

**Application Number:** WNS/2021/0894/MAR

**Location:** Phase 1a Norwood Farm Sandy Lane Harpole

**Proposal:** Reserved Matters submission relating to phase 1a pursuant to hybrid planning permission S/2016/1324/EIA. RM for phase 1a comprising 439 new homes with associated infrastructure, open space and children's Local Equipped Area of Play, with 15% affordable housing

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**Applicant:** Vistry Homes Ltd

**Agent:**

**Case Officer:** Suzanne Taylor

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**Ward:** Bugbrooke

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**Reason for Referral:** Affects Sustainable Urban Extension

**Committee Date:** 13/12/2021

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

**RECOMMENDATION: GRANT DELEGATED AUTHORITY TO THE ASSISTANT DIRECTOR FOR GROWTH, CLIMATE AND REGENERATION TO GRANT PERMISSION SUBJECT TO CONDITIONS AND SATISFACTORY RESOLUTION OF SURFACE WATER DRAINAGE AND ECOLOGY MATTERS;**

### **Proposal**

Reserved matter for phase 1a comprising 439 new homes with associated infrastructure, open space and children's Local Equipped Area of Play, with 15% affordable housing.

### **Consultations**

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

- Surface Water Drainage Team

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

- Highways England, Local Highway Authority, Archaeology, Environment Agency, Natural England, Sport England, NHS, Strategic Housing, Building Control

The following consultees have **made comments** of the application:

- Harpole Parish Council, Bugbrooke Parish Council, Anglian Water, The Ramblers, Police Crime Prevention Design Advisor, Recreation and Leisure Team

22 letters of objection have been received.

### **Conclusion**

The application has been assessed against the relevant policies in the NPPF, the adopted

Local Plan and other relevant guidance as listed in detail at Section 8 of the report.

The key issues arising from the application details are:

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

The report looks into the key planning issues in detail, and Officers conclude that the proposal is acceptable subject to conditions and the satisfactory resolution of matters relating to surface water drainage and ecology.

**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 covers approximately 17.5 hectares and represents Phase 1a of the 104.77 hectare Norwood Farm SUE allocation (Policy N9A of the LPP1). The site is predominantly agricultural land located on the western edge of Northampton's urban area with Sandy Lane running north/south along the western boundary and the rear of the residential properties located on Weedon Road/South View (A4500) to the south. The site predominantly slopes from north to south. The junction of Larkhall Lane with Sandy Lane sits adjacent to the north western corner of the site.
- 1.2 Native species trees and hedgerows characterise the boundaries of the parcel. To the south and west lies the village of Harpole, Public Right of Way (PROW) KP16 is a bridleway that runs along the northern site boundary linking St Crispin's to Sandy Lane/Larkhall Lane.
- 1.3 The boundary between the former Northampton and South Northamptonshire administrative areas runs broadly north south along the eastern site boundary. This site lies wholly within the former administrative boundary of South Northamptonshire (known as Norwood Farm); the neighbouring portion of the N9A allocation (known as Upton Lodge) lies within the former administrative area of Northampton Borough Council.

### **2. CONSTRAINTS**

- 2.1. The application site is within:
  - Open countryside;
  - 2KM of various Local Wildlife Sites (Upton Mill North Lake, Upton Mill Dyke, Bottom Spinney, Camp Lane & Drain, Upton Mill South Lake, Berry Wood, Upton Pasture);
  - High, Medium and Low surface water flooding areas;

- Minerals Safeguarding Area buffer zone;
- Within Policy N9A designation of LPP1;
- Harpole Neighbourhood Plan Area

2.2. The following constraints lie within the site:

- Public Rights of way / bridleway runs along the northern boundary of the site (KP/016)
- Various archaeological assets across the site (Possible Prehistoric to Early Middle Saxon Activity - MNN7009);

### 3. DESCRIPTION OF PROPOSED DEVELOPMENT

- 3.1. A hybrid planning permission was granted in 2020 for Norwood Farm SUE. This granted full planning permission for the missing section of the Sandy Lane Relief Road within the site and outline permission for up to 1,900 dwellings (with associated infrastructure including local centre, primary school, public open space/Country Park).
- 3.2. This development is a reserved matters application seeking detailed planning permission for the first residential phase of the SUE. The details include 439 dwellings (of which 15% are affordable) with associated open space, children's Local Equipped Area of Play (LEAP) and other related infrastructure.
- 3.3. *Timescales for Delivery:* The applicant/agent has advised that, in the event that planning permission is granted, they anticipate development commencing Spring 2022 with the first houses being occupied by end 2022.

### 4. RELEVANT PLANNING HISTORY

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

Application Ref.	Proposal	Decision
WNS/2021/1198/MAR	Reserved matters (scale, layout, appearance and landscaping) for the provision of sports pitches, pavilion, country park, play areas and public open space, in accordance with planning permission ref S/2016/1324/EIA.	Under consideration (see elsewhere in this agenda for details)
S/2020/2126/MAR	Approval of reserved matters (scale, layout, appearance and landscaping) for provision of site-wide road, surface water and foul water drainage infrastructure and associated landscaped open space. pursuant to S/2016/1324/EIA. The Hybrid application was accompanied by Environmental Statement	APPROVED
S/2016/1324/EIA	Hybrid planning application seeking both full and outline planning permission for: Part A: Outline planning permission for a sustainable urban extension comprising: Up to 1,900 dwellings (use class C3); Public open space and children's play areas; Landscape areas, new landscape planting and hydrological attenuation	APPROVED

	<p>features and sustainable drainage systems; Primary school (use class D1); and Mixed use local centre which may include residential (use class C3), retail (use classes A1, A2, A3, A4 and A5), and health and community facilities (use class D1).</p> <p>Part B: Full planning permission for: Demolition of any on site buildings or structures; and Routing of Sandy Lane Relief Road and associated vehicular access points.</p> <p>Application is accompanied by an Environmental Impact Assessment.</p>	
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## 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 15<sup>th</sup> December 2014 and which provides the strategic planning policy framework for the District to 2029, the adopted South Northamptonshire Local Plan (Part 2) and adopted Neighbourhood Plans. The relevant planning policies of the statutory Development Plan are set out below:

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

- 5.3. The relevant policies of the LPP1 are:

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

- BN1 – Green Infrastructure Connections
- BN2 – Biodiversity
- BN5 – The Historic Environment and Landscape
- BN7a – Water Supply, Quality and Waste Water
- BN7 – Flood Risk
- BN8 – The River Nene Strategic River Corridor
- BN9 – Planning for Pollution Control
- BN10 – Ground Stability
- INF1 – Approach to Infrastructure Delivery
- INF2 – Contributions to Infrastructure requirements
- N9A – Northampton Norwood Farm/Upton Lodge Sustainable Urban Extension

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

5.4. The relevant policies of the LPP2 are:

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

#### Harpole Neighbourhood Plan (NHP)

5.5. The relevant policies of the (NHP) are:

- Policy H2 – Integrated tenures;
- Policy H3 – Design Principles;
- H6 – Green Wedges;
- H9 – Green Infrastructure and Biodiversity;
- H10 – Protecting and Enhancing Local Landscape Character in Harpole Parish;
- Policy H11 – Traffic Management and Transport Improvements;
- H12 – Footpaths/cycleways/connectivity.

#### **Material Considerations**

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

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

- Approved Norwood Farm Design Code
- Supplementary Planning Guidance
- Nortoft Study: Planning for the Future of Open Space, Sport and Recreation in West Northamptonshire
- Strategic Development Framework (SDF) - Strategic Development Framework – a document produced as a technical guide/evidence base to inform the master planning process and as a tool to guide and co-ordinate future development in West Northamptonshire. It does not constitute planning policy, but it is consistent with and amplifies the LPP1 strategic policy framework of providing a ‘plan-led’ approach to guide development of the SUE’s.
- Northamptonshire Parking Standards

## 6. RESPONSE TO CONSULTATION

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, via the online Planning Register.

Consultee Name	Comment
Harpole Parish Council	<b>Comments:</b> Concern about use of Sandy Lane and additional congestion and lack of pedestrian and cycle connectivity to adjoining open space/countryside. Request that LEMP refers to transfer of open space to the Parish Council.
Bugbrooke Parish Council	<b>Comments:</b> Would like to see a secondary school added to the plans. <i>(Officer Note: This was not a requirement of the WNLPP1 policy N9A that allocated this site as a SUE and a requirement for such a facility would need to have been secured at the hybrid planning permission stage. Also, a new secondary school would not be reasonable or related in scale to an application for just 439 dwellings)</i>
Highways England	<b>No comments</b>
Local Highway Authority	<b>Comments</b> <b>Original Submission:</b> Recommended various changes to the layout: <ul style="list-style-type: none"> <li>• The junction spacing is incorrect throughout the development; a minimum distance of 20.0m is required, measured nearside channel to nearside channel from a junction on the opposite side of the carriageway. On the same side of the carriageway the distance; nearside channel line to nearside channel line, is 40.0m minimum.</li> <li>• Carriageways which create a right angle are not acceptable and especially not where a rear parking court is taking access from the corner (plots 350 and 337). Right angles must be amended to either road junctions or smoothed right out to become driveable bends.</li> <li>• All footpaths should be tarmac and no footpaths or service strips may be laid as turf; all must be hard paved and bounded by kerbs.</li> </ul>

- The priority traffic calming by plot 326/327 is not acceptable.
- Any SUDS with infiltration of water (including soakaways) must be located a minimum of 5.0m from the back edge of the adoptable public highway.
- All shared accesses must be a minimum of 4.5m or 5.5m between structures or fences.
- No more than 4 car parking spaces, or 10.0m of dropped kerb is permitted before a 0.9m taper kerb is installed, followed by a 0.9m dropped kerb, and a further 0.9 taper kerb is installed in order to continue a further run of dropped kerbs.
- No private trees are permitted within 2.5m of the back edge of what will be adoptable the public highway. Highway trees require a minimum verge width of 2.0m and will be subject to commuted sums.
- The footpath crossing the private drive at the access off Sandy lane must be shown as a shared surface.

Parking recommendations:

- All visitor parking bays to be marked up as such on the scaled drawing, footpaths must continue around the back edge of visitor parking bays.
- Parking /access is not permitted to be angled off the turning head, access to parking areas must meet the highway at 90 degrees (see plot 373).
- Single garages cannot be counted as a parking space. Double garages are counted as a single space only. All three bed dwellings should have two uncovered parking spaces on plot and four bed dwellings should have three on plot, uncovered spaces, unless one space is included within a **double** garage.

Additional Comments:

- A full swept path analysis exercise should be carried out for the whole site, including the turning heads and site access junction on all in and out, and all directions of the same using the four axle refuse vehicle, in use countywide, and a large 4.5m in length private car.
- Details of how PROW KP16 will be safeguarded and included within the development should be provided (*Officer Note: The Public Bridleway KP16 is being dealt with as part of the reserved matters application for site-wide open space under ref: WNS/2021/1198/MAR*)

**Amended Plans:**

- Remove all shared surface arrangements on the junctions and replace with the correct ramp up's not the

	<p>arrangement currently detailed across the whole junction.</p> <ul style="list-style-type: none"> <li>• The road must come in at the width of the shared surface.</li> <li>• 900mm ramp up from standard road is required (the ramp will end at the end of the radii).</li> <li>• The 2m footway must continue around to a point 2m past the radii / end of the ramp.</li> <li>• Right angled bends are not acceptable.</li> <li>• A section of adoptable footpath on the northern side of the access to join with the existing facility on Sandy Lane.</li> <li>• A continuous shared 3.0m wide footpath/cycleway is required for the length of the primary street.,</li> <li>• There are some bends in the highway layout that need smoothing out.</li> <li>• A 1.0m separation between the highway and structures is required.</li> <li>• Shared accesses must meet minimum width standards.</li> <li>• Parking bays require a 6.0m reversing space.</li> <li>• Footpath near the balancing pond cannot cut across the turning head.</li> <li>• SUDs must be a minimum of 5.0m from highway.</li> </ul> <p><b>Further Amended Plans:</b> No further comments.</p>
<p>Surface Water Drainage Team (AKA Lead Local Flood Authority)</p>	<p><b>Objection</b></p> <p>Insufficient information provided:</p> <p>“1) We note the comment made within section 1.1 of the above Drainage Strategy in regards the drainage system design criteria. The site is within the Upper Nene Catchment and as such the 1 in 200 year plus climate change design standard is required.</p> <p>2) Urban Creep is “The conversion of permeable surfaces to impermeable over time, e.g. surfacing of front gardens to provide additional parking spaces, extensions to existing buildings, creation of large patio areas.” The effect of Urban Creep over the lifetime of a development can increase impermeable areas by as much as 10% For all residential developments within Northamptonshire, the proposed impermeable are for the site used in all calculations should include an additional allowance of 10% to account for the potential of Urban Creep. (CIRIA C753 V.6).</p> <p>3) In support of a RM Application, we would ordinarily expect receipt of a detailed drainage plan (appropriately cross-referenced to supporting calculations) for the development which clearly indicates the location of all proposed drainage elements. We note the drainage strategy submitted by the applicant under drawing AAC5791-RPS-XX-DR-C-800-01 / 02 Details only the adoptable drainage elements.</p>



	4) We require cross sections of control chambers and manufacturers hydraulic curves for all control devices. 5) Within 24hrs of reaching full capacity attenuation elements should be able to accommodate 80% of the 1 in 10 year follow on storm.”
Archaeology	<b>Comments</b> Conditions attached to the hybrid planning permission requiring archaeological investigations to be completed on this phase must be complied with before any development takes place.
Environment Agency	<b>No comments</b>
Natural England	<b>No comments</b>
Anglian Water	<b>Comments</b> Recommend the addition of an informative to any permission to alert the applicant to the fact that AW assets lies within the site.
Sport England	<b>No comments</b>
The Ramblers	<b>Comments</b> KP16 is a bridleway and should be constructed and surfaced accordingly. ( <i>Officer Note: The treatment of this PROW is being dealt with under a separate reserved matters application ref: WNS/2021/1198/MAR</i> ).
NHS Northampton CCG	<b>No objection</b> Request financial contribution towards Primary Care. ( <i>Officer Note: This has already been agreed under the S106 for the hybrid permission</i> )
Northants Police Crime Prevention Design Advisor	<b>Comments:</b> Recommends the following: All rear access alleyways should be key lockable, operable from both sides; Exposed fences should be trellis topped to deter climbing; Private space around apartments should be clearly defined (e.g. fence/railings); Garden ownership should be clearly defined;
Strategic Housing	<b>No objection</b> Subject to a tenure split of 33 rented units and 33 low-cost home ownership units.  Comments: The size of the proposed units are largely smaller than the minimum Nationally Described Space Standards and whilst this is not a material planning consideration at present it may make it more difficult to agree a contract with a Registered Provider.  Building Control should be consulted with regard to compliance with Part M (accessibility standards) of the Building Regs.
Building Control	<b>No objection</b> Radon protection required. All surface water to soakaway.
Recreation and Leisure	<b>Comments</b> Refer the applicant to Sport England advice and new play areas should meet Fields in Trust standards. Notes that additional football pitches are required ( <i>Officer Note: Football pitches and sports contributions have been dealt with and secured as part of the S106 for the hybrid permission</i> )

## 7. RESPONSE TO PUBLICITY

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

7.1. There have been 22 **objections** to the application on the following grounds (relevant planning matters paraphrased):

- Nuisance and disturbance from dust, traffic and noise during the construction period;
- Increased noise and air pollution once the development is completed;
- Brownfield/previously developed sites in Northampton should be developed before building on farmland/countryside;
- Concern about an increase in traffic (and particularly HGV traffic) resulting in harm to highway safety, air/dirt/dust pollution and more damage to roads;
- Concern it will result in increased flooding for South View/Sandy Lane;
- Concern about how foul sewage will be dealt with and spillage into existing watercourses;
- Affordable housing is not adequately spread out around the site and is too close to existing residents on Sandy Lane;
- Concern about maintaining rear access to existing dwellings;
- Loss of privacy for existing residents;
- Open space should be provided between existing dwellings and new dwellings;
- Concern that the access will be from 'old' Sandy Lane and not from the proposed Sandy Lane Relief Road;
- Detrimental impact upon existing trees in residential garden adjacent to the site;
- Overdevelopment resulting in a cramped development that will not provide adequate outdoor space/residential amenity for future occupiers;
- Loss of countryside and harmful impact on the village of Harpole;
- Development will result in more parking on Sandy Lane/South View;
- Lack of tree planting proposed;
- Concern about the capacity of existing schools to take additional children;
- Increased light pollution;
- Loss of wildlife habitat;

## 8. APPRAISAL

### Principle of Development

#### *Policy Context*

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

#### *Assessment*

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

#### *Conclusion*

8.3. Hybrid planning permission has recently, already been granted for this development where it was determined that the development was acceptable in principle. This

application only seeks approval of details pertaining to this permission and therefore the principle of the development cannot be reassessed at this time.

## Design and Layout

### *Policy Context*

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

### *Assessment*

- 8.5. The general layout of the streets and blocks are consistent with the approved Land Use Parameter Plan of the hybrid permission and the Regulating Plan within the Design Code. Phase 1A is divided up into a series of residential blocks and open spaces by Primary Streets, Secondary Streets and Side/Shared Surface Streets. The dwellings are located around the perimeter of each block with frontages facing outwards thereby creating good surveillance of the public realm/streets and private and secure rear gardens within the centre of the blocks. This aligns with good urban design principles and the Design Code.
- 8.6. Dwellings should ideally be located in a 'back-to-back' arrangement (i.e. rear garden boundary to rear garden boundary) in order to ensure that rear gardens are more secure, private and tranquil and to create active, well overlooked and safer streets and public spaces. This principle also applies when a new residential development abuts existing dwellings and is the best way of ensuring that both existing and future residents enjoy privacy, peace and security. Ensuring that dwellings are back-to-back also produces more attractive public spaces and streets which are not dominated by rear boundary enclosures.
- 8.7. Public facing boundary enclosures (including those around parking courts) have been amended from fences to brick walls to create a better quality of development which will enhance the character and appearance of scheme.
- 8.8. The proposals include approximately 30 different house types with some of these having a number of variations (different architectural detailing and facing materials) in order to respond to the character areas and type of frontages set out in the approved Design Code. The Design Code divides the development into 3 main Character Areas (CA): Urban Core (UC); Upton Lodge (UL) and Rural Edge (RE).
- 8.9. **The Urban Core CA** takes its cues from Upton and allows for both contemporary or traditional interpretations with a more urban emphasis. This CA covers the majority of the SUE and for this reason it includes 3 further frontage responses: Sandy Lane Relief Road; Primary Street and Park. This application for Phase 1 A includes a small UC CA along its Primary Street frontage.
- 8.10. The proposed house types within the UC/Primary Street frontage are of contemporary style and detailing including such features as large, asymmetrical windows, cladding/tile hanging to front elevations, non-traditional doors and chimneys (details to be agreed by condition). These are considered to be in keeping with the parameters set out in the Design Code and reflect the modern and urban style found in parts of Upton.

- 8.11. Being located on a publicly prominent Primary Street Frontage the applicant proposes to use natural stone on approximately 25% of the houses in this CA with the rest being faced in red or orange stock bricks. The majority of dwellings along this frontage will also include chimneys to provide a higher quality appearance (and in line with the Design Code aspirations) and a more visually interesting roofscape.
- 8.12. The majority of dwellings along this Primary Street Frontage include on-plot parking to the side of the dwelling with just a few plots having on-plot parking to the front. This will help to reduce the dominance of parked cars within the street scene and create a more visually attractive environment. As all dwellings have direct access to the Primary Street which will be adopted refuse collection will be directly in front of the dwellings and the storage of refuse bins is provided for within each Plot. Shared brick bin and cycle stores are proposed for the block of flats.
- 8.13. **Upton Lodge CA** takes architectural cues from Upton and Kislingbury allowing for contemporary and traditional responses as required and with a more suburban feel. Proportionally, this covers a relatively small part of the overall SUE but Phase 1A does include over 50% of this CA.
- 8.14. Most of the dwellings in the UL CA will face a Secondary or Side Street/Shared Surface and take a more traditional design approach. The applicants have changed some house types and amended the size of some window openings on the front elevations of some units to take better account of vernacular architectural references. The UL CA are on the less public/visible parts of the site and therefore the use of chimneys is occasional and focussed on key plots for maximum impact. Facing materials are stock bricks in red, orange and buff colours with some rendered plots.
- 8.15. There is a higher proportion of parking to the fronts of dwellings lying perpendicular to the street in the UL CA but on the Secondary Streets this is limited to small groups on one side of the road. Frontage parking on both sides of the street has been used more frequently in quieter Side Streets but the applicants have interspersed this with driveways to the sides of dwellings and a number of small parking courts to help reduce the dominance of car parking within the street scene. This accords with the approved Parking Strategy in the Design Code.
- 8.16. Refuse storage is provided within plots including shared brick bin stores for blocks of flats. Bin collection points will also be provided for smaller side streets largely in accordance with the adopted SNC Design Guide although there are a few examples where residents will have to wheel bins 10 to 20 metres further than the recommended 25 metres.
- 8.17. **The Rural Edge CA** takes its design cues from Harpole and Kislingbury and should be generally of a more traditional style with a lower density/rural emphasis. It is utilised for much of the SUE's periphery where it lies adjacent to open countryside or green infrastructure. Due to the potential sensitivity of some of the rural edges an additional Green Edge frontage (GEF) response is agreed. Phase 1A contains two RE CAs to the eastern edge and part of the western edge.
- 8.18. In line with the Design Code the RE GEF CA in Phase 1A houses are almost exclusively detached dwellings of a traditional vernacular. There are several house types where the applicants amended the window openings on the front elevations to better reflect vernacular style. Over 80% of dwellings along the RE GEF would have chimneys and a third would be faced in natural stone with the rest faced in red or orange stock bricks. Parking is entirely on plot in the RE GEF with almost all dwellings having a driveway at the side.

- 8.19. Bin storage would be on plot for all dwellings and Bin Collection Points would be provided for those on the smaller Side Streets. Some of these would require residents to move their bins further than the 25m maximum recommended distance in the SNC Design Guide but the majority adhere to the guidance.

#### *Conclusion*

- 8.20. The proposed layout, house types and density are consistent with the approved hybrid permission and Design Code parameters. Officers are therefore satisfied that the Phase 1A would create an attractive living environment for a new community and be sympathetic to the character and appearance of the area.

#### Density and Mix of House Types

#### *Policy*

- 8.21. Policy H1 of LPP1 requires housing developments to provide for a mix of house types, sizes and tenures and to cater for the needs of older people and vulnerable groups. Policy LH10 of the LPP2 expands on this by specifying that (except in the case of SUEs within/adjoining the NRDA) at least 5% of new dwellings will be bungalows.

#### *Assessment*

- 8.22. **Density** The density of Phase 1A amounts to just over 25 dwellings per hectare (dph) which is lower than the overall minimum density of 35dph advocated by Policy H1 of the LPP1. However, there are good reasons why this Phase does not meet the minimum density. Firstly, it has a high proportion of Rural Edges which necessitates a lower density (20 to 30dph as per the Design Code) in order to provide a sensitive transition between urban and rural. Secondly, being at the lower end of the SUE site a significant proportion of this Phase must be set aside for large SUDs attenuation ponds which will serve more of the SUE than just Phase 1A. Thirdly, a significant amount of structural green space must provide a section of green corridor that will ultimately link Upton Country Park (and other green infrastructure to the south and east of Northampton) to Norwood Farm Country Park (and other green infrastructure coming forward as part of the Northampton West SUE).
- 8.23. The Urban Core (which should typically achieve 35-40dph) and Upton Lodge (which should typically achieve 30-35dph) CAs, are in higher proportions in other phases and will provide opportunities to increase the overall density of dwellings across the SUE. Therefore, it is anticipated that an average density of 35dph can still be achieved across the entirety of the SUE.
- 8.24. **Mix** The proposals include 1 bed (approx. 2%), 2 bed (approx. 25%), 3 bed (approx. 55%), 4 bed (approx. 15%) and 5 bed (approx. 2.5%) accommodation. These are provided as single storey, 2 storeys, 2.5 storeys and 3 storeys and include blocks of flats, terraced houses, semi-detached houses, maisonettes and detached houses. The dwellings are primarily 2 storey detached and semi-detached houses but there are also a smaller number of terraces, small blocks of flats, flats over garage units (FOGs) and bungalows.
- 8.25. Being situated in an SUE within the NRDA the development is not required to provide a minimum of 5% bungalows but the developers have gone a significant way towards meeting this anyway by including 21 bungalows (including 2 as affordable units) which equate to circa 4.8%. There are also a further 3 ground floor maisonettes and a small number of ground floor flats which would also provide further ground floor and single level living options.

- 8.26. It is considered that Phase 1A will incorporate a good range of different dwelling options accordance with Development Plan policies.

*Conclusion*

- 8.27. The proposed mix of house types and density of development are consistent with the approved hybrid permission and Design Code parameters. Officers are satisfied that Phase 1A would create an appropriate selection of housing opportunities to meet the needs of the area and make the best use of the land whilst remaining sympathetic to the character and appearance of the area and delivering the necessary infrastructure.

Affordable Housing

*Policy Context*

- 8.28. Being located in the Northampton Related Development Area (NRDA) Policies H2 of the LPP1 and LH8 of the LPP2 require 35% of new dwellings to be affordable. In this case a Viability Appraisal was undertaken during the consideration of the hybrid application and it was found that the development would not be viable if 35% of the new dwellings to be provided were affordable but the scheme could deliver 15% in the first phases (up to 800 dwellings) and then 17.5% in the later phases (from 800 to 1900 dwellings). This is subject to review after 800 dwellings have been provided and if the viability of the scheme has improved a higher percentage of affordable dwellings can be secured. The hybrid is approved on this basis and these terms are set out in the S106 agreement.

*Assessment*

- 8.29. The proposals represent the first 439 dwellings of the development and therefore the agreed percentage of affordable dwellings to be provided is 15%. This application includes 66 affordable units (split 50/50 between affordable rent and shared ownership) which complies with the agreement.
- 8.30. Strategic Housing colleagues have no objections to the proposals.

*Conclusion*

- 8.31. The development complies with the planning obligation for the outline planning permission and Strategic Housing do not object to the proposed scheme. The development is therefore considered to be acceptable in terms of the affordable housing provision.

Highways and Parking

*Policy Context*

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

*Assessment*

- 8.33. The road layout proposals for Phase 1A include a hierarchy of streets which follow the approved Regulating Plan and Streets Typology Plan Design Code. The main site access (approved under the hybrid) will be from the 'old' Sandy Lane south of Larkhall Lane. This will connect to a new Primary Street that will run through the north-western corner of Phase 1A and ultimately link through to the proposed SLRR via a later phase (Phase 2B).

- 8.34. As detailed in Section 6 'Response to Consultation' above the LHA gave detailed advice on a number of changes that needed to be made to the highway layout proposals and the applicants have amended their drawings to address these matters. The LHA have confirmed that they have no further comments to make on the latest version of the drawings so the application is considered to be acceptable in terms of highway safety.
- 8.35. With regard to parking provision Phase 1A would provide an adequate number of spaces for residents and visitors using a variety of parking solutions in accordance with the Adopted Northamptonshire Parking Standards SPD and Design Code. Each dwelling would benefit from off-road parking either on a driveway to the side of the building (majority), or to the front OR within a small parking court OR in a dedicated parking bay opposite the dwelling in Side Streets/Shared Surface Streets. The number of parking spaces being provided excludes most garages (which are to be provided for some dwellings) except 1 space can be counted towards the total within a double garage.

#### *Conclusion*

- 8.36. The layout of the roads and parking provision for Phase 1A accord with the Design Code and the Parking SPD. The LHA have no outstanding concerns about the current version of the submitted drawings the development would not be detrimental to the safety of highway users and is acceptable.

#### Open Space and LEAP

##### *Policy Context*

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

##### *Assessment*

- 8.38. Phase 1A includes a large area of amenity public open space to the eastern boundary which will provide four SUDs attenuation ponds to serve the wider SUE and will serve as an important non-vehicular movement corridor which will connect Norwood Farm Country Park to other green infrastructure (such as Upton Country Park) in the vicinity. This area will also create new habitats for local wildlife. The comments of the Ecologist were awaited at the time of writing this report but it is anticipated that some changes will need to be made to the soft landscaping. Phase 1A also incorporates a LEAP park at its centre.
- 8.39. The majority of the amenity open space to the east will be planted with meadow grass and native species trees. Native species tree and shrub planting will primarily be used at the periphery of the site and more ornamental shrub and hedge plants will be used within the site and as front boundary enclosures for dwellings. Different plant mixes will be utilised in front boundaries for each street type which will help to make the development more legible and differentiate between the hierarchy of roads.
- 8.40. Low-level, soft landscaping is proposed to reduce the visual impact of frontage parking within the street scene. Planting beds are provided between each group of no more than 4 adjoining bays as required by the Design Code.
- 8.41. Towards the centre of the site (and located in accordance with the Regulating Plan and Play Strategy in the Design Code) a Local Equipped Area of Play is to be constructed.

Details of the play equipment are to be agreed by a condition and in accordance with the requirements of the S106 agreement.

### *Conclusion*

- 8.42. The landscaping proposals are consistent with the Development Plan and the Norwood Farm Design Code and subject to any amendments required in accordance with the comments of the Ecologist are considered to be acceptable.

### Surface Water and Foul Drainage

#### *Policy Context*

- 8.43. LPP1 policy BN7 requires appropriate flood risk assessment to be completed and for development not to result in an increased risk of flooding to existing or proposed properties. Policy BN7A of the LPP1 requires new developments to have adequate and water supply and wastewater infrastructure. Policy SS2 of the LPP2 requires development to be adequately serviced with infrastructure and to consider flood risk.

#### *Assessment*

- 8.44. A site specific flood risk assessment (FRA) was submitted and approved as part of the hybrid permission. The principal watercourse in the area is the River Nene, which is located approximately 350m to the south of the site. There are two tributary watercourses which flow in the southerly direction within the site, which are both fed by springs located within and in the vicinity of the site. A pond is located in the north western part of the site and a minor ditch/drain in the central area of the site. The proposals include a surface water management strategy to control surface water outflows to the tributary watercourses. This includes the provision of a number of surface water balancing ponds, designed to limit surface water flows to existing greenfield rates for up to and including the 200 year plus climate change event.
- 8.45. Whilst the above policies and FRA were taken into account when approving the hybrid permission the current application has been accompanied by further detailed assessment of parts of the site affected by this application. NCC Surface Water Drainage Team (also known as the Lead Local Flood Authority – LLFA) have objected to this application on the grounds that the details on surface water drainage provided for this reserved matter are not sufficient to satisfy them that the proposals are acceptable as set out in the '6. Response to Consultation' section of this report.
- 8.46. At the time of writing this report the applicants had provided additional information in response to these concerns and the comments of the LLFA were awaited. An update will be provided.
- 8.47. The principles of the waste/foul drainage were approved as detailed in the FRA with the hybrid permission and Anglian Water have no objections to this application.

### *Conclusion*

- 8.48. Assuming that the surface water drainage details are to the satisfaction of the LLFA the development would accord with the development plan policies.

### Residential Amenity



### *Policy Context*

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

### *Assessment*

- 8.50. Phase 1A will adjoin a number of existing dwellings situated on Sandy Lane and South View at the bottom south-western corner of the site. Some residents have expressed concern about a loss of privacy and requested that a landscape buffer is provided to their rear boundary.
- 8.51. The planning permission includes an approved Land Use Parameter Plan which allows residential development to be provided immediately adjacent to these site boundaries. As mentioned under the Design and Layout section above dwellings should ideally be located in a 'back-to-back' arrangement with rear garden boundary to rear garden boundary. This ensures that rear gardens are more secure, private and peaceful whilst producing more attractive public spaces and streets which are not dominated by rear boundary enclosures. If a landscape buffer was included between the existing and proposed houses this would need to be publicly accessible to ensure that it could be properly maintained and make best use of the land. Having a publicly accessible space adjoining private rear gardens would greatly reduce the security of the existing dwellings and there is a higher potential for antisocial behaviour in spaces that aren't well overlooked (i.e. bounded by fencing/inactive frontage with no windows).
- 8.52. The shortest garden length of an existing dwelling which will back on to a proposed dwelling is over 34 metres with most gardens being in excess of 40 metres. To preserve privacy the SNC Design Guide requires a minimum separation distance of 18.0 metres between the back walls/facing windows of dwellings and recommends a minimum garden depth of 9 metres. All proposed 2 storey dwelling gardens are over 9 metres in depth so when this is combined with the gardens of existing dwellings the minimum separation distance is hugely exceeded. The proposed bungalow gardens are typically around 7 metres in depth but as ground floor windows would be blocked by rear boundary enclosures it is not considered that this would be detrimental to privacy, particularly when considering the length of the neighbouring gardens to the rear. It is therefore considered that the proposals would not result in any loss of privacy and would create acceptable amenity standards for existing and future residents.
- 8.53. The proposals also include the creation of small parking courts adjacent to the rear boundaries of some dwellings on Sandy Lane. These are accessed via a drive-through with a first floor above thereby creating a sense of entering a private space. An acoustic boundary wall is proposed for the parking courts which would reduce any potential noise or disturbance from vehicles manoeuvring and car headlights. In light of this and also taking account of the length of the existing gardens and the provision of small landscape buffers it is not considered that the parking courts will result in a serious loss of amenity for existing residents.
- 8.54. Having reviewed the separation distances between the existing and proposed dwellings and considering the orientation and heights of the proposed homes in relation to the existing houses there will be no significant loss of light or overshadowing.

### *Conclusion*

- 8.55. Phase 1A accords with the approved planning permission and Norwood Farm Design Code. Having reviewed the situation between existing dwellings and the proposed

dwelling Officers are satisfied that Phase 1A would not result in any serious loss of residential amenity for existing residents and that an acceptable living environment would be created for future and existing residents.

## **9. FINANCIAL CONSIDERATIONS**

9.1. CIL is payable at a rate of £2,653,670.30 for this development.

## **10. PLANNING BALANCE AND CONCLUSION**

10.1. The principle of this development has already been established by the hybrid permission and the planning balance in that case obviously came down in favour of granting permission. The proposed development would deliver 439 new homes, including 66 affordable dwellings, on a site allocated in the LPP1 for this purpose. This must be afforded significant weight. Considerable weight should also be given to this scheme on the basis that it would also provide some key green infrastructure in the form of public amenity space, an equipped children's play park and a link between Norwood Country Park and other green spaces and Country Parks in the vicinity. Also in this application's favour are the considerations that it will deliver large SUDs attenuation ponds that will serve other phases of the wider site (thereby facilitating the delivery of more homes within the N9A allocation) and contribute towards the implementation of the Sandy Lane Relief Road (a critical piece of road infrastructure that will allow further residential developments (e.g. Northampton West SUE) to be delivered as set out in the LPP1).

10.2. The details of this residential phase accord with the extant hybrid planning permission and the parameters agreed in the approved Norwood Farm Design Guide and are largely in compliance with the Development Plan. The applicants still need to provide additional supporting information regarding surface water drainage and ecology matters but assuming this can be addressed to the satisfaction of the Surface Water Drainage Team (LLFA) and Ecologist it is considered that there would be no sustainable reasons for refusing this application and the benefits of the scheme justify granting permission.

## **11. RECOMMENDATION**

**DELEGATE TO THE ASSISTANT DIRECTOR FOR GROWTH, CLIMATE AND REGENERATION TO GRANT PERMISSION SUBJECT TO:**

- 1. CONDITIONS (AND ANY AMENDMENTS TO THOSE CONDITIONS AS DEEMED NECESSARY); AND**
- 2. RECEIPT OF SATISFACTORY TECHNICAL INFORMATION REGARDING SURFACE WATER DRAINAGE;**

**IF THE SURFACE WATER DRAINAGE AND ECOLOGY MATTERS ARE NOT SATISFACTORILY RESOLVED BY 14 FEBRUARY 2022 (AND NO EXTENSION OF TIME HAS BEEN AGREED BETWEEN THE PARTIES), DELEGATE TO THE ASSISTANT DIRECTOR FOR GROWTH, CLIMATE AND REGENERATION TO REFUSE PERMISSION ON THE FOLLOWING GROUNDS (FINAL WORDING DELEGATED TO ASSISTANT DIRECTOR FOR GROWTH, CLIMATE AND REGENERATION):**

- Increased risk of surface water flooding and/or;**
- Harm to wildlife/biodiversity**

CONDITIONS

To be provided as an update