

Planning Committee Report

Committee Date: 8th February 2022

Application Number: WNN/2021/0400

Location: Wollaston Motors , Bedford Road, Northampton

Development: Redevelopment of existing trade dealership site to comprise of demolition of existing showroom and erection of replacement, erection of car deck, retention and refurbishment of existing showroom and erection of building comprising of 5no wash bays, with associated works to include installation of security loops, fencing, gates and resurfacing of car park and display areas

Applicant: William Morgan Group Ltd

Agent: CC Town Planning

Case Officer: Adam Smith

Ward: Delapre and Rushmere 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 proposes the redevelopment of the existing dealership on site, comprising the demolition of existing BMW car and motorcycle showroom/workshop and erection of replacement; retention and refurbishment of existing MINI showroom; erection of two storey car deck; erection of five wash bays, and associated works to include installation of security hoops, fencing, gates and resurfacing of car park and display areas.

Consultations

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

- Anglian Water
- Environment Agency
- Environmental Health
- Highways
- Northants Development Management (S106)
- Northants Police

The following consultees have sought **further information**:

- Local Lead Flood Authority – Additional information provided and further comments outstanding/overdue from this consultee.

No third party / neighbour letters 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
- Character of the Area
- Residential Amenity
- Highway Safety

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 occupied by car and motorcycle dealerships and is located in a prominent position on the junction of Bedford Road and Cliftonville Road within the Central Area of Northampton. The main building on the site houses a BMW car and motorcycle dealership as well as a workshop, offices and car wash. It has a mixture of two storey and single storey elements in a somewhat sprawling layout located on the corner of the Bedford Road and Cliftonville Road. In addition, the site benefits from a detached single storey MINI dealership fronting onto the Cliftonville Road. The remainder of the site is hard surfaced and used for vehicle parking, with no internal landscaping and only a narrow grassed strip running along the edge of the Bedford Road and Cliftonville Road.
- 1.2 The locality is predominantly commercial in character, with several car dealerships/garages located along this section of the Bedford Road and neighbouring the site along the Cliftonville Road. However, the wider area also includes health and educational uses, and it is noted that the land to the west of Riverside Way (some 70m to the west of the site) benefits from permissions for residential development, including a new student/nurses complex of buildings and the conversion of the upper floors of Riverside House to residential (works have commenced regarding the latter).

2 CONSTRAINTS

- 2.1 The bulk of the site falls within Flood Zone 1 (i.e. low probability of flooding), with the southern edge of the site running along Bedford Road falling within Flood Zone 2 (i.e. medium probability of flooding).
- 2.2 The application site is allocated as a safeguarded employment site under Policy 15 of the Northampton Central Area Action Plan 2013, however it is not allocated as a safeguarded employment area under Policy 17 of the Emerging Northampton Local Plan Part 2.

3 DESCRIPTION OF PROPOSED DEVELOPMENT

- 3.1 The application proposes the redevelopment of the existing dealership on site, comprising the demolition of the existing BMW car and motorcycle showroom/workshop and erection of replacement; retention and refurbishment of existing MINI showroom; erection of car deck; erection of building containing five wash bays, and associated works to include installation of security hoops, fencing, gates and resurfacing of car park and display areas.
- 3.2 The replacement BMW car and motorcycle showroom/workshop would have a two storey scale with a maximum height of 8.8 metres and a more compact footprint. The showrooms would remain on the corner fronting onto the Bedford Road and Cliftonville Road, set back some 16 metres from the highway verge with predominantly glazed road frontages, and the workshop would be set to the rear. Its elevation treatments, in addition to full height glazing panels, would include a mix of silver cladding and white render.
- 3.3 The MINI showroom would be retained and reclad in black cladding.
- 3.4 The new car deck would be located to the western side of the site, set back some 16 metres from the frontage with the Bedford Road. It would have two elevated parking decks and a maximum height of 7.8 metres. The parking deck has been re-sited further back in the site, reduced in height and had fin features added to the elevations during the course of the application to improve the appearance of this structure.
- 3.5 The five wash bays would be contained within a single storey structure with a shallow mono-pitched roof and grey clad walls located to the north west rear corner of the site in an enclosed back of house area.
- 3.6 The remainder of the site would be surfaced for car parking and display areas with associated means of enclosures.

4 RELEVANT PLANNING HISTORY

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

| Application Ref | Proposal | Decision |
|------------------------|---|---|
| WNN/2021/1077 | Change of Use to incorporate Car Sales Use (Sui Generis) within the existing building (Midsummer House, Riverside Way) used for Storage and Distribution purposes (Use Class B8) with internal and external alterations | Pending consideration at time of drafting report. |
| WNN/2021/0071 | Mixed Change of Use (of Midsummer House, Riverside Way) from Storage and Distribution (Use Class B8) to Car Service | Approved. |

| | | |
|-------------|---|-----------|
| | Workshop, Body Repair Workshop and Parts Warehouse (Use Classes B2 & B8), with internal and external alterations including enlarged access door and access ramp | |
| N/2018/0321 | Extension to existing car sales area (at Wollaston Motors, Bedford Road), to include boundary landscaping and installation of stainless steel hoops to perimeter. | Approved. |

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 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)

Policies S1, S7, S8, S10, S11, C2, N1, BN7 and BN9

Northampton Central Area Action Plan (CAAP) (2013)

Policies 1, 10, 15

5.3 Material Considerations

- National Planning Policy Framework (NPPF)
- Emerging Northampton Local Plan Part 2 (2011-2029) (Emerging NLP2)

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 within 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:

Policy 1 – Sustainable Development (Significant weight)

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 7 – Flood Risk and Water Management (Significant weight)
 Policy 9 – Regeneration Opportunities in the Central Area (Significant weight)
 Policy 17 – Safeguarding Existing Employment Sites (Significant weight)
 Policy 18 - Supporting New Employment Developments (Significant weight)
 Policy 32 – Sustainable Transport and Travel (Significant weight)
 Policy 33 – Highway Network and Safety (Significant weight)
 Policy 35 – Parking Standards (Significant weight)

- Northampton Parking Standards Supplementary Planning Document
- Northamptonshire Parking Standards

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 comments |
| Environment Agency | No comments. |
| Environmental Health | No objections subject to conditions to address the following: <ul style="list-style-type: none"> - Land contamination - Noise from external plant and equipment - Details of electric vehicle charging points to accord with the Low Emission Strategy |
| Highway Engineer | No comments |
| Local Lead Flood Authority | Initially advised that the information supporting the application was insufficient to comment on the acceptability of the proposed surface water drainage scheme. A revised surface water drainage strategy has been submitted (in October 2021) to seek to address the comments of the LLFA, but at the time of drafting this report no comments have been received from the LLFA on the revised details. |
| Northants Development Management (S106) | New developments should be served by fire hydrants or sprinkler systems and a condition is suggested to secure this together with guidance on superfast broadband. |
| Northants Police | Pleased to note that the application has been amended to use paladin fencing rather than palisade and recommends a security condition to ensure that the development has a layered approach to security including matters such as CCTV, |

| | |
|--|---|
| | security standards for doors and security of decked car park. |
|--|---|

7 RESPONSE TO PUBLICITY

- 7.1 There have no third party / neighbour letters regarding this application at the time of writing this report.

8 APPRAISAL

Principle of Development

- 8.1 The application site comprises an existing car and motorcycle dealership with workshops (sui generis use) which is located within a predominantly commercial area that is allocated as a Safeguarded Employment Site under the Northampton Central Area Action Plan (CAAP). Policy 15 of the CAAP allows for the redevelopment of such sites for uses outside the B use class where it can be demonstrated that the loss of employment floor space will be outweighed by meeting the strategic objectives of the CAAP. In this instance, there would be no change of use or net loss of employment floorspace, with the application proposals increasing the existing floor space on site by some 700m². In addition, the submitted details indicate that the proposal would maintain and increase employment levels of the site, with the site currently employing some 144 full time equivalent employees. Therefore, it is considered that the proposed development would be in accordance with Strategic Objective SO1 of the CAAP which seeks to promote regeneration, employment opportunities and maximising the use of previously developed land. As such, it is considered that the principle of the proposed development would be acceptable under the CAAP.
- 8.2 It is noted that the safeguarded employment allocation of the site is not proposed to continue under the emerging Northampton Local Plan Part 2 (NLP2). However, Policy E1 of the overarching Joint Core Strategy (JCS) seeks to retain existing employment sites for B uses and appropriate non-B employment generating uses. In addition, Policy 18 of the emerging NLP2 seeks to support new employment developments outside safeguarded sites on suitable and accessible sites and Policy 9 of the emerging NLP2 supports the regeneration of sites within the central area which will deliver opportunities for economic development for the benefit of Northampton's economy. Similarly, Policies N1 and N2 of the JCS seeks to support the regeneration of the central area of Northampton with JCS Policies S7 and S8 supporting the maintenance and provision of new jobs and a diverse economic base. The proposal relates to the redevelopment of an existing dealership on a highly accessible site, located within a cluster of similar and compatible commercial uses, such that it is clearly suitable for the proposed development. Furthermore, the redevelopment of the site would maintain and promote new jobs and contribute to the regeneration of Northampton on a key gateway site. As such, it is considered that the principle of the development is also acceptable under the Emerging NLP2 and the JCS.
- 8.3 Finally, it is considered that the principle of the proposal is in accordance with the NPPF, which details in paragraph 81 that "*Planning decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.*"

Character of the Area

- 8.4 Policy 1 of the CAAP and Policies 2 and 3 of the Emerging NLP2 promote high quality inclusive design and are in conformity with the NPPF.
- 8.5 The application site is currently occupied by a somewhat sprawling part two storey, part single storey building containing a BMW car and motorcycle showroom, workshops and car wash and a separate single storey building containing a MINI showroom, with the remainder of the site covered by parked vehicles. The existing buildings have active elevations facing the street and a contemporary design appearance with flat roof forms, glazing and the use of full height glazing panels. They are fairly typical in appearance for modern car show rooms, albeit the single storey scale of the existing buildings limits the prominence of the units on this corner site.
- 8.6 The application proposes limited changes to the MINI showroom, with the main change to this showroom comprising the removal of the taller section of wall to the front elevation from which a mini is currently suspended with cladding replaced in matching materials where required, and the site frontages would remain in use for car parking. However, the proposal would introduce a replacement two storey building containing the BMW car and motorcycle showrooms wrapping around a workshop to the rear on a slightly reduced footprint to the existing building, with a new car deck to the western side of the site and low level car wash units to the rear corner of the site.
- 8.7 The replacement BMW car and motorcycle showroom/workshop would reflect the existing contemporary design appearance of the building it would replace, and the other vehicle showrooms in the locality, with full height glazing and a mix of white render and white and silver cladding. The additional storey would result in a greater presence and more prominent building on the site, but it would be of a high design quality for this type of development with active elevations to the street and appropriate for this is important gateway site such that it would benefit the appearance of the area and the regeneration of the central area of Northampton.
- 8.8 The proposed car deck would introduce a new feature into the area and such structures can have a functional appearance which are not suited to prominent locations. However, in this instance, the applicant has worked with officers to add design features to the car deck in the form of white vertical fins to tie in with the contemporary appearance of the proposed showrooms and has also reduced its height to less than that of the new workshop to create a sense of subservency. In addition, the siting of the car deck has been revised to set it further back from the Bedford Road frontage and ensure that it would not project forward of the new showroom and workshop building. As such, and mindful that the existing site is already dominated by car parking, and the neighbouring dealership to the west is set on a higher land level, it is considered that the car deck would have an acceptable impact on the character and appearance of the area.
- 8.9 The new car wash units would be single storey functional units sited to the rear corner of the site within a service area such that they would not have a prominent appearance in the streetscene.
- 8.10 Overall, it is considered that the proposal would have an acceptable impact on the character and appearance of the area, with the new showroom and workshop building adding to the design quality of the commercial area and benefiting the regeneration of Northampton.

Residential Amenity

- 8.11 Policy 4 of the Emerging NLP2 and the guidance in the NPPF seek to secure a good standard of amenity for all existing and future occupants of land and buildings.
- 8.12 There are residential properties in the wider area, notably the office to residential conversions currently under construction at Riverside House, although the site does not immediately neighbour residential properties such that the increase in scale of built form on the site to two storey would not impact on residential amenities and the nature of the use of and activities on the site would also not change. The new buildings would involve external plant and associated equipment and therefore, in accordance with the advice of Environmental Health, it is recommended that a noise assessment condition including requirements for noise mitigation as appropriate is imposed. As such, subject to the aforementioned condition, it is considered that the proposal would not have an adverse impact upon residential amenities.

Parking and Highway Safety

- 8.13 Policies 32 and 33 of the Emerging NLP2 and Policy C2 of the Joint Core Strategy requires development to mitigate their impacts on the highway network and promote sustainable travel. 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.
- 8.14 The application would increase the commercial floorspace on the site from some 3,846m² to 4,529m² and would also increase the parking capacity within the site with a reduced footprint and a new car deck, the first and seconds floors of the latter accommodating some 94 additional car parking spaces based on the submitted plans. In addition, the site occupies a highly sustainable location on a key route into the town which is well served by public transport. The scheme has been assessed by the Highway Engineer and found to be acceptable. As such, and subject to conditions to secure details of bicycle storage and electric vehicle charging points, it is considered that the proposal is acceptable on parking and highway safety grounds.

Other considerations

- 8.15 The application involves the redevelopment of vehicle workshop and therefore land contamination conditions are recommended to ensure the site is free from contaminants from its historic use.
- 8.16 In terms of sustainability, JCS Policy S11 requires commercial developments with a floor space in excess of 500m² to achieve a minimum rating of at least BREEAM (BRE Environmental Assessment Method) Very Good and this can be secured by condition.
- 8.17 The frontage of the site along the Bedford Road falls within Flood Zone 2, however the replacement showroom/workshop and new car deck would be set outside this zone with only replacement car parking proposed in Flood Zone 2. The Environment Agency have assessed the application and raised no objections. As such, it is considered that the proposal would have no new implications with regards to flood risks from rivers.
- 8.18 Turning to surface water drainage, as the application comprises a major development it has been supported by details of sustainable drainage to seek to address surface

water runoff. The initial submissions were however deemed to be insufficient by the Lead Local Flood Authority (LLFA) and whilst revised details have been submitted, no further comments have been received from the LLFA at the time of drafting this report. However, the site would not significantly change the extent of hard surfaces within the site, and it is considered that this matter can adequately be addressed by condition.

8.19 Northamptonshire Police have made several recommendations to seek to ensure that the proposed development is safe and secure, including requiring further details of enclosures, external CCTV, and fenestration security performance which can be secured by condition together with a lighting scheme.

8.20 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 is CIL liable.

10 PLANNING BALANCE AND CONCLUSION

10.1 The proposed development would support employment opportunities and the regeneration of the Central Area of Northampton and would not detract from the character of the area, residential amenity or highway. The proposal is therefore in conformity with the requirements of the National Planning Policy Framework, Policies S1, S7, S8, S10, S11, C2, E1, BN7 and BN9 of the West Northamptonshire Joint Core Strategy and Policies 1, 10 and 15 of the Northampton Central Area Action Plan.

11 RECOMMENDATION / CONDITIONS AND REASONS

11.1 The proposed development is recommended for approval subject to the conditions set out below with delegated authority to the Assistant Director of Place and Economy to approve any amendments to those conditions as deemed necessary:

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.

Construction and Environmental Management Plan

(3) 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 then 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.

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.

Land Contamination

(4) No development shall take place until an investigation and risk assessment to assess the nature and extent of any contamination of the site has been completed, in accordance with a scheme that has been first submitted to and approved in writing by the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced which must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The report of the findings must include:

(i) a survey of the extent, scale and nature of contamination;

(ii) an assessment of the potential risks to:

- human health,
- property (existing or proposed) including buildings, pets, and service lines and pipes,
- adjoining land,
- groundwaters and surface waters,
- ecological systems,
- archaeological sites and ancient monuments;

(iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

Reason: Pre commencement condition 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 the NPPF and Policy BN9 of the West Northamptonshire Joint Core Strategy.

(5) Prior to the commencement of the development hereby permitted, a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings, and other property and the natural and historical environment shall be prepared and submitted to and approved in writing by the Local Planning Authority. The scheme shall include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures and shall ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

Reason: Pre commencement condition 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 the NPPF and Policy BN9 of the West Northamptonshire Joint Core Strategy.

(6) The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works. Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced and shall be submitted to and approved in writing by 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 the NPPF and Policy BN9 of the West Northamptonshire Joint Core Strategy.

(7) 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 in accordance with the requirements of Condition 4 above, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of Condition 5 above, 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, shall be submitted to, and approved in writing by the Local Planning Authority in accordance with Condition 6.

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 the NPPF and Policy BN9 of the West Northamptonshire Joint Core Strategy.

Finished Floor Levels

(8) Prior to the construction of the new buildings and car deck or the resurfacing of the site 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 Policy 1 of the Northampton Central Area Action Plan.

Surface Water Drainage

(9) Prior to the construction of the new buildings and car deck or the resurfacing of the site hereby permitted, a detailed design of the surface water drainage scheme for the site 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) Details of the drainage system are to be accompanied by full and appropriately cross-referenced supporting calculations.
- d) Details of infiltration tests to BRE 365.

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.

(10) Prior to the construction of the new buildings and car deck or the resurfacing of the site 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.

(11) Prior to the occupation of the new buildings 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) 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.

Noise Assessment and Mitigation

(12) Prior to the occupation of the new buildings hereby permitted, a scheme shall be agreed with the Local Planning Authority that specifies the external sources of noise on the site in respect of the new buildings and the provisions to be made for its control. The development shall be carried out in accordance with the approved scheme prior to occupation of the relevant building and retained thereafter.

Reason: In the interests of surrounding amenity and in accordance with the requirements of Policies S10 and BN9 of the West Northamptonshire Joint Core Strategy.

External Materials

(13) The external surfaces of the development hereby permitted shall be constructed in the materials detailed on the plans hereby permitted

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 Policy 1 of the Northampton Central Area Action Plan.

Electric Vehicle Charging

(14) Prior to the first occupation of the development hereby permitted, full details of a scheme for the provision of electric car charging points (including a timetable for implementation) 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 creating a sustainable form of development in accordance with the requirements of Policy S10 of the West Northamptonshire Joint Core Strategy and the Northampton Parking SPD.

Bicycle Parking

(15) Notwithstanding the submitted details and prior to the occupation of the development 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 development hereby permitted 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.

Crime prevention

(16) Prior to the commencement of development, full details of security measures including the security performance details of the glazing and doors for the new showroom/workshop, CCTV details/coverage and measures to secure the car deck hereby shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details and fully implemented prior to the development being first brought into use and retained thereafter.

Reason: To ensure the provision of secure development in accordance with Policy S10 of the West Northamptonshire Joint Core Strategy.

(17) 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 and crime prevention in accordance with Policy S10 of the West Northamptonshire Joint Core Strategy and Policy 1 of the Northampton Central Area Action Plan.

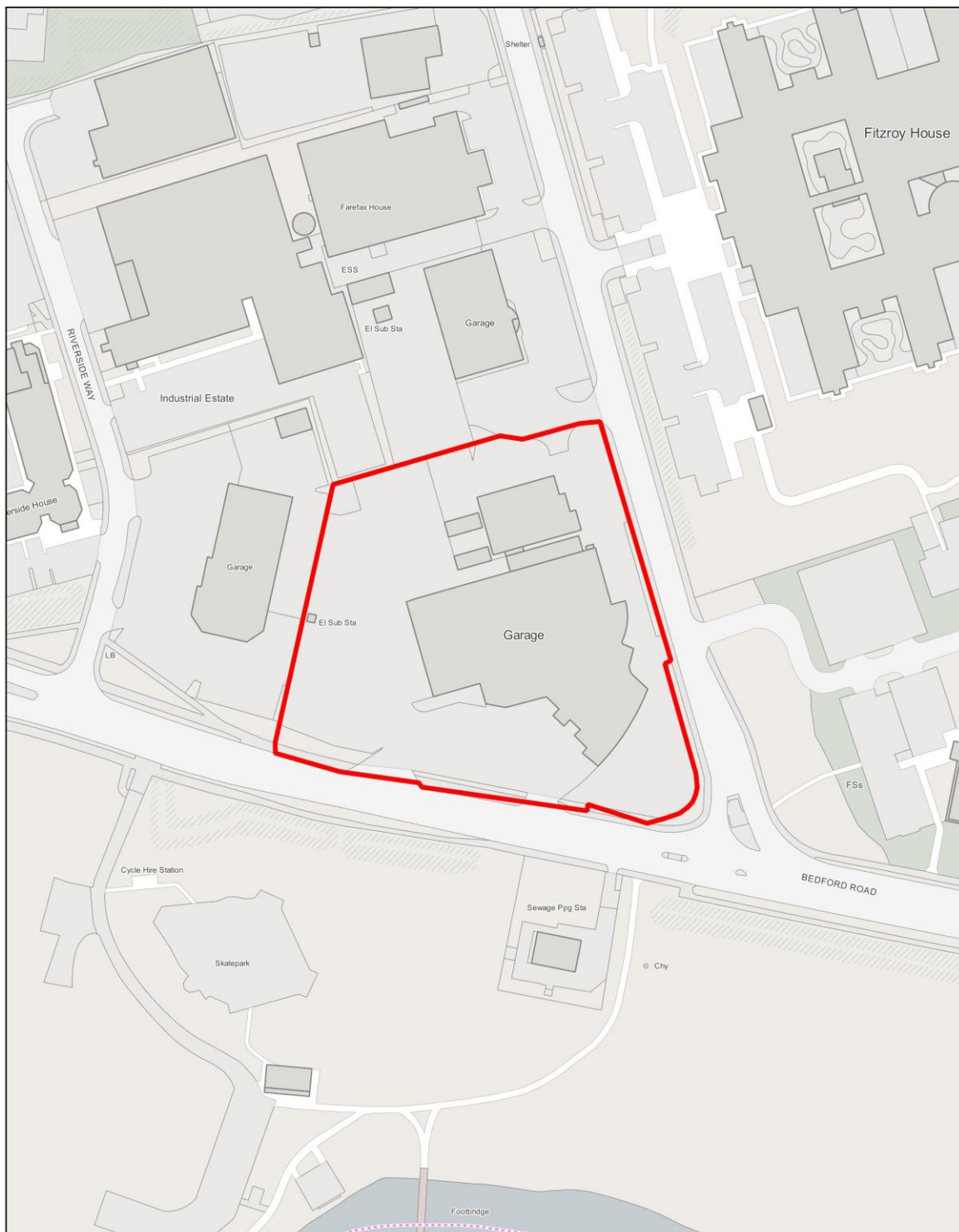
(18) Notwithstanding the submitted details and prior to the occupation of the development hereby permitted, full details of all means enclosures to be erected within the site shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance 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 Policy S10 of the West Northamptonshire Joint Core Strategy and Policy 1 of the Northampton Central Area Action Plan.

Sustainability Measures

(19) The new showroom/workshop hereby permitted shall be constructed to a minimum rating of BREAAAM Very Good. Certification of compliance with this BREAAAM 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 showroom/workshop 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.



**West
Northamptonshire
Council**

Title: Wollaston Motors, Bedford Road

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Date: 27-01-2022

Scale: 1:1,500 @A4

Drawn: M Johnson