

Application Numbers:

Application A: WNS/2021/0976/MAR

Application B: WNS/2021/0994/MAR and

Application C: WND/2021/0460

Location:

Northampton West Sustainable Urban Extension Sandy Lane, Harpole, Northamptonshire

Proposals:

Reserved Matters submissions relating to joint planning permissions S/2017/2270/EIA and DA/2017/0889. Details of layout, scale, appearance and landscaping for the erection of:

Application A - 285 dwellings in Phases 1C, 1D, 1E and part 1A (Plots 1 to 285) and adjoining strategic open space and play facilities;

Application B - 98 dwellings in Phases 1A and 1B (Plots 286 to 383) and adjoining strategic open space; AND

Application C - 47 dwellings in Phase 1F (Plots 384 to 430) and adjoining strategic open space.

Applicant:

Bloor Homes

Agent:

Case Officer:

Suzanne Taylor

Ward:

Bugbrooke AND Moulton

Reason for Referral:

Major application affecting Sustainable Urban Extension

Committee Date:

14/02/2022

EXECUTIVE SUMMARY OF PROPOSALS AND RECOMMENDATIONS

RECOMMENDATIONS FOR APPLICATIONS A, B AND C: GRANT DELEGATED AUTHORITY TO THE ASSISTANT DIRECTOR FOR GROWTH, CLIMATE AND REGENERATION TO GRANT PERMISSION SUBJECT TO COMMENTS FROM THE LOCAL HIGHWAY AUTHORITY AND ECOLOGY OFFICER AND TO CONDITIONS

Proposal

Reserved Matters submissions relating to joint planning permissions S/2017/2270/EIA and DA/2017/0889. Details of layout, scale, appearance and landscaping for the erection of:

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Application C - 47 dwellings in Phase 1F (Plots 384 to 430) and adjoining strategic open space.

Consultations

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

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

- Building Control, Economic Development, Highways England;

The following consultees have made **comments** on the applications:

- Local Highway Authority, Harlestone Manor Parish Council, British Horse Society, Recreation and Leisure, Environmental Protection, Archaeology, Northants Police CPDA;

The following consultees have made **no comments** on the application:

- Harpole Parish Council, Harlestone Parish Council, Duston Parish Council, Kislingbury Parish Council, Harpole Action Team, Strategic Housing, Minerals and Waste, Waste and Recycling, Ecology, Planning Policy, Anglian Water, Surface Water Drainage Team, Environment Agency, Natural England, Wildlife Trust, Sport England, Health and Safety Executive.

14 letters of objection have been received no letters of support have been received.

Conclusion

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

The key issues arising from the application details are:

- Principle of Development
- Design and Layout
- Density and Mix of House Types
- Highways and Parking
- Open Space and Play Areas
- Surface Water Drainage
- Residential Amenity

The report looks into the key planning issues in detail, and Officers conclude that the proposal is acceptable subject to comments from the Local Highway Authority and Ecology and 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 These applications are on a site of circa 83 hectares that lies on the western edge of Northampton adjacent to the communities of Duston and New Duston and some 6km

from Northampton town centre. Application A (WNS/2021/0976/MAR) for 285 dwellings covers around 14.5ha of the site. Application B (WNS/2021/0994/MAR) for 98 dwellings comprises the middle section of this larger site area and covers approximately 8.4ha. Application C (WND/2021/0460) for 47 dwellings comprises approximately 3ha of the wider site area.

- 1.2 The village of Harpole lies approximately 1.7km to the south and Harlestone approximately 2km to the north. The site is primarily comprised of arable and grazing agricultural land and straddles the former district boundary between South Northants and Daventry areas; split almost 50:50 between the two former districts. This boundary is demarcated by the Dallington Brook watercourse which runs roughly east to west across the middle of the site and provides a green corridor of existing vegetation through the site.
- 1.3 The New Sandy Lane runs along the eastern site boundary with Roman Road to the south. Port Road to Harlestone bisects the northern part of the wider site and the north of the site is bounded by Round Oak Plantation and a restored section of Harlestone Quarry inert landfill. To the west is predominantly agricultural land and the easternmost extent of the Althorp Estate.
- 1.4 The site consists predominately of large arable fields contained by hedgerows, fence lines and trees and includes smaller pockets of woodland and scrub. Bottomclose Spinney occupies 0.45has of woodland immediately to the north of Dallington Brook.
- 1.5 Two small farm estates are located within the wider site and adjacent to the proposed development areas; Fleetlands Farm in the north and Heath Farm in the south, although the majority of farm buildings are not included in the applications.
- 1.6 To the east of the application sites is New Sandy Lane, a single carriageway relief road connecting Harlestone Road at the north to Roman Road at the south. To the east of that is a surface water balancing pond that receives run off from New Sandy Lane and to the north-east of the site boundary is New Duston which forms the urban edge of Northampton and is comprised of late 20th Century two storey housing. There is a landscape buffer, cycleway and footpath between the western edge of the residential area and New Sandy Lane, meaning that apart from Fleetlands Farm and Heath Farm, the closest existing housing is over 60m from the site.
- 1.7 To the south is Roman Road, a single carriageway road that connects Northampton with Nobottle to the west. Roman Road meets New Sandy Lane at a double mini roundabout on the south-eastern corner of the site. Beyond Roman Road to the south, the land remains relatively flat before rising up to a ridgeline south of which the land slopes back down to the village of Harpole.
- 1.8 To the west and north west of the site are agricultural fields, with the land rising to a ridge, before dropping down to Upper Harlestone and Harlestone. To the west, south of Dallington Brook, is a Public Right of Way (PROW) (CU11 and KP1) bridleway which connects Upper Harlestone and Roman Road. Another footpath runs to the north of the site (CU27) which also links to Upper Harlestone.
- 1.9 The site is visually contained and screened from the villages of Harpole, Upper Harlestone and Harlestone by the existing topography and areas of woodland and sits within a 'bowl' of land.

- 1.10 The site comprises a significant proportion of the Policy N4 allocation for the Northampton West Sustainable Urban Extension (SUE) contained in the West Northamptonshire Joint Core Strategy.

2. CONSTRAINTS

- 2.1. Part of Application A (adjacent to the watercourse running roughly east-west through the centre) of the site lies within Flood Zones 2 and 3.
- 2.2. Application B lies within a Special Landscape Area as defined in saved policy NE2 of the SN LPP2; the Hemplow Hills, Cottesbrook and Brington Area.
- 2.3. There is an historical landfill within the Application B area.
- 2.4. The sites are within 2km of the following SSSIs: Nobottle Belt; Oldfield Thicket; Nobottle Short Wood; Nobottle Wood; Church Brampton Golf Course; Harlestone Firs; Broadgow Spinney; Heath Spinney and Brook; Berry Wood; Dallington Heath; Sowditch Thicket; Dallington Brook Grassland; Upton Pasture.
- 2.5. The sites lie within 1 km of Harlestone Quarry.
- 2.6. The following archaeological assets lie within the sites: Lodge Barn Farm; Possible Iron Age/Romano-British Settlement; Possible Iron Age/Romano-British Settlement; Possible Prehistoric Settlement.

3. DESCRIPTION OF PROPOSED DEVELOPMENT

- 3.1. In December 2020 outline planning permission was granted for up to 1,750 dwellings, a primary school, a mixed use Local Centre (Uses A1-A5, D1), together with associated public open space, landscaping, highways, sustainable drainage systems, and all ancillary infrastructure works. A site-wide Design Code (to cover all future phases of the permission) was approved following presentation to this Committee in October 2021. The detailed, reserved matters applications before the Committee now seek permission for 430 of the 1,750 dwellings along with the associated green infrastructure.
- 3.2. Application A: Details of layout, scale, appearance and landscaping for the erection of 285 dwellings in Phases 1C, 1D, 1E and part 1A (Plots 1 to 285) and adjoining strategic open space and play facilities. The green infrastructure includes Dallington Brook Community Park (a Neighbourhood Equipped Area of Play (NEAP) and public amenity space and the southern part of New Sandy Lane Green Corridor which incorporates a Local Area of Play (LAP) and public amenity space.
- 3.3. Application B: Details of layout, scale, appearance and landscaping for the erection of 98 dwellings in Phases 1A and 1B (Plots 286 to 383) and adjoining strategic open space. The green infrastructure includes the Dallington Brook Ecological Corridor.
- 3.4. Application C: Details of layout, scale, appearance and landscaping for the erection of 47 dwellings in Phase 1F (Plots 1B-1 to 1B-47) and adjoining strategic open space (part of Dallington Brook Community Park).
- 3.5. *Timescales for Delivery*: The applicant/agent has advised that, in the event that planning permission is granted, they anticipate development commencing by May 2022 with the first houses being occupied by April 2023.

4. RELEVANT PLANNING HISTORY

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

Application Ref.	Proposal	Decision
S/2017/2270/EIA and DA/2017/0889	Outline application for the demolition of existing barns and the erection of up to 1750 dwellings, a primary school, A mixed use Local Centre (Uses A1-A5, D1), together with associated public open space, landscaping, highways sustainable drainage systems, and all ancillary infrastructure works, including a new primary sub-station. (Application accompanied by an Environmental Statement). Dual application.	APPROVED
S/2021/0366/CON D and C/2017/899	Condition 7 [Design Code] Application for approval of details submitted pursuant to condition 7 of dual planning permissions S/2017/2270/EIA and DA/2017/0889 [Outline application for- the demolition of existing barns and the erection of up to 1750 dwellings, a primary school, A mixed use Local Centre (Uses A1-A5, D1), together with associated public open space, landscaping, highways sustainable drainage systems, and all ancillary infrastructure works, including a new primary substation. (Application accompanied by an Environmental Statement)	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 South Northamptonshire and Daventry Local Plans (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
- 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 Shift
- C2 – New Developments
- C3 – Strategic Connections
- C5 – Enhancing Local and Neighbourhood Connections
- RC2 – Community Needs
- H1 – Housing Density and Mix and Type of Dwellings
- H2 – Affordable Housing
- H4 – Sustainable Housing
- BN1 – Green Infrastructure Connections
- BN2 – Biodiversity
- BN3 – Woodland Enhancement
- BN5 – The Historic Environment and Landscape
- BN7a – Water Supply, Quality and Wastewater Infrastructure
- BN7 – Flood Risk
- BN8 – The River Nene Strategic River Corridor
- BN9 – Planning for Pollution Control
- BN10 – Ground Instability
- INF1 – Approach to Infrastructure Delivery
- INF2 – Contributions to Infrastructure Requirements
- N4 – Northampton West Sustainable Urban Extension

South Northants Local Plan (Part 2) (SNLPP2)

- 5.4. The relevant policies of the SNLPP2 are:
- SS1 (settlement hierarchy)
 - SS2 (general development and design principles)
 - LH8 – Affordable Housing
 - EMP3 – New Employment development
 - SDP1 – Design principles
 - SDP3 – Health facilities and wellbeing
 - INF1 – Infrastructure delivery and funding
 - INF2 – Community facilities
 - INF3 – Education 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
 - HE5 – Listed Buildings
 - HE6 – Conservation Areas
 - HE7 – Non designated heritage assets
 - NE2 – Special landscape areas
 - NE3 – Green infrastructure corridors
 - NE4 – Trees, woodlands and hedgerows
 - NE5 – Biodiversity and geodiversity

Settlements and Countryside Local Plan (Part 2) for Daventry (DLPP2)

5.5. The relevant policies of the Daventry LPP2 are:

- HO8 - Housing Mix and Type
- ST1 - Sustainable Transport Infrastructure
- EN1 - Landscape
- ENV3 - Green Wedge
- ENV4 - Green Infrastructure
- ENV5 - Biodiversity
- ENV7 - Historic Environment
- ENV9 - Renewable Energy and Low Carbon Development
- ENV10 - Design
- ENV11 - Local Flood Risk Management
- CW1 - Health and Wellbeing
- CW2 - Open Space Requirements

Harpole Neighbourhood Plan

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

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

Material Considerations

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

- National Planning Policy Framework (NPPF)
- Planning Practice Guidance (PPG)
- Approved Northampton West Design Code
- National Model Design Code
- Nortoft Study: Planning for the Future of Open Space, Sport and Recreation in West Northamptonshire
- Strategic Development Framework (SDF) - 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 JCS strategic policy framework of providing a 'plan-led' approach to guide development of the SUE's.
- Supplementary Planning Guidance/Documents (SPDs and SPGs)
- South Northamptonshire Design Guide
- Northamptonshire Parking Standards

6. RESPONSE TO CONSULTATION

Below is a summary of the consultation responses received at the time of writing this report (relevant planning matters paraphrased). Responses are available to view in full on the Council's website, via the online Planning Register.

Consultee Name	Comment
Harpole Parish Council	Application A, B and C: No comments received to date
Harlestone Manor Parish Council	<p>Application A, and B: No comments received to date</p> <p>Application C: Comments They put forward a number of questions regarding the dates that specific works would be completed and details about the construction phases.</p> <p><i>(Officer Note: The triggers for many of the works are determined under conditions attached to the planning permission and the S106 planning obligation.</i></p> <p><i>The construction of the development must accord with a Construction Management Plan – a condition of the planning permission)</i></p>
Harlestone Parish Council	Application A, B and C: No comments received to date
Duston Parish Council	Application A and B: No comments received to date Application C: N/A
Kislingbury Parish Council	Application A and B: No comments received to date Application C: N/A
Harpole Action Team	Application A and B: No comments received to date Application C: N/A
Local Highways Authority	<p>Application A, B and C: comments</p> <p>Makes a number of detailed recommendations for amendments to the highways layout and parking design to accord with Northamptonshire standards.</p> <p>Following amendments to the layout the LHA continue to recommend some detailed revisions to the layout to accord with local highways standards; namely:</p> <ul style="list-style-type: none"> “• <i>The accesses onto the Sales Area on the plan must be full 10.0m from the round-about measured nearside channel to junction radius point</i> • <i>The service strip must continue around all sides of the turning head between plots 200 and 205.</i> • <i>Remove all of the feature strips on the carriageway sitewide.</i> • <i>The bend on Birch Avenue and the bends on Ash Avenue must be smoothed out as currently far too acute; this makes it difficult for opposing drivers to manoeuvre through.</i> • <i>The LHA require clarity on the strip which has been inserted from the primary road onto the private drive at plot 281/282.</i>

	<ul style="list-style-type: none"> • <i>The footpath must continue around the corner of Ash Avenue and join with the footpath by plot 48; this is to ensure pedestrians do not end up walking on the carriageway when trying to continue on in the direction of numbers 24 to 31.</i> • <i>It is not permitted for shared surface arrangements to be drive through; this must either be amended to a 5.5m carriageway with 2.0m footpaths on either side or remain as the shared surface arrangement and end in a turning head.</i> <p><i>Please note the bullet points below from the previous response for information:</i></p> <ul style="list-style-type: none"> • <i>The LHA will not adopt any footpaths through green space only those adjacent to carriageway, or on occasion connected to what will be publicly maintained highway.</i> • <i>The LHA appreciate the layout is indicative in respect of tree planting, however trees within what will be publicly maintained highway will attract commuted sums. Private trees must be planted 2.5m from the back of what will be publicly maintained highway.</i> • <i>There is too great a dependency on visitor spaces on private driveways, only visitor spaces for the residents are permitted, no other persons must enter private driveways, the applicant must amend sitewide.”</i>
National Highways	Application A: No objections Application B: No comments received to date Application C: N/A
Northamptonshire Police Crime Prevention Design Officer (CPDA)	<p>Application A and B: Comments Application C: No objections</p> <p>Generally the proposed layout complies with best practice for crime prevention.</p> <p>More definition should be given to some private front gardens which currently blend into public space and some side boundaries need landscaping buffers.</p> <p>Exposed fence lines should have trellis tops. Lockable side gates are required for some plots to secure private rear space.</p> <p>Ground floor windows should be used on side elevations to provide overlooking of parked car on drive.</p>
Anglian Water	Application A and B: No comments Application C: N/A
Surface Water Drainage Team	Application A, B and C: No comments

(AKA Lead Local Flood Authority)	<p>The impacts of surface water drainage have not been adequately addressed at this stage. No development can take place until satisfactory details are provided.</p> <p><i>(Officer Note: Surface Water Drainage details are required to be submitted and approved in accordance with condition 10 of the outline planning permission).</i></p>
Environment Agency	<p>Application A and B: No comments Application C: N/A</p>
Natural England	<p>Application A and B: No comments Application C: N/A</p>
Northants and Beds Wildlife Trust	<p>Application A and B: No comments received to date Application C: N/A</p>
Sport England	<p>Application A: No comments Application B and C: N/A</p>
Health and Safety Executive	<p>Application A: No comments Application B and C: N/A</p>
Environmental Protection	<p>Application A: Comments Application B: No objections Application C: No comments</p> <p>The location of the adjacent local centre and school will impact the remediation measures within the nearest residential properties with regard to noise.</p>
Ecology	<p>Application A and B: No comments received to date Application C: Comments</p> <p>Makes detailed recommendations for hedgehog holes in fences and for amendments to the soft planting proposals to enhance their biodiversity potential.</p>
Archaeology	<p>Application A, B and C: comments</p> <p>Archaeological mitigation should be addressed across the site as a whole and not dealt with piecemeal.</p> <p><i>(Officer Note: This can be addressed in the course of discharging conditions attached to the planning permission)</i></p>
Planning Policy	<p>Application A and C: No comments received to date Application B: No objections</p>
Strategic Housing	<p>Application A and B: No comments received to date Application C: N/A</p> <p>Note that the outline permission (and the associated S106 agreement) do not require any affordable housing units in the first phase (up to 430 dwellings).</p>
Economic Development	<p>Application A and B: No objections Application B & C: N/A</p>

Building Control	<p>Application A and B: No objections Application B & C: N/A</p> <p>All surface water to soak away Radon Protection required</p>
Recreation and Leisure	<p>Application A and B: Comments Application C: N/A</p> <p>Play design / space allocated seems appropriate given the scale of proposal.</p> <p>Green corridors for nature and public also welcomed. This links into the connectivity within the site.</p> <p>The footpath extending around the perimeter is welcome.</p> <p>Sports pitch provision is required and consideration should be given to all-weather pitches.</p> <p>Refers to open space standards.</p> <p><i>(Officer Note: All POS, Play Areas and Sports pitch provision has already been agreed under the outline planning permission in accordance with the S106 planning obligation)</i></p>
British Horse Society	<p>Application A and B: Comments Application C: N/A</p> <p>PRoW that would be immediately impacted are Bridleway KP16, Bridleway LB1 and Bridleway LB8. New development plans provide opportunities to improve and extend the bridleway and byway network for the shared enjoyment of equestrians, cyclists and pedestrians. The perimeter footpath could be a multi-user, non-MPV route for all vulnerable road users. Safe surfaces and dimensions should be provided as per requirements of the Equality Act 2010 and associated legislation.</p> <p><i>(Officer Note: There are no existing PRoW within any of the application sites for these Phases).</i></p>
Waste and Recycling	<p>Application A & B: No comments received to date Application C: N/A</p>
Minerals and Waste	<p>Application A & B: No comments received to date Application C: N/A</p>

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. Application A: There has been 1 objection raising the following comments (relevant planning matters paraphrased):

- Loss of green space;
- Increased traffic and harm to highway safety;
- Lack of supporting infrastructure;

- Increased pressure on existing local infrastructure/services/amenities

7.2. Application B: There have been 13 objections raising the following comments (relevant planning matters paraphrased):

- Increased traffic resulting in noise and air pollution, congestion and harm to highway safety;
- Existing roads are in poor condition and will be made worse/inadequate access;
- Port Road will be used as a rat run;
- Loss of green space;
- Lack of supporting infrastructure (e.g. doctors and schools);
- Increased pressure on existing local infrastructure/services/amenities (e.g. doctors and schools);
- Impact on wildlife;
- Visual impact;
- Loss of privacy;
- Pollution and disruption caused during the construction phase;

7.3. Application C: There have been no third party or neighbour representations received in response to this application to date.

8. APPRAISAL

Principle of Development

Policy Context

8.1. These applications are detailed reserved matters proposals, and the principle of the development has already been approved under joint outline planning permissions S/2017/2270/EIA and DA/2017/0889 in December 2020. The site lies on land allocated for development within the LPP1 under Policy N4 (Northampton West SUE). The approved Northampton West 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. Outline planning permission has recently, already been granted for this development where it was determined that it was acceptable in principle. These applications only seek 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. Policies SS2 of the SNLPP2 and ENV10 of DLPP2 require new developments to use a design led approach and to ensure that developments are compatible with their surroundings. In this case a Design Code has been agreed for Northampton West 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 and the National Model Design Code.

Assessment

- 8.5. **General Layout:** The general layout of the streets and blocks are consistent with the approved Land Use and Density Parameter Plan of the outline permission and the Regulating Plan within the Design Code. Phases 1A, 1B, 1C, 1D, 1E and 1 F are divided up into a series of residential blocks and open spaces by Primary Streets, Secondary Streets and Side/Shared Surface Streets. Most 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. However, there are a couple of exceptions to this; those plots backing on to the Local Centre; and those plots which will back on to later residential phases. Whilst it appears that the plots that will back on to later residential phases will have other residential plots backing on to their rear boundaries there is concern about how the plots around the Local Centre will be enclosed. The applicants have confirmed that these plots will have 1.8m high brick walls along their rear boundaries and a landscaping buffer can be added along these boundaries when the Local Centre proposals are submitted. It was also noted that the proposals were in accordance with the approved Design Code.
- 8.7. 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. Ensuring that dwellings are back-to-back also produces more attractive public spaces and streets which are not dominated by rear boundary enclosures. Bearing in mind that the vast majority of the development will achieve this, officers consider that the general layout is acceptable.
- 8.8. **Boundary Enclosures:** All public facing boundary enclosures will be brick walls rather than fences helping to create a better quality of development which will enhance the character and appearance of scheme. The applicants have made amendments to ensure this was achieved by swapping a number of proposed fences for walls.
- 8.9. **House Types and Neighbourhoods/Character Areas:** The proposals include approximately 15 different house types with most of these having at least two variations (different architectural detailing and facing materials) in order to respond to the Neighbourhoods and character areas set out in the approved Design Code. The Design Code divides the development into 3 main Neighbourhoods: Fleetland Neighbourhood (Applications A and C), Central Neighbourhood (Application B) and Heath Neighbourhood (future phases). These are each sub-divided further into 3 Character Areas (CAs): Spine Road; Green Edges and Neighbourhood Housing.
- 8.10. Not all Neighbourhoods and CAs are represented in the current reserved matters applications before us. Those that are included in the applications are set out below.
- 8.11. Fleetland Spine Road should take its cues from neighbouring 19th and 21st century development in Northampton (Duston village and Buckton Fields) with an emphasis on traditional detailing, a semi-formal layout and verdant character.

- 8.12. Fleetland Green Edge should reflect neighbouring 21st century development (at Buckton Fields) with larger plots, a spacious/low density layout and simple/traditional building forms.
- 8.13. Fleetland Neighbourhood will also be influenced by neighbouring 21st century Buckton Fields with suburban building forms arranged in a semi-formal layout with smaller plots at a higher density.
- 8.14. Central Spine Road should take its cues from neighbouring, contemporary 21st century developments at Marina Park and Upton with a semi-formal layout and mainly semi-detached and detached dwellings.
- 8.15. Central Neighbourhood should also be influenced by contemporary 21st developments at Marina Park and Upton also having a semi-formal layout but using more smaller plots (semi-detached and terraced) for a higher density character.
- 8.16. On the basis of the submitted plans, there is concern that many of the same house types are being used across all the CAs within the Fleetland and Central Neighbourhoods and that there is too little variation in to create distinctive areas within the development. The applicants have been asked to ensure that the house types are made more varied to better reflect the CA within which it is located and to create a more visually interesting and legible development. There are also 4 house types which require comparatively minor alterations to improve their appearance and/or make them consistent with the Design Code. At the time of writing this report the amendments were awaited.
- 8.17. **Refuse Strategy:** Bin storage would be on plot for all dwellings. Bin Collection Points are located in accordance with the Refuse Strategy in the approved Northampton West Design Code although some householders will have to wheel their bins more than the recommended 25m as some of the shared surface streets (particularly around the green edges of the site) will not be adopted and cannot be used by the standard refuse lorry. However, the number of plots that will be affected in this way are comparatively small and therefore it is not considered to be a significant issue.
- 8.18. **Parking Strategy:** The majority of car parking spaces provided within the scheme would be on driveways within the plot combined with a few examples of small, private parking courts located to the rear of dwellings. Along the Green Edges and Spine Road the on-plot drives would be located to the sides of dwellings in accordance with the Design Code. Within the neighbourhood core areas of Fleetland and Central (on secondary streets and shared surface streets) there was an over-reliance on perpendicular frontage parking, but the applicants made amendments to the proposals to address this. There was particular concern about several defined 'focal areas' within the scheme which would be dominated by frontage car parking. Now, the amount of frontage parking has been reduced in these areas with the limited use of small, private, parking courts to the rear of dwellings in accordance with the approved Design Code.
- 8.19. **Materials, Chimneys and Window and Door Colours:** The proposals include details of the proposed facing materials. Some of the brick types were not considered to be acceptable but these have now been revised as requested. A selection of red stock bricks and buff/cream bricks are proposed. Slate effect roof tiles and interlocking roof tiles in 3 different colours (which have the appearance of a plain tile) are considered to be acceptable. Some of the contemporary house types will include partial timber boarding in accordance with the details set out in the Design Code.

- 8.20. Five colour finishes are proposed for front doors and garage doors across the entire scheme. The colours and variety are believed to be appropriate and will help to provide sufficient visual interest whilst ensuring a cohesiveness for the overall scheme.
- 8.21. Windows will be white or grey UPVC in line with the Design Code. Bargeboards, fascias and canopy porches will be white, grey or black. All rainwater goods will be black. These details are all considered to be acceptable.
- 8.22. The number of proposed chimneys was not believed to adhere to the Site Wide Chimney Strategy within the Design Code. The applicants have amended their proposals by adding more chimneys to those dwellings within the Fleetland Neighbourhood along the Port Road/Green Edge and Spine Road frontages. As set out in the Design Code it is not expected that chimneys would be utilised frequently within the Central Neighbourhood which is of a contemporary architectural style.
- 8.23. **Key Note Dwellings (KNDs):** The Design Code identifies locations within the proposed scheme where KNDs should be sited. These plots would be expected to feature distinctive dwelling types (perhaps with notable facing materials, chimneys or window treatments etcetera) in order to provide landmarks to help people find their way around the development. KNDs have been comprehensively brought forward from the Design Code into the proposals and the applicants have clarified that plots which should feature KNDs do have appropriate/distinctive house types/treatments/chimneys to aid legibility.
- 8.24. **On-Plot Soft Landscaping:** The Northampton West Design Code advocates the use of different planting and colour pallets for the Fleetland and Central Areas to help reinforce their distinctiveness and complement their architectural styles. To this end Fleetland should utilise more informal/naturalistic/floral planting with a warm purple, pink, yellow and red colour pallet. Central should be more minimalist/clean and formal with a cool purple, blue and green colour pallet. The submitted planting proposals did not originally differentiate between the CAs and so the applicants were asked to revise the soft landscaping proposals for residential plots accordingly. The current submitted plans now propose distinct soft landscaping for each of the CAs in line with the Design Code.

Conclusion

- 8.25. The proposed design and layout within the reserved matters applications are consistent with the approved Northampton West Design Code. Many details have been amended or clarified to ensure that the scheme does comply with the parameters and guidance set out in the Code. It is considered that the design and layout would accord with the outline permission and Design Code.

Density and Mix of House Types

Policy Context

- 8.26. 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.
- 8.27. The S106 agreement for the outline permission allows the first 430 dwellings to be provided without delivering any affordable units. This was based on a viability appraisal which took account of significant infrastructure being delivered in the early phases of the development and that the permission was subject to a Grampian condition preventing the delivery of more than 430 dwellings before the new section of the Sandy Lane Relief Road (to come forward as part of the Norwood Farm/Upton Lodge SUE) is open to traffic.

Assessment

- 8.28. **Density:** The density of Application A is circa 20dph, Application B is circa 12dph and Application C is circa 16dph with an average across all three of circa 17dph. Policy H1 requires a minimum density of 35dph but there are good reasons why these Phases do not meet this minimum density. Firstly, they have a high proportion of Green Edges which necessitates a lower density in order to provide a sensitive transition between urban and rural/green spaces. Secondly, a significant proportion of these Phases are set aside for crucial green infrastructure including the Dallington Brook Community Park, Dallington Brook Ecological Corridor, New Sandy Lane Green Corridor and the NEAP which will all serve an area wider than these Phases and provide important connections to other existing and proposed GI (such as the Norwood Farm Country Park). Thirdly, the area for the Local Centre has been included in the calculation for Application B and this is another critical piece of infrastructure which will serve the entire SUE and the communities beyond.
- 8.29. It is anticipated that future phases will be capable of delivering a higher density of dwellings as many of these will not need to include such large pieces of infrastructure and it is anticipated that the entire scheme will be able to deliver close to the 1,750 dwellings permitted by the outline. It should be noted that the average density of the entire outline permission is circa 21dph when including the parts of the site on which crucial supporting infrastructure (such as the primary school, local centre, parks/public open spaces, roads etc).
- 8.30. **Mix:** The proposals include 2 bed (circa 11%), 3 bed (circa 42%), 4 bed (circa 45%) and 5 bed (circa 2%) dwellings provided as terraced, semi-detached and detached dwellings. The vast majority are two storeys with some 2.5 storey dwellings. Being situated in a SUE within the NRDA, the development is not required to provide a minimum of 5% bungalows.
- 8.31. It is considered that these first Phases will incorporate a good range of different dwelling options accordance with Development Plan policies. Later phases will include affordable units and should incorporate more smaller/terraced dwellings.

Conclusion

- 8.32. The proposed mix of house types and density of development are consistent with the approved outline permissions and Design Code parameters. Officers are satisfied that these Phases 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.

Highways and Parking

Policy Context

- 8.33. Policy SS2 of SNLPP2 requires developments to have a safe and suitable means of access. The approved Northampton West Design Code and the adopted Northamptonshire Parking Standards also apply to this development.

Assessment

- 8.34. The road layout proposals for these first Phases include a hierarchy of streets which follow the approved Regulating Plan and the Access and Movement Strategy Plan in the Design Code. Two new site access (approved under the outline) will be provided to serve

these Phases; one from New Sandy Lane to the east and one from Port Road to the north. These will connect to a new Primary Street that will run through the northern part of the SUE and will ultimately link through via another Primary Street to the third new site access from Roman Road to the south (which was also approved under the outline and will come forward for the later, southern Phases).

- 8.35. 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 are amending their drawings to address these matters. At the time of writing the Local Highway Authority had been re-consulted on the most recent amended plans and their comments were awaited.
- 8.36. With regard to parking provision these Phases would provide an adequate number of spaces for residents and visitors using a variety of parking solutions in accordance with the approved Northampton West Design Code and the Adopted Northamptonshire Parking Standards SPD. 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. The over-reliance on perpendicular frontage parking shown on the original plans in some areas (see Paragraph 8.18) has been addressed by the applicants. The comments of the LHA are awaited following a re-consultation on the amendments at the time of writing this report.

Conclusion

- 8.37. Assuming that the LHA have no objections to the latest version of the layout of the roads and parking provision for these Phases the development would not be detrimental to highway safety and it is considered that the proposals accord with the Design Code and the Parking SPD.

Open Space and Play Areas

Policy Context

- 8.38. Policies SS2 of the SNLPP2 and ENV10 of DLPP2 require developments to incorporate suitable landscape treatment. The approved Design Code includes a Section on Landscape Proposals and a Landscape Strategy.

Assessment

- 8.39. Phases 1A, 1B, 1C, 1D, 1E and 1F will include Dallington Brook Community Park, a significant proportion of the central section of the New Sandy Lane Green Corridor and half of the Dallington Brook Ecological Corridor in accordance with the Design Code.
- 8.40. Located at the heart of the SUE, Dallington Brook Community Park will be the largest and most significant public open space to serve the Northampton West development and will include a Neighbourhood Equipped Area of Play (NEAP), footpath/cycle connections and a substantial amount of amenity space. The proposals are consistent with those of the Design Code and the applicants have added some additional boundary enclosure treatments and litter bins to the NEAP and added some additional benches/seats for the eastern area in response to Officer comments. The proposals are considered to be acceptable and will provide an important amenity for future residents.
- 8.41. Linking up with this Community Park the Dallington Brook Ecological Corridor will also provide a substantial area of public amenity space for recreation and leisure as well as delivering habitats for wildlife and preserving the existing Dallington Brook wildlife

corridor. The proposals are consistent with the Design Code and subject to the comments of the Ecology Officer and bearing in mind the addition of some seats/benches (as requested by Officers) are considered to be acceptable.

- 8.42. To the eastern boundary of the site the proposals include structural green space which is described in the Design Code as the New Sandy Lane Green Corridor. This area incorporates a LAP with play equipment. The applicants have provided a boundary enclosure and additional furniture (seat/bench and litter bin) for the LAP in response to Officer comments and it is considered that these proposals are acceptable.

Conclusion

- 8.43. Subject to the agreement of the Ecologist the open spaces and play areas for these Phases of the scheme are in line with the Design Code and will provide the necessary facilities for the future community.

Surface Water Drainage

Policy Context

- 8.44. 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 SNLPP2 requires development to be adequately serviced with infrastructure and to consider flood risk.

Assessment

- 8.45. The outline permission was supported by a Flood Risk Assessment (FRA) and Surface Water Management Strategy; both of which were approved. The submission and approval of a Surface Water Drainage Scheme prior to any built development taking place is required by a condition attached to the outline planning permission. These details have not been provided as part of the current applications but can be dealt with in due course as condition discharge applications. The Surface Water Drainage Team would be consulted on these details and therefore any concerns or comments could be addressed at that stage.

Conclusion

- 8.46. Whilst details of the Surface Water Drainage scheme for these phases have not been provided (and the SWDT cannot comment) it is noted that this matter can be dealt with by an existing condition of the outline planning permission and any comments or concerns can be addressed at that stage.

Residential Amenity

Policy Context

- 8.47. Policy SS2 of the SNLPP2 requires new developments to have good standards of amenity for future occupiers and existing occupiers of neighbouring properties. Policy ENV10 of the DLPP2 requires developments to be designed to protect the amenity of new and existing dwellings.

Assessment

- 8.48. Aside from the few exceptions set out in Paragraph 8.6 the proposed dwellings are laid out in public facing perimeter blocks with private rear gardens. Each property benefits from its own amenity space and off-road car parking. To preserve privacy the SNC Design Guide requires a minimum separation distance of 18.0m between the back walls/facing windows of dwellings and recommends a minimum garden depth of 9m. The smallest rear gardens are closer to 7m in length (13 Plots out of 430) but the majority have gardens of at least 9m in length. The applicants have made amendments to the proposals to ensure that all Plots have a back-to-back separation distance of at least 18m.
- 8.49. Whilst there are examples of plots which do not strictly accord with the standards set out in the SN Design Guide there are only a few gardens under the 9m minimum.
- 8.50. There are no existing residential dwellings immediately adjacent to these Phases of the development. The closest existing, independent dwelling houses are located along the western edge of New Sandy Lane in New Duston which are at least 60m from the site.

Conclusion

- 8.51. The proposed development would not result in any loss of light, outlook or privacy for existing neighbours. Although not every plot fully complies with the SN Design Guide on minimum garden lengths it is not considered that these plots are significantly substandard and there are relatively few examples. All plots would have their own private rear garden of more than 7m in length. On this basis Officers are satisfied that the layout ensures that future occupiers would benefit from an acceptable level of residential amenity.

9. FINANCIAL CONSIDERATIONS

- 9.1. CIL is payable at the Daventry Area rate for Applications A and C and at the South Northants Area rate for Application B.

10. PLANNING BALANCE AND CONCLUSION

- 10.1. The principle of this development has already been established by the outline permission and the planning balance in that case obviously came down in favour of granting permission. The proposed development would deliver 430 new homes 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 key green infrastructure in the form of public amenity space, equipped children's play parks and links to other green spaces in the vicinity.
- 10.2. The details of these residential phases accord with the extant outline planning permission and are largely in line with the parameters agreed in the approved Northampton West Design Guide. The proposals are predominantly in compliance with the Development Plan. The applicants have made many amendments to the proposals to address the concerns of Officers regarding the detailed design, layout, soft landscaping and parking provision and, subject to no objections being received from the Local Highway Authority or the Ecology Officer, it is considered that there would be no sustainable reasons for refusing this application as currently proposed and the benefits of the scheme justify granting permission.

11. RECOMMENDATION / CONDITIONS AND REASONS

- 11.1. The RECOMMENDATION for all three applications:

Application A: WNS/2021/0976/MAR;

Application B: WNS/2021/0994/MAR; and

Application C: WND/2021/0460; is

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. ANY COMMENTS OR OBJECTIONS FROM THE LOCAL HIGHWAY AUTHORITY OR THE ECOLOGY OFFICER BEING SATISFACTORILY DEALT WITH;

IF THE COMMENTS/OBJECTIONS OF THE LOCAL HIGHWAY AUTHORITY OR ECOLOGY OFFICER ARE NOT SATISFACTORILY RESOLVED BY 11 APRIL 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):

- Harm to highway safety and/or;
- Harm to wildlife/biodiversity

TIME LIMITS AND GENERAL IMPLEMENTATION CONDITIONS

Compliance with Approved Plans

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

Phasing Plan SM5114-PD-1001 Rev E received 31 January 2022;

Reserved Matters Submission Plan P18-0973-48 Rev A (Phases 1A – 1F) received 28 January 2022;

Site Location Plan P18-0973-29-02A received 21 July 2021;

Proposed Layout Plan P18-0973_08 Rev U received 28 January 2022;

Boundary Treatments Plan P18-0973_27 Rev E received 28 January 2022;

Materials Plan P18-0973_28 Rev G received 28 January 2022;

Back to Back Assessment Plan P18-0973_50 Rev A received 27 January 2022;

Garden Length Assessment Plan P18-0973_51 Rev A received 27 January 2022;

Parking Strategy Plan P18-0973_30 Rev D received 28 January 2022;

Refuse Strategy Plan P18-0973_31 Rev C received 28 January 2022;

Boundary Details Plan (1 of 2) P18-0973_32-1 Rev A received 26 January 2022;

Boundary Details Plan (2 of 2) P18-0973_32-2 Rev G received 26 January 2022;

Building Heights Plan P18-0973_46 Rev A received 31 January 2022;

Central Neighbourhood House Type Pack P18-0973_40-1 received 26 January 2022;

Fleetland Neighbourhood House Type Pack P18-0973_40-2 received 26 January 2022;

Street Scenes - Fleetland P18-0973_02-1 Rev B received 28 January 2022;
Street Scenes - Central P18-0973_02-2 Rev B received 28 January 2022;
Detailed Public Open Space Landscape Proposals Plan P18-0973_21 Rev B (1 of 9) received 28 January 2022;
Detailed Public Open Space Landscape Proposals Plan P18-0973_21 Rev C (2 of 9) received 28 January 2022;
Detailed Public Open Space Landscape Proposals Plan P18-0973_21 Rev D (3 of 9) received 28 January 2022;
Detailed Public Open Space Landscape Proposals Plan P18-0973_21 Rev D (4 of 9) received 28 January 2022;
Detailed Public Open Space Landscape Proposals Plan P18-0973_21 Rev D (5 of 9) received 28 January 2022;
Detailed Public Open Space Landscape Proposals Plan P18-0973_21 Rev C (6 of 9) received 28 January 2022;
Detailed Public Open Space Landscape Proposals Plan P18-0973_21 Rev C (7 of 9) received 28 January 2022;
Detailed Public Open Space Landscape Proposals Plan P18-0973_21 Rev C (8 of 9) received 28 January 2022;
Detailed Public Open Space Landscape Proposals Plan P18-0973_21 Rev B (9 of 9) received 28 January 2022;
Plot Landscaping Plan SM5114-LS-001 Rev c (1 of 5) received 28 January 2022;
Plot Landscaping Plan SM5114-LS-002 Rev c (2 of 5) received 28 January 2022;
Plot Landscaping Plan SM5114-LS-003 Rev c (3 of 5) received 28 January 2022;
Plot Landscaping Plan SM5114-LS-004 Rev c (4 of 5) received 28 January 2022;
Plot Landscaping Plan SM5114-LS-005 Rev a (5 of 5) received 28 January 2022;
Plot Landscaping Specification & Schedule Plan SM5114-LS-006 Rev c received 28 January 2022.

Reason : To clarify the permission and for the avoidance of doubt.

CONDITIONS REQUIRING LOCAL PLANNING AUTHORITY WRITTEN APPROVAL
OR TO BE COMPLIED WITH BY DEVELOPER BEFORE SPECIFIC
CONSTRUCTION WORKS TAKE PLACE

Materials Samples

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

Reason : To ensure that the materials are appropriate to the appearance of the locality and to ensure the satisfactory appearance of the completed development in accordance with Policy SS2 of the South Northamptonshire Local Plan and Policy ENV10 of the Settlements and Countryside Local Plan (Part 2) for Daventry and Government guidance contained within the National Planning Policy Framework.

Pumping Station/Sub Station Details

3. Plans and elevations drawings of the pumping station and sub station, including details of the facing materials, to a scale of not less than 1:100 shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of that work. The development shall be carried out in accordance with the approved details.

Reason : In order to safeguard the visual amenities of the area in accordance with Policy SS2 of the South Northamptonshire Local Plan and Policy ENV10 of the Settlements and Countryside Local Plan (Part 2) for Daventry and Government guidance contained within the National Planning Policy Framework.

Levels for Public Open Spaces

4. No development shall take place on the public open spaces hereby approved until details (to include cross-section drawings) of all finished ground levels in relation to existing and proposed site levels and to the adjacent buildings have been submitted to and approved in writing by the Local Planning Authority. The development hereby permitted shall be constructed in accordance with the approved levels.

Reason : In order to safeguard the visual amenities of the area in accordance with advice within Section 12 of the National Planning Policy Framework.

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

Access and Parking

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

Reason : In the interests of highway safety, to ensure the provision of adequate off-street car parking and turning to comply with Policy SS2 of the South Northamptonshire Local Plan and Policy ENV10 of the Settlements and Countryside Local Plan (Part 2) for Daventry and Government guidance in Section 12 of the National Planning Policy Framework.

Boundary Enclosures

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

Reason : To ensure the satisfactory appearance of the completed development and to safeguard the privacy and amenities of the occupants of the existing and proposed dwellings in accordance with Policy SS2 of the South Northamptonshire Local Plan and Policy ENV10 of the Settlements and Countryside Local Plan (Part 2) for Daventry and Government guidance contained within the National Planning Policy Framework.

CONDITIONS TO BE COMPLIED WITH AT ALL TIMES

Meter Boxes

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

Reason : In order to safeguard the visual amenities of the area in accordance with Policy SS2 of the South Northamptonshire Local Plan and Policy ENV10 of the Settlements and Countryside Local Plan (Part 2) for Daventry.

PD Rights Removed for Means of Enclosure to Fronts

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

Reason : In order to retain the open character of the development and area in accordance with Policy SS2 of the South Northamptonshire Local Plan and Policy ENV10 of the Settlements and Countryside Local Plan (Part 2) for Daventry.

INFORMATIVES:-

1. Your attention is drawn to the need to comply with the conditions and the Section 106 Agreement imposed on the joint outline planning permissions S/2017/2270/EIA and DA/2017/0889.