads and the proposal would exacerbate traffic uses and cause more accidents.

8 APPRAISAL

Principle of Development – Employment site

- 8.2 Policy E1 of the Joint Core Strategy and Saved Policy B14 of the Northampton Local Plan seek to protect against the unjustified loss of business use classes and appropriate employment generating uses on existing and allocated employment sites. In addition, it is noted that the site is allocated as employment areas in the emerging Local Plan Part 2 under Policy 17 and this policy similarly seeks to safeguard against the unjustified loss of employment generating uses, with the Planning Policy team advising that significant weight can be given to this emerging policy. The supporting text of Policy E1 of the Joint Core Strategy sets out that vacant employment land may be considered for other non-B Class employment generating uses where it can be shown to be essential to viability and appropriate, including compliance with the sequential test in Policy S9 (retail) where relevant.
- 8.3 The application property comprises a large warehouse building with ancillary offices to its frontage and has a lawful B8 Use Class. The application has been accompanied by a review of the viability of the existing premises conducted by a local Commercial Estate Agent. This Review details that the site location with a frontage and access onto a main arterial road has some value to potential occupiers, however the existing building is approximately 50 years old and reaching the end of its lifecycle, with substantial and “wholly uneconomic” works required to facilitate its re-occupation including replacement roof, windows, doors, heating and lighting, and refitting of the office suites and, even then, the EPC rating would be poor as the building benefits from no insulation such that building would be unattractive to a tenant due to the high cost of occupation. Furthermore, the submitted Review sets out that the configuration of the building is unfavourably from a market perspective (e.g. no raised floors, suspended ceilings, etc). Finally, the Estate Agent’s Review notes that the B Class uses of the building effectively ceased to function several years ago, with both the inside and out used solely for car parking and suggests that car storage is the only use that the existing property is currently suitable for due to its poor condition and configuration.
- 8.4 In addition, during the course of the application, representations have been submitted from Travis Perkins, the owner of the application site and several other business premises on the Lodge Farm Industrial Estate. They advise that the site was identified as surplus to their requirements and unsuitable in 2015 and since 2018 it has not been occupied as a core part of their business operation, having instead been used only for the parking of staff vehicles and storage of IT equipment. Although, they do advise that briefly at the start of the coronavirus pandemic the office space was reinstated to support social distancing, but this has since ceased. Finally, Travis Perkins advise that the proposal would not result in a loss of any jobs.
- 8.5 It is also noteworthy that the principle of the redevelopment of the site for a mix of uses, including non-B Class uses in the form of a shop (Class A1), and gym (Class D2) was previously accepted in principle by Northampton Borough Council in 2015, albeit the permission was not subsequently issued due the s106 Legal Agreement not being completed. Furthermore, it is noteworthy that Travis Perkins benefit from an extant permission to demolish the existing buildings and clear the site.

- 8.6 Turning to the proposed use, the new food store would introduce a viable employment generating use on a prominent site located on a key route into Northampton, with the application submission setting out that the store would directly provide some 40 full and part time jobs (20 full time equivalent) such that the proposal would offer benefits to the local economy and community.
- 8.7 In addition, approximately a third of the site would not be developed by the applicant and would be levelled and made good for future development and, thus, there is potential for other employment generating uses to come forward in the future on the south eastern portion of the site.
- 8.8 Overall, subject to a sequential and retail assessment and a condition restricting the use of the proposed development, no objections are raised to the proposed redevelopment of this employment site for the proposed employment generating retail use.

Principle of Development – Retail development

- 8.9 Joint Core Strategy Policy S9 and Section 7 of the NPPF seeks to ensure the viability of town centres and require a sequential test to planning applications for retail uses that are not in an existing centre. In addition, Policy S9 of the Joint Core Strategy requires a retail impact assessment (over 1,000sqm) to be undertaken to demonstrate that the impacts of the proposals do not have a significant impact upon the vitality and viability of centres in the catchment area. Policy 19 of the emerging Local Plan Part 2 similarly requires proposals outside centres in the retail hierarchy to demonstrate compliance with the sequential approach and provide a full retail impact assessment (but reduces the threshold to 500sqm). The Planning Policy team advise that moderate weight can be given to this policy, acknowledging that a significant number of comments were received regarding the content of this policy as part of the consultation exercise on the new plan.
- 8.10 The application site comprises an out of centre location for retail development and has been accompanied by a Planning and Retail Statement. This submitted Statement includes a Sequential Assessment and a Retail Impact Assessment and this sets out including details of the requirements of the named applicant (i.e. Lidl) business model. Lidl's business model requires a minimum site area of 0.8ha, a minimum net floorspace of 1,325sqm on a single level, and a minimum of 120 adjacent surface level parking spaces. The Statement also highlights that the limited stock range distinguishes Lidl from other main grocers, and convenience stores, with only limited floor space (20% of the sales area) is given over to comparison goods
- 8.11 The Council has engaged an independent Retail Planning Consultant to review the applicant's retail submissions.
- 8.12 The independent Retail Planning Consultant advises that the Northampton Retail and Leisure Study (September 2018) identifies a relatively substantial requirement for new convenience retail floorspace; and this, alongside the similarly substantial requirement embodied in adopted (JCS) policy, indicates that this is a market underserved by convenience retail which can absorb some new development. Furthermore, the independent Retail Planning Consultant advises that there is evidence of overtrading, with two points standing out. Firstly, there is evidence of overtrading in aggregate terms in each of the Zones examined by the applicant's Study; in Zones 4 and 5 (in the northern and north-western parts of the Northampton from where it is assumed the current proposal would draw about four fifths of its trade) this amounted to an estimated combined total of £15.4 million in 2018. Second, the Study suggests that the

deep discounters – including Lidl and Aldi – are generally performing particularly well across Northampton. Again, this is supportive of an argument to suggest there is scope for the proposed development.

- 8.13 In addition, the independent Retail Planning Consultant advises that it is notable that the north-western fringe of Northampton is not immediately served by a supermarket or superstore. Indeed, heading west from the town centre along the A4500 corridor there are in-centre stores at St James' End (Aldi and Iceland) and out of centre stores (Sainsburys, Lidl and M & S) at Sixfields. Heading north from the town centre along the A508 there are out of centre Asda and Aldi stores to the south of Kingsthorpe, and then a further Asda store plus Waitrose within the centre of Kingsthorpe. However, north of the A4500 and west of the A508 the provision is characterised by small shops serving only a local, top-up function, and there are no defined centres in this area (i.e. west of St James' End and Kingsthorpe). The proposal would primarily serve this area, and the independent Retail Planning Consultant advises that there appears currently to be a gap in provision.
- 8.14 In terms of the sequential test, national and local planning policies require that main town centre developments such as the application proposal are directed towards allocated centres. Within Northampton, the allocated centres are Northampton Town Centre; the Kingsthorpe and Weston Favell district centres; and the local centres of St James End, Far Cotton (St Leonards Road), Wellingborough Road and Kettering Road (Kingsley). As the application site falls outside of these locations, the development needs to be subject to a sequential assessment to establish whether the development can be accommodated within an allocated centre, and failing this, edge of centre before well connected out of centres locations such as the application proposals should be considered. Such a sequential assessment should include a consideration of the suitability of sequentially preferable sites, the size and layout of such sites (with reference to whether there is a scope for flexibility in format to accommodate the development in a sequentially preferable site), and their availability.
- 8.15 The applicant firstly considers sites within and on the edge of the Northampton Town Centre in the submitted Planning and Retail Statement and finds that there are no available and / or suitable sites. The independent Planning Retail Consultant raises no concerns regarding the assessment of sites within and on the edge of the town centre and highlights that Northampton town centre serves a different market to that which would be addressed by the proposal. It is also noted that there is an existing provision of three limited discounters on the edge of the town centre.
- 8.16 The independent Retail Planning Consultant advises that the key centres to be addressed from a sequential perspective comprise the Kingsthorpe and St James' End District Centres, having regard to the distribution of centres and markets to be served. These centres are addressed in the applicant's Planning and Retail Study and the independent Retail Planning Consultant concurs with the findings of the applicant's Study that there are no sequentially preferable opportunities in either of these Centres allowing for a reasonable degree of flexibility. In this respect, consideration has been given to the former St James Bus Garage (in St James) and Bective Works (adjacent to the Kingsthorpe centre) sites. However, whilst these sites are currently vacant, it is understood that their current owners are progressing their own plans for redevelopment such that these sites can therefore be discounted from the sequential assessment due to a lack of availability.

- 8.17 Overall, it is considered that the development could not be readily accommodated within any relevant allocated centre. As such, and given the high accessibility of the application site, it is considered that the sequential test for retail uses has been satisfied for the application proposal.
- 8.18 Turning to retail impact, consideration should be given to whether the proposed development would put at risk future investment in Northampton Town Centre or impact on the long-term future viability and vitality of the allocated centres.
- 8.19 The independent Retail Planning Consultant advises that the general approach to impact assessment taken in the applicant's Report is an appropriate one, with the centres of most relevance comprising St James' End, Kingsthorpe and Northampton Town Centre. The applicant's report finds that St James' End and Kingsthorpe to be relatively healthy but Northampton Town Centre to be less healthy in terms of convenience shopping. However, the independent Retail Planning Consultant advises that the changes to the convenience good sector in the town centre (e.g. closure of Sainsburys and downsizing of Tesco) is symptomatic of wider changes in this market and the town centre does not rely on an offer that would compete directly with the proposal such that there would not be a noticeable impact on it from the scheme.
- 8.20 The independent Retail Planning Consultant highlights only one of the relevant centres features a deep discount supermarket, an Aldi store at St James End, and the available evidence indicates that this store performs very well.
- 8.21 In terms of potential trade diversion, the independent Retail Planning Consultant highlights that the applicant's report suggests that the greatest impact would be on the St James Local Centre. However, the figures arrived at by the applicant are not at a level where the potential for significant impact might be a concern, with the independent Retail Planning Consultant suggesting that the impact on St James End may be overstated, with the greatest impact likely to be on the applicant's own out of centre store at Gambrel Road which is not located in an allocated centre. Overall, the independent Retail Planning Consultant does not identify any concerns that would arise from the proposal in terms of its impact on investment and concludes that the impact is acceptable from retail perspective.
- 8.22 It is worth highlighting that the applicant's Retail Assessment also addresses the new retail offers due to come forward on allocated Sustainable Urban Extension (SUE) sites, including in particular the Dallington Grange SUE which will have a retail element including a foodstore. However, the independent Retail Planning Consultant advises that as this will not be coming forward in the short term, it is not necessary to assess the cumulative effects of it alongside the current proposal and this is similarly the case for the other SUEs sites, albeit these would have smaller convenience store offers for 'top up shopping' that are not comparable to the proposal. Furthermore, and in any event, the primary purpose of the new food store on the Dallington Grange SUE is to serve the retail needs arising from this 3,000 home development.
- 8.23 Overall, subject to conditions to provide certainty regarding the impacts of the development, including restricting the use to a limited assortment discount retailer, the extent of retail floor space and percentage of non-food items and preventing the subdivision of the unit, it is considered the proposal would not result in an unacceptable impact on the viability and vitality of and future investment in the allocated centres in Northampton.

Principle of Development – Conclusion

- 8.24 To conclude on the principle of the proposed development, no objections are raised to the principle of the proposed employment generating use and, turning to the retail impact of the proposal, subject to conditions, it is accepted that there are no sequential preferable sites, and that the application site is well connected and would not have an unacceptable impact on the vitality, viability and future investment in the hierarchy of centres.

Character of Area

- 8.25 Saved Policy E20 of the Northampton Local Plan places great importance on the quality of design of new developments and is in conformity with the NPPF which advises that planning should always seek to secure high quality design.
- 8.26 The application site is located on a prominent corner site on the junction of the Harlestone Road, Lodge Way and Firsview Drive and is set on a lower land level to the surrounding roads. It is currently occupied by a large industry unit with a two storey scale and three shallow pitched gable roofs, which benefits from two storey offices with a flat roof facing towards Harlestone Road. There are wide verges to the Harlestone Road and Lodge Way, which are grassed with several trees and slopes down to the application site. The unit on the application site has parking adjacent to the Harlestone Road verge and to the rear of the site fronting onto Hill Close. The site is accessed off Hill Close.
- 8.27 The application proposes the demolition of the existing building on site and the construction of a new food store with associated parking to the north western side of the site on the corner of the Harlestone Road and Lodge Way, with the south western third of the site (between the new food store and the neighbouring unit on Hill Close) left clear and level for future development.
- 8.28 The new food store would be set well back from the Harlestone Road and Lodge Lane frontages which together with its siting on a lower land level would serve to diminish its presence in the streetscene. In addition, the side elevation facing Lodge Way would also have limited fenestration details and both road frontages would also be flanked by parking. Whilst these elements of the design and layout of the scheme are somewhat regrettable on a prominent corner site, it must be acknowledged that the existing building also has a weak presence in the streetscene, dated appearance and an inactive elevation to Lodge Way, as well as parking to the Harlestone Road frontage. Furthermore, the most important frontage for the new store from a design perspective comprises the one facing onto the Harlestone Road and this would be wholly glazed with an interesting and active frontage that wraps around the corner with a small, glazed section containing the store entrance facing towards Lodge Way.
- 8.29 The proposal includes some 128 parking spaces which would fill a large proportion of the food store site, with little space for landscaping and there are only limited footways within the site for pedestrians. However, the parking has been spread around three sides of the new building, which helps to break up the quantum and dominance of the parking and the distance pedestrian would need to walk to access paths is only limited. Furthermore, the scheme has been amended to ensure all family parking spaces are served by paths and the arrangement of the car park is not usual for this type of food store.
- 8.30 There are some other regrettable features in the layout of the site, including a wall to the rear of the trolley bays that would restrict views on the path running alongside the

building together with part of the car park, and the siting of cycle parking on the narrow path to the frontage of the building is also poor as it would result in the path being obstructed should a bike park in the bays. However, revised details of cycle parking can be secured by condition and the trolley wall features appears to be structural such that it cannot be readily changed.

- 8.31 The Council's Arboricultural Officer raises no objections to the loss of a limited number of trees on the frontages to facilitate the redevelopment of the site and some new landscaping, albeit relatively limited can be secured by condition. In addition, and in any event, it must be acknowledged that part of the frontage to the Harlestone Road and Lodge Way falls outside the site and thus is likely to remain grassed and would help soften the appearance of the development
- 8.32 Overall, as part of a balanced assessment, it is considered that the proposal would not have an unacceptable impact on the character and appearance of the area.

Residential amenity

- 8.33 Saved Policy E20 of the Northampton Local Plan and the guidance in the NPPF seek to secure a good standard of amenity for all existing and future occupants of land and buildings.
- 8.34 Whilst the application site is located in an industrial site, there are residential properties to the south side of the Harlestone Road. However, these are some 40 metres from the boundary of the application site and, as such, and given the single storey scale of the food store, it would have an adverse visual impact on these neighbouring properties nor detract from the sunlight or daylight received by these properties.
- 8.35 The application has been accompanied by a Noise Impact Assessment which has been reviewed by Environmental Health. Having regard to this, Environmental Health advise that the impact of external plant noise and site deliveries from the proposed development on neighbouring residential properties will be acceptable subject to there being no significant deviation from the external mechanical plant detailed within the report, and conditions to control opening hours and deliveries. In addition, Environmental health advise that a condition is required to secure a Construction Environmental Management Plan to address dust, mud and debris, noise and vibration and construction hours to protect residential amenity.
- 8.36 Overall, and subject to the conditions recommended by Environmental Health, it is considered that the proposal would not have an adverse impact on the residential amenities of any neighbouring properties.

Highway safety

- 8.37 Policy C2 of the Joint Core Strategy requires development to mitigate their impacts on the highway network and be supported by a Transport Assessment. Furthermore, Paragraph 111 of the NPPF advises that development should only be prevented or refused on highway grounds if there would be unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Detailed and complementary guidance on parking requirements is set out in the Northamptonshire Parking Standards and Northampton Parking Standards SPD.

- 8.38 The application proposes the closure of the existing vehicular access off Hill Close and the construction of a new access to Lodge Way with associated pedestrian link. The development would be served by 128 parking spaces of which 8 would be disabled, 8 would be family spaces and there would be 2 electric vehicle charging points.
- 8.39 The concerns of the local Ward Councillors and Duston Parish Council are noted regarding the safety of the Harlestone Road, Lodge Way, and Firsview Drive junction and the Harlestone Road in general. However, the application has been supported by a Transport Assessment which has been reviewed by the Council's Highway Engineer and, following the submission of further information with regards to the capacity assessment of the Harlestone Road / Lodge Way / Firsview Drive junction, the Council's Highway Engineer advises that the proposed development would not have a quantifiable impact in the peak hours on this junction. This is largely down to the times of the supermarket peak and the offset in trips from the existing lawful use of the site. As such, it is considered that the development would not result in an unacceptable impact on highway safety and there would not be a severe impact on the road network. Furthermore, mindful that applications can only be required to mitigate their own impact and not remedy existing issues, it would not be reasonably or necessary in this instance to require the applicant to undertake work to the Harlestone Road and its junction with Lodge Way and Firsview Drive.
- 8.40 The Council's Highway Engineer also advises that the new access to the site from Lodge Way would meet the standards of Highways and recommends the closure of the existing access, which can be secured by condition. In addition, the Highway Engineer suggests works should be undertaken to Lodge Way to help facilitate right entries and such works can be secured as part of an access condition.
- 8.41 In terms of parking provisions, the proposed 128 parking spaces would slightly exceed the 114 parking spaces required under the Parking Standards, and includes a reasonable provision of disabled (8) and family parking spaces (8). In addition, two of the parking spaces would be served by electric vehicle charging points and the applicant has committed to provide cabling infrastructure as a provision rate of 20 % of spaces to be utilised for electric vehicle charging to meet with future demand and this can be secured by condition.
- 8.42 It must be acknowledged that the Council's Highway Engineer raises a number of concerns and suggestions regarding this internal layout of the car park, including seeking revised details of cycle parking provision, questioning whether the pedestrian routes follow desire lines and should be enlarged, and suggesting the introduction of one-way systems to improve circulation at peak times.
- 8.43 The shortcomings of the cycle parking proposals are addressed in the Character of the Area section above and, essentially, it is considered that revised details can be secured by condition.
- 8.44 Turning to pedestrian routes, whilst it is acknowledged that these are somewhat limited across the site, this is not unusual for food store developments of this scale/type. Furthermore, it is understood that the access routes into the site are limited by third party ownership of land around the boundaries of the site such that the pedestrian route off Lodge Way is the closest direct route the applicant can provide to the neighbouring footway/cycleway network. In addition, low level boundary treatments such as railings can be secured by condition to seek to promote the use of the proposed pedestrian link. The comments regarding the width of the footway within the site are noted, however the applicant is not proposing an adoptable cycleway, rather a short pedestrian connection and the layout of the pedestrian link would result in cyclists

needing to dismount such that there would be unlikely to be unacceptable conflict between cyclists and pedestrians. Furthermore, the deflection in the pedestrian route from Lodge Way would result in pedestrians crossing the internal access road further from the main vehicular access into the site than a direct crossing and opposite the main entrance, which would reduce the potential for conflict between vehicles and pedestrians within the site and offer some legibility benefits. As such, it is not considered that objections can be sustained regarding the proposed pedestrian provisions within the site.

- 8.45 Finally, regarding the suggested one-way system to improve internal circulation by the Council's Highway Engineer, the applicant has responded that the layout is designed for two-way movements and that a two-way layout provides drivers with more opportunities to avoid delays arising from reversing cars. The comments of both parties are noted, and in this instance, given that the car park is split into two sections, vehicles circulating the layout on entrance to each section would primarily relying on left turns, and as there would be good visibility of the availability of parking on approach to the site, it is considered on balance that it is not necessary to require the provision of an internal circulation system.
- 8.46 Overall, as part of a balanced assessment and subject to conditions to secure the closure of the existing access, the provision of the new access works, car park, electric vehicle charging points and a travel plan, and revised details of cycle parking, the proposal is considered to be acceptable on highway safety grounds.

Other considerations

- 8.47 The Council's Ecologist has reviewed the submitted Ecological Report and raised no concerns subject to the implementation of the lighting scheme mitigation set out in the report. Furthermore, it is noted the local Badger Group have raised no objections to the application subject to a Construction Environmental Management Plan to secure details of ecological mitigation during the construction phase which can be addressed by condition.
- 8.48 The Council's Environmental Health Officer has reviewed the submitted Ground Investigation Report and advises that no further assessment is required, and no remedial measures required based on the proposed end use. However, mindful of the location of the site within an industrial site, it is recommended that a condition is imposed to address any unexpected should this be discovered during the construction process.
- 8.49 It is noted that the Council's Environmental Health suggests consideration should be given to the imposition of conditions to prevent shopping trolleys being taken beyond the site boundary and facilities for recycling by customers to be provided on site. Whilst it is considered that it would be reasonable and necessary to seek further details relating to measures to prevent shopping trolleys being removed from the site in the interests of amenity, in the absence of a planning policy basis for the provision of recycling facilities by customers it is not considered that this could be reasonably required by condition.
- 8.50 Turning to air quality mitigation, Environmental Health have previously agreed details with the applicant, including dust mitigation to be addressed as part of a Construction Environmental Management Plan, provision of electric vehicle charging points including infrastructure to meet future demand, and Type II mitigation details put forward are also accepted (i.e. travel plan, cycle parking, electric vehicle charging points and use of air source heat pumps and photovoltaics as opposed to gas boilers).

- 8.51 In terms of sustainability, the applicant sets out in the supporting submissions that the development would achieve a minimum rating of at least BREEAM (BRE Environmental Assessment Method) Very Good, which can be secured by condition to accord with the requirements of Policy S11 of the Joint Core Strategy. In addition, the submitted Sustainability Statement sets out that the new store will be heated by Air Source Heat Pumps and some 592 photovoltaic panels will be installed on the roof of the building generating some 149 kWh/annum of electricity and these measures can be secured by condition.
- 8.52 The application site is not located in flood zone 2 or 3, but comprises a major development and has therefore been accompanied by a Flood Risk Assessment and details of sustainable drainage. The Environment Agency raises no objections to the scheme and the Lead Local Flood Authority have advised that details of surface water drainage have been adequately addressed at this stage and conditions should be imposed to secure full details of a surface water scheme together with details of its maintenance and upkeep. Anglian Water similarly seek a surface water drainage condition.
- 8.53 Northamptonshire Police have made several recommendations to seek to ensure that the development is safe and secure, including requiring further details of enclosures, car park lighting and external CCTV which can be secured by condition.
- 8.54 It is noted that representations have been submitted seeking conditions to secure details of sprinklers/hydrants, however this matter is addressed under the Building Regulations.

9 FINANCIAL CONSIDERATIONS

- 9.1 The development would be CIL liable.

10 PLANNING BALANCE AND CONCLUSION

- 10.1 The proposed development would not, subject to conditions, have an unacceptable impact upon the viability and vitality of the hierarchy of allocated centres, the character of the area, residential amenity or highway safety and would support additional employment opportunities. The development is therefore in conformity with the requirements of the National Planning Policy Framework, Policies SA, S1, S2, S7, S8, S9, S10, S11, C1, C2, E1, BN1, BN2, BN7 and BN9 of the West Northamptonshire Joint Core Strategy and Policies B14 and E20 of the Northampton Local Plan.

11 RECOMMENDATION / CONDITIONS AND REASONS

- 11.1 The proposed development is recommended for approval subject to the following conditions and informatics:

CONDITIONS

Time Limit

- (1) The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990.

Approved Plans

(2) The development hereby permitted shall be carried out in accordance with the attached schedule of approved plans.

Reason: For the avoidance of doubt and to accord with the terms of the planning application.

Restrictions on Use

(3) The retail unit hereby permitted shall only be occupied as a Limited Assortment Discounter and shall not be used for any other purpose within Use Class E of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification.

Reason: In the interests of maintaining the viability and vitality of the allocated hierarchy of retail centres and employment sites in accordance with Policies E1, S2, S7, S9, S10 of the West Northamptonshire Joint Core Strategy and the guidance in the National Planning Policy Framework.

(4) The floor space of the development hereby permitted that can be used for the display and sale of goods and products to the public shall not exceed 1,414 square metres and no more than 20% of this figure (283 square metres) shall be used for the display and sale of comparison goods.

Reason: In the interests of maintaining the viability and vitality of the allocated hierarchy of retail centres and employment sites in accordance with Policies E1, S2, S7, S9, and S10 of the West Northamptonshire Joint Core Strategy and the guidance in the National Planning Policy Framework.

(5) The retail unit hereby permitted shall not be divided to form more than one retail unit.

Reason: In the interests of viability and vitality of the hierarchy of retail centres and employment sites in accordance with Policies E1, S2, S7, S9, S10 of the West Northamptonshire Joint Core Strategy and the guidance in the National Planning Policy Framework.

Opening and delivery Hours

(6) The premises shall only be open to customers between the following hours:

- Monday – Friday: 08:00 am to 22:00 pm.
- Saturday: 08:00 am to 22:00 pm.
- Sunday or Public/Bank Holidays 10:00 am to 16:00 pm.

Reason: In the interests of residential amenities in accordance with Policies S10 and BN9 of the West Northamptonshire Joint Core Strategy.

(7) Deliveries to or collections from the site shall not take place before 07:00 hours or after 23:00 hours on any day.

Reason: In the interests of the protection of residential amenities in accordance with Policy BN9 of the West Northamptonshire Joint Core Strategy.

Construction and Environmental Management Plan

(8) Prior to the commencement of the development hereby permitted, a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority. Development shall than be carried out in accordance with the approved CEMP which shall include:

- i. Traffic management and signage during construction.
- ii. Parking for site operatives and visitors.
- iii. Storage areas for plant and materials.
- iv. The erection and maintenance of security fencing/hoardings and lighting.
- v. Welfare and other site facilities.
- vi. Working hours and delivery times.
- vii. Measures to control noise, vibration, dust and fumes during construction
- viii. Measures to prevent mud and other debris being deposited on the surrounding highway.
- ix. Ecological mitigation measures

Reason: To minimise the impact of the development during the construction phase in accordance with the National Planning Policy Framework. Pre-commencement condition to ensure details are agreed in a timely manner.

Finished Floor Levels

(9) Prior to the commencement of the development hereby permitted, full details of the existing and proposed ground levels and finished floor levels of the development shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be implemented in accordance with the approved details.

Reason: In the interests of amenity and to secure a satisfactory standard of development in accordance with Policy S10 of the West Northamptonshire Joint Core Strategy and Saved Policy E20 of the Northampton Local Plan. Pre-commencement condition to ensure details are agreed in a timely manner.

Surface Water Drainage

(10) Prior to the commencement of the development hereby permitted, a detailed design of the surface water drainage scheme for the site based on based on the submitted Flood Risk Assessment & Outline Drainage Strategy Report number R100, Rev. 1.2, dated, 20th November 2020 (prepared by Baynham Meikle Partnership Limited) shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details. The detailed design of the scheme shall include:

- a) Details (i.e. designs, diameters, invert and cover levels, gradients, dimensions and so on) of all elements of the proposed drainage system, to include pipes, inspection chambers, outfalls/inlets and attenuation basins. Details of the drainage system are to be accompanied by full and appropriately cross-referenced supporting calculations.
- b) Cross sections of all control chambers (including site specific levels mAOD) and manufacturers' hydraulic curves for all hydrobrakes and any other flow control devices.
- c) Demonstration that for events with a return-period in excess of 3.3% (1in30), exceedance flow routes are appropriately routed such that there is no residual risk to property and critical infrastructure.

Reason: To prevent the increased risk of flooding, both on and off site, in accordance with Policy BN7 of the West Northamptonshire Joint Core Strategy. Pre-commencement condition to ensure details are agreed in a timely manner and to ensure a satisfactory standard of development.

(11) Prior to the commencement of the development hereby permitted, a detailed scheme for the maintenance and upkeep of every element of the surface water drainage system proposed on the site shall be 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.

Reason: To prevent the increased risk of flooding, both on and off site, in accordance with Policy BN7 of the West Northamptonshire Joint Core Strategy. Pre-commencement condition to ensure details are agreed in a timely manner and to ensure a satisfactory standard of development.

(12) Prior to the occupation of the development hereby permitted a verification report(s) for the installed surface water drainage system for the site shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:

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

Reason: To prevent the increased risk of flooding, both on and off site, in accordance with Policy BN7 of the West Northamptonshire Joint Core Strategy.

Land Contamination

(13) In the event that contamination is found at any time when carrying out the approved development that was not previously identified, it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken and where remediation is necessary a remediation scheme must be prepared which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a Verification Report must be prepared, which is subject to the approval in writing of the Local Planning Authority.

Reason: To ensure the effective investigation and remediation of contaminated land sites and in the interests of health and safety and the quality of the environment in accordance with Policy BN9 of the West Northamptonshire Joint Core Strategy.

External Materials

(14) Prior to the construction of the development hereby approved above ground floor slab level, full details of all proposed external facing materials shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: In the interests of visual amenity and to ensure that the development will harmonise with its surroundings in accordance with Policy S10 of the West Northamptonshire Joint Core Strategy and Saved Policy E20 of the Northampton Local Plan

Access Details

(15) Prior to the construction of the new store hereby permitted above ground floor slab level, full engineering and construction details for the new access hereby permitted to Lodge Way together with associated highway improvements to Lodge Way to facilitate right entries into the site shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details prior to the first occupation of the retail unit hereby permitted.

Reason: In the interests of highway safety in accordance with Policies S10 and C2 of the West Northamptonshire Joint Core Strategy.

Closure of Existing Access

(16) Prior to the occupation of the new store hereby permitted, the existing vehicular access to the site from Hill Close shall be permanently closed and the footway shall be reinstated.

Reason: In the interests of highway safety in accordance with Policies S10 and C2 of the West Northamptonshire Joint Core Strategy.

Provision of Parking

(17) Prior to the occupation of the development hereby permitted, the new car parking and manoeuvring areas shall be constructed and laid out in accordance with the approved details and retained thereafter.

Reason: To ensure that the proposed development does not prejudice the free flow of traffic or conditions of highway safety in accordance with Policies S10 and C2 of the West Northamptonshire Joint Core Strategy.

Electric Vehicle Charging

(18) Prior to occupation of the development hereby permitted, full details of a scheme for the installation of at least 2 electric vehicle charging points within the site together with details of cable infrastructure to meet future demand shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details prior to the occupation of the permitted development.

Reason: In the interests of reducing carbon emissions and to secure a satisfactory standard of development in accordance with Policies S10 and BN9 of the West Northamptonshire Joint Core Strategy.

Bicycle Parking

(19) Notwithstanding the submitted details, prior to the occupation of the new store hereby permitted, full details of facilities for the parking of bicycles shall be submitted to and approved in writing by the Local Planning Authority. The approved cycle storage shall be provided prior to the occupation of the new store and retained thereafter.

Reason: To ensure the provision of adequate facilities in accordance with Policies S10, C2 and BN9 of the West Northamptonshire Joint Core Strategy.

Travel Plan

(20) Notwithstanding the submitted details and prior to the occupation of the development hereby permitted, a travel plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall be fully implemented within two months of the first occupation of the development hereby permitted and retained thereafter.

Reason: In the interests of promoting more sustainable means of travel and air quality in accordance with Policies S10, C2 and BN9 of the West Northamptonshire Joint Core Strategy.

External Lighting

(21) Prior to the occupation of the development hereby permitted, full details of all external lighting within the site shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and be fully implemented prior to the occupation of the permitted development and retained thereafter.

Reason: In the interests of amenity, crime prevention and biodiversity in accordance with Policies S10, BN1 and BN2 of the West Northamptonshire Joint Core Strategy and Saved Policy E20 of the Northampton Local Plan.

CCTV

(22) Prior to the occupation of the development hereby permitted, full details of all CCTV within the site shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and be fully implemented prior to the occupation of the permitted development and retained thereafter.

Reason: In the interests of amenity, and crime prevention in accordance with Policy S10 of the West Northamptonshire Joint Core Strategy

Shopping Trolleys

(23) Prior to the occupation of the development hereby permitted, full details of measures designed to prevent shopping trolleys from being taken beyond the site boundary shall be submitted to and approved in writing by the Local Planning Authority. The approved measures shall be implemented prior to the occupation of the permitted development and retained thereafter.

Reason: In the interests of amenity in accordance with Policy S10 of the West Northamptonshire Joint Core Strategy.

Means of Enclosures

(24) Prior to the occupation of the development hereby permitted, full details of all means enclosures to be erected within the site shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details prior to the occupation development and retained thereafter.

Reason: In the interests of the appearance of the locality and crime prevention in accordance with Saved Policy E20 of the Northampton Local Plan and Policy S10 of the West Northamptonshire Joint Core Strategy.

Hard and Soft Landscaping Scheme

(25) Prior to the occupation of the development hereby permitted, a detailed scheme of hard and soft landscaping for the site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include, where present, the location and species of any existing trees and hedgerows on the land and details of any to be retained and a tree planting method statement including details of tree pits. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the building or the completion of the development, whichever is the sooner, and which shall be maintained for a period of five years; such maintenance to include the replacement in the current or nearest planting season whichever is the sooner or shrubs that may die are removed or become seriously damaged or diseased with others of similar size and species. Any approved hard landscaping shall be carried out prior to occupation of the development hereby permitted.

Reason: In the interests of amenity, biodiversity and green infrastructure, and to secure a satisfactory standard of development in accordance with Policies S10, BN1 and BN2 of the West Northamptonshire Joint Core Strategy and Saved Policy E20 of the Northampton Local Plan.

Renewable Energy / Sustainability Measures

(26) The development shall incorporate air source heat pumps and photovoltaic panel in accordance with the details specified in the submitted Energy Usage and Sustainability Statement and shall be constructed to a minimum rating of BREAAM Very Good. Certification of compliance with this BREAAM Very Good rating by a licenced inspector shall be submitted to and approved in writing by the Local Planning Authority within three months of the occupation of the new store hereby approved.

Reason: In the interests of sustainability, climate change and air quality in accordance with Policies BN9, S10 and S11 of the West Northamptonshire Joint Core Strategy.

External Plant

(27) The external plant to serve the development hereby permitted shall be provided in accordance with the details specified in the submitted Noise Impact Assessment reference 8517/JA/BL and retained in accordance with these details thereafter.

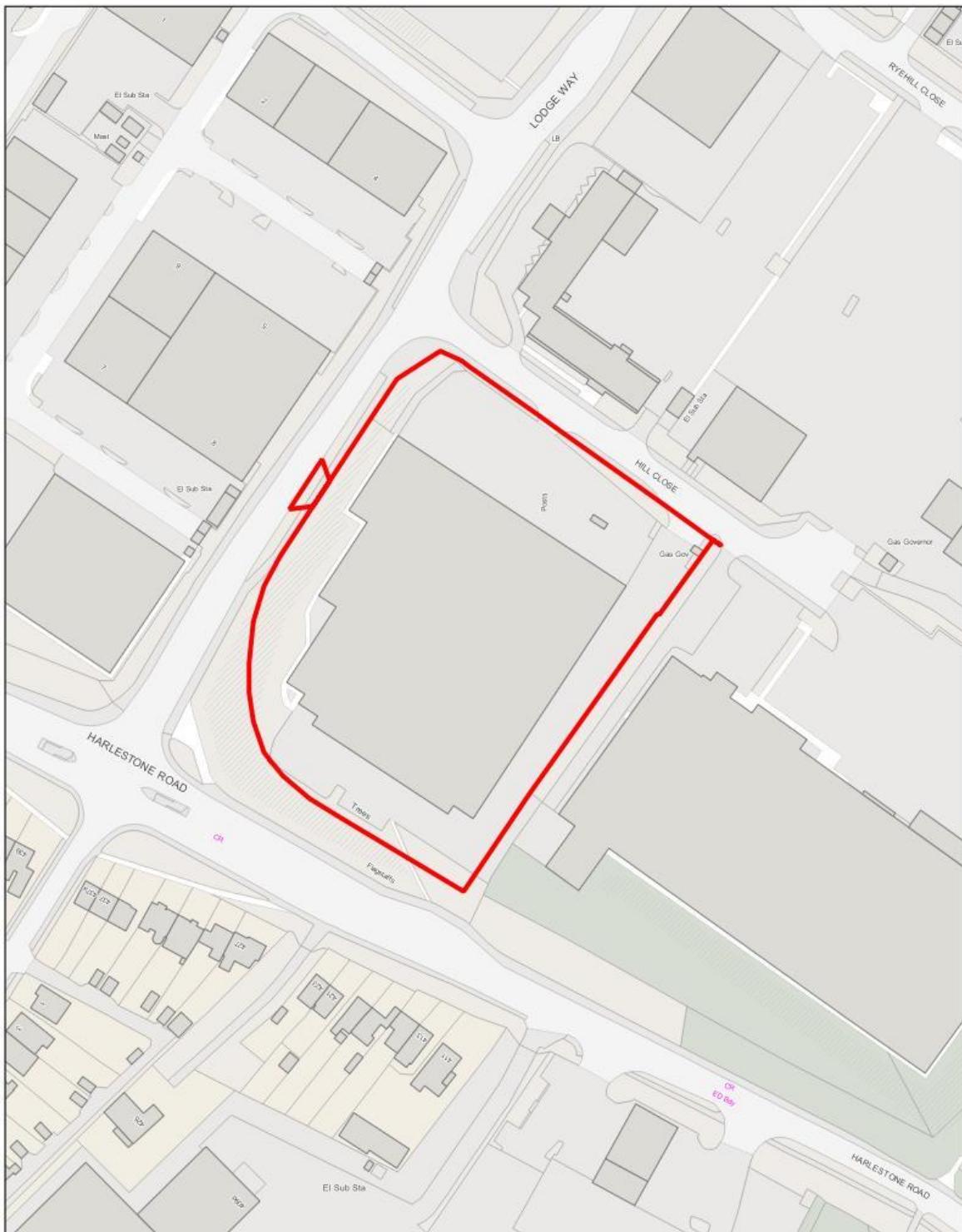
Reason: In the interests of residential amenity in accordance with Policy BN9 of the West Northamptonshire Joint Core Strategy and the guidance in the National Planning Policy Framework.

INFORMATIVES:

1. A Limited Assortment Discounter is a retailer as defined in Part 1 of The Groceries Market Investigation (Controlled Land) Order 2010 and for the avoidance of doubt includes a Convenience Goods Retailer, which sells a limited ranged of Convenience Goods at a low price.

2. Convenience Goods are defined as goods that include foods, pet food, drinks, cleaning products, toiletries, newspapers and magazines and non-durable household goods

3. Comparison Goods are defined as goods that include, but shall not be limited to, clothing, shoes and other footwear, DIY products, furniture and furnishings, carpets and other floor coverings, household textiles, major household appliances (whether electrical or not), small electric household appliances, tools and other miscellaneous accessories, glassware, tableware, household utensils, non-prescription medical goods and other pharmaceutical products, therapeutic appliances and equipment, perfumes, bicycles, recording media, games, toys, hobbies and craft materials, tools and equipment, musical instruments, plants and flowers, pets and pet related products, books and stationary, greetings cards, audio-visual, photographic and information processing equipment, appliances for personal care, jewellery, watches and clocks, petrol, tobacco and tobacco products and financial services



**West
Northamptonshire
Council**

Title: **Hill Close**

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Scale: 1:1,500 @A4

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