Planning Committee
Wednesday 20th August 2008 at 7.00 pm

Council Chamber, Swanspool House, Doddington Road,
Wellingborough, Northamptonshire NN8 1BP

1. Apologies for absence (if any).
2. Declarations of Interest (if any).
3. Confirmation of the minutes of the meeting held on 23/7/2008.
4. Applications for planning permission, listed building consent and building regulation approval.
5. Any other items that the Chairman decides are urgent.

Enclosed

Site Viewing Group for Tuesday 19th August 2008 will be Councillors Dean, Morrall, Ward and Waters.

Lyn Martin-Bennison,
Chief Executive

Date issued: 12th August 2008

Membership: Councillor Morrall (Chairman), Councillor Ward (Vice Chairman), Councillors Bass, Beirne, P Bell, Dean, Griffiths, Maguire, Patel, Payne and Waters.

For further information contact Democratic Services on 01933 231511.
dnewbold@wellingborough.gov.uk
## INDEX

### SITE VIEWING GROUP

<table>
<thead>
<tr>
<th>Reference</th>
<th>Description</th>
<th>Page No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>WP/2008/0251/F</td>
<td>23 Oxford Street, Wellingborough.</td>
<td>1</td>
</tr>
<tr>
<td>WP/2008/0313/O</td>
<td>10 Hillside Road, Wellingborough.</td>
<td>8</td>
</tr>
<tr>
<td>WP/2008/0321/F</td>
<td>27 Fairfield Road, Isham.</td>
<td>12</td>
</tr>
<tr>
<td>WP/2008/0345/F</td>
<td>21a Allen Road, Finedon.</td>
<td>17</td>
</tr>
<tr>
<td>WP/2008/0347/F</td>
<td>Land at rear 15 Hickmire, Wollaston.</td>
<td>25</td>
</tr>
<tr>
<td>WP/2008/0350/CA</td>
<td>Land at rear 15 Hickmire, Wollaston.</td>
<td>32</td>
</tr>
</tbody>
</table>

### DISTRICT

<table>
<thead>
<tr>
<th>Reference</th>
<th>Description</th>
<th>Page No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>WP/2004/0362/O</td>
<td>Land off Bourton Way, Wellingborough.</td>
<td>34</td>
</tr>
<tr>
<td>WP/2008/0050/OEIA-</td>
<td>Land to east (Phase 1) of Eastfield Road, Wellingborough.</td>
<td>55</td>
</tr>
<tr>
<td>WP/2008/0189/F</td>
<td>2 George Street, Wellingborough.</td>
<td>94</td>
</tr>
<tr>
<td>WP/2008/0257/FM</td>
<td>7-9 Mallard Close, Earls Barton.</td>
<td>98</td>
</tr>
<tr>
<td>WP/2008/0348/F</td>
<td>1 Hardwater Road, Great Doddington.</td>
<td>105</td>
</tr>
</tbody>
</table>

### FOR INFORMATION

<table>
<thead>
<tr>
<th>Reference</th>
<th>Description</th>
<th>Page No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>WP/2008/0180/C</td>
<td>Recycling Centre, White Plant, 301 Grendon Road, Earls Barton.</td>
<td>115</td>
</tr>
</tbody>
</table>
APPLICATION REF: WP/2008/0251/F

PROPOSAL: Change of use from A2 (Financial and Professional Services) to A5 (Hot Food Takeaway).

LOCATION: 23 Oxford Street, Wellingborough. NN8 4JE

APPLICANT: Mr Michael Peters.

NOTE:

This application was deferred for a site viewing at the last Committee held on 23rd July 2008.
APPLICATION REF: WP/2008/0251/F

PROPOSAL: Change of use from A2 (Financial and Professional Services) to A5 (Hot Food Takeaway).

LOCATION: 23 Oxford Street, Wellingborough.

APPLICANT: Mr Michael Peters.

This application is referred to the Planning Committee for determination because in excess of 4 letters of objection have been received from nearby neighbours.

PROPOSAL AND DESCRIPTION OF SITE:
The application property is located at the end of terrace of 9 properties within the ‘Town Centre mixed use area’ as identified in the Borough Council of Wellingborough. The ground floor, which used to be an office, is vacant while the first floor comprises offices and residential flat. The proposal is for a change of use of the ground floor from Financial and Professional Services (A2) to hot food take-away (A5).

RELEVANT PLANNING HISTORY:
WU/68/3 Change of use from grocery retail to Insurance Broking - approved.
WU/71/ADV/26 Non illuminated name sign - approved.
WU/63/B39 Store and conversion of store to garage.
WU/68/ADV/19 Illuminated wall sign.
BW/90/ADV/01 Illuminated fascia sign.
BW/90/201 Alterations and 2-storey rear extension for offices.

NATIONAL AND LOCAL PLANNING POLICY:
National
Planning Policy Statement 1 – Delivering Sustainable Development
Northamptonshire County Structure Plan
GS5 – Design
Borough Council of Wellingborough Local Plan
C10 – Development within mixed use areas beyond the town centre core.
SUMMARY OF REPLIES TO CONSULTATIONS/REPRESENTATIONS RECEIVED:

1. Neighbours – 9 objection letters from adjoining neighbours.

**Summary of objections**
- Noise and general disturbance at night including anti-social behaviour, loitering, car radios/engines/doors
- Security issues including vandalism
- Unpleasant smells, odours,
- Litter
- Highway concerns
- Impact on setting of listed buildings (nos. 39 and 40)
- Upsets the mix between commercial and residential uses in the street and leads to a loss of professional offices in the area
- Non-conformity with adjoining uses
- Biodiversity and geological conservation
- No evidence of local need
- Contrary to development plan.

**Other matters**
- Waste storage areas
- Drainage and foul water disposal
- Market value of adjoining properties
- Validation requirements and inaccuracies in the application detail.

2. Town centre partnership – no response received.

3. Anglian Water – no response received.

4. Economic Development – no comments or observations to make in connection with the application.

5. Conservation Officer – no response received.

6. Highways – having regard to the size and location of the premises it is not considered that the proposal would have a material effect on the safety and flow of traffic on the existing highway network and it is unlikely that an objection to the proposal could be sustained on highway safety grounds. Although the property does not provide off street parking accommodation, there is some degree of dedicated parking on street parking accommodation within the vicinity of the site. If usage of the premises is expected to be considerable it may be necessary to seek a traffic assessment if only to address the local concerns.

7. Planning Out Crime – no formal objections but informatives should be included on the decision notice to reduce the likelihood of crime, disorder and anti-social behaviour. Takeaways generally attract large groups of people, whether customers or youths hanging around, which can be intimidating for customers,
staff and passers by. The police regret that the design and access statement does not show how the development has taken into account any crime prevention or crime and disorder issues that may arise from it as stated in the Northamptonshire Supplementary Planning guidance, “Planning Out Crime In Northamptonshire”, Safer Places - The Planning System and Crime Prevention 9ODPM/Home Office 2004), and the Commission for Architecture and the Built Environment (CABE).

8. Environmental Development and Protection – the proposal has the potential to cause loss of amenity to nearby properties from noise and disturbance from vehicles and persons using the premises. In addition, there is a need to provide an adequate extraction system for the removal and treatment of cooking odours and to ensure that noise is not emitted from the system. A condition should be included in any approval requiring a scheme to be submitted to the local planning authority for approval for the extraction of cooking odours from the premises.

ASSESSMENT:
The development plan consists of the saved policies of Northamptonshire County Structure Plan adopted in 2001 and Borough of Wellingborough Local Plan 1999 (Including Local Plan Alteration adopted in 2004); and North Northamptonshire Core Spatial Strategy adopted in 2008.

Structure Plan Policy GS5 promotes sustainable development which entails, among other things, mixed uses (where compatible) and consideration of the need for measures for planning out crime. Policy C10 of the Local Plan states that planning permission will be granted for a development within mixed use areas beyond the town centre if it would not result in substantial conflict with surrounding uses, adversely affect the amenity of adjoining residential areas, lead to a loss in opportunities for a broad range of uses to be accommodated within these mixed use areas as a whole or lead to substantial increases in on-street parking. Policy 13 of North Northamptonshire Core Spatial Strategy states that development should meet the needs of residents and businesses without compromising design standards and living conditions of neighbours.

SPG on crime Prevention recognises the potential impact of hot food takeaways on crime and implores local authorities to seek advice from Police and to take into account the local context and potential for crime and disorder where developments are likely to create ‘hot spots’ for crimes, whilst SPG on Parking advises on parking standards for various land uses.

The main issues to consider would be the impact of the proposal on the:

(i) character of the area;
(ii) amenities of neighbours; and
(iii) highway and pedestrian safety.

Responses to specific matters raised by objectors are addressed in the last section.

Character of the Area
The street comprises a variety of uses ranging from A1 – A5 and B1-2. The mix of the uses is consistently changing in response to the commercial considerations. As such,
there is no predetermined pattern in terms of mix, location and juxtaposition of such uses therefore each case is determined on its merits. Demonstration of local need for a particular facility (as raised by objectors) is not a requirement of the policy in this area; neither is there a specific criterion in the policy for the determination of the mix of uses necessary to promote vitality/viability in the area. Rather, reference is made in Policy 10 (2) to the effect that developments should not lead to the loss of opportunities for broad range of uses to be accommodated within the mixed use area as a whole. It is not considered to be the case in this instance. In terms of the designation of the area as a mixed use zone, the proposal would be considered appropriate, subject to other considerations discussed in succeeding sections.

**Neighbours’ Amenities.**

The property is located at the end of a terrace and is flanked on one side by an accountancy office and on the other by residential properties which are separated from the application site by a gated pedestrian way. There is residential accommodation on the first floor and along the terrace, 2 properties away. It is acknowledged that A5 uses are associated with smells, odour and noise which are harmful to neighbouring properties but these are usually mitigated by appropriate conditions limiting the operating times in line with other businesses in the locality and requiring the submission of fume extraction units. The sub-text to Policy C10 states that “…residential amenity standards in mixed use areas will normally be lower than within defined predominantly residential areas” (page 119). As such, it would not be reasonable to give undue prominence to this matter.

In terms of anti-social behaviour and crime, the Police crime prevention unit does not consider that the development would generate a level of anti-social behaviour that would sustain a refusal. In any case, the potential of a development to generate anti-social behaviour after 11pm is a consideration under the new Licensing Laws.

Having regard to mitigation measures that will be conditioned in the permission, it is considered that the proposal would not be materially harmful to the amenities of the neighbouring properties.

**Highway Implications**

SPG on Parking provides maximum car parking standards for various land uses and recommends 1 space per every 14 square metres of gross floor space for food and drinks (A5) against, for comparison purposes, 1 space per 25 square metres for shops (A1) and financial and professional services (A2). At 50 square metres, an A5 use would require 3 parking spaces as opposed to 2, for an A2 use. It is considered that a deficit of one would not have significant impact on the highway situation. The properties on this section of the street use communal on-street parking on either side of the street where approximately 16 cars can be accommodated. Considering that a maximum 1.5 parking spaces would be required for each dwelling house, which can be reduced in this instance having regard to proximity to the town centre, it would appear that a provision of 16 spaces within the vicinity would be generous. The Highways section has advised that refusing the application on traffic grounds would not be sustainable. As for illegal parking alluded to in the objection letters, this could be controlled under separate legislation. Car parking on the yellow lines and on footpaths is an offence under The Highway Code and it is a matter for the Enforcing Authority to issue parking tickets to offenders as necessary.
Conclusion
The proposed development would be acceptable in principle and would not have a materially adverse impact on the amenities of neighbouring properties or the highway. There are no other material factors that would result in withholding planning permission.

Responses to specific objections
(i) Human Rights Implications - the recommendation in this report for grant of planning permission, subject to conditions, has potential implications for neighbours in terms of alleged interference with privacy, home or family life (Article 8) and protection of their possessions (First Protocol, Article 1). For reasons explained in the report, any actual or apprehended infringement of such Convention Rights is justified. The infringement would be in accordance with the Council's legal duties under the Planning Acts to determine planning applications where neighbour’s rights are balanced against the applicant’s freedom to carry out reasonable development if supported by the Development Plan, and other material considerations. Suggested conditions constitute a justified and proportional control of the use of the property in the public interest vis-à-vis private interests.

(ii) Advertising the application as impacting on the setting of a listed building – the Planning (Listed Buildings and Conservation Areas) Act 1990 requires local authorities to publish notices of applications which, in their opinion, affect the setting of a listed building. The current proposal would not involve any external alterations and it is unlikely that its use would have a bearing on the setting of the Listed buildings having regard to the separation distances.

(iii) Biodiversity and ecological considerations - there are no external works associated with this applications.

(iv) Waste storage, foul water drainage and litter - these are controlled by environmental health, building control and environmental protection respectively.

(v) Loss in property values – non-planning matter.

(vi) Validation matters and inaccuracies in application detail – the basic legal requirements for validation purposes were fulfilled. The omission or misrepresentation of some matters on the application form or design and access statement would not affect the outcome of the application.

RECOMMENDATION:
Approve with conditions.

1. The development shall be begun not later than the expiration of three years beginning with the date of this permission.
2. The facility to which this permission relates shall not operate outside the hours of 1000 - 2200 Mondays to Sundays, including public holidays.
3. Notwithstanding the submitted drawings, a scheme for the extraction, collection, treatment and dispersal of cooking smells and fumes shall be submitted to, and
approved by, the local planning authority and the approved scheme shall have been implemented before the premises are used for the purpose permitted, and thereafter maintained.

Reasons:
1. Required to be imposed pursuant to S51 of the Planning and Compulsory Purchase Act 2004.
2. In the interests of the amenities of the occupiers of the nearby properties.
3. In the interests of amenity of the surrounding locality and to secure a satisfactory standard of development.

INFORMATIVE/S:
1. Pursuant to Section 38 (6) of the Planning and Compulsory Purchase Act 2004, the proposed development complies with the applicable development plan policies and there are no other material considerations that would constitute sustainable grounds for refusal. These include specifically the following policies: SG5 of the Northamptonshire County Structure Plan, C10 of the Borough of Wellingborough Local Plan and Policy 13 of North Northamptonshire Core Spatial Strategy.
2. The Police Crime Unit advises that takeaways attract large groups of people and can be 'hot spots' for crime, vandalism and anti-social behaviour. As such, reference should be made to guidance contained in Northamptonshire Supplementary Planning Guidance "Planning Out Crime in Northamptonshire"; Safer Places - The Planning System and Crime Prevention (ODPM/Home Office, 2004) and Commission for Architecture and the Built Environment (CABE) to reduce the likelihood and incidence of crime, disorder and anti-social behaviour.
3. The applicant is advised that this decision relates to the following drawing numbers received on the date shown:
   Drawing Number: NL1805
   Date Received: 20th May 2008
BOROUGH COUNCIL OF WELLINGBOROUGH

AGENDA ITEM

SITE VIEWING (Date of visit 19th August 2008 at 12.00 noon)

Planning Committee 20/08/2008

Report of the Deputy Chief Executive

APPLICATION REF: WP/2008/0313/O

PROPOSAL: Outline application - to demolish the existing buildings and erect a building containing 6 self-contained flats with parking provision and landscaping.

LOCATION: 10 Hillside Road, Wellingborough. NN8 4AN

APPLICANT: Mr Danny McLaren

The application requires Committee consideration and a site visit owing to the number of representations.

PROPOSAL AND DESCRIPTION OF SITE:
The application site is located on the eastern side of Hillside Road, adjacent to the vehicular access serving the Brook Farm Allotments at the rear of the site. The site is occupied by a single storey building that is currently used for the importation and wholesale of giftware.

Outline consent is sought to redevelop the site for 6 dwellings. Only the access and scale of the development are to be determined at this stage, with all other matters reserved for future consideration. The submitted indicative plan shows a 2 storey building with a hipped roof. Three (3) flats would be provided on each floor, with vehicular access off Hillside Road and through an undercroft passageway, leading to 6 car parking spaces at the rear of the site. Two additional parking spaces would be provided within the front curtilage of the development.

RELEVANT PLANNING HISTORY:
None relevant.

NATIONAL AND LOCAL PLANNING POLICY:
Planning Policy Statement 1; Delivering Sustainable Development.
Planning Policy Statement 3; Housing.
Regional Spatial Strategy 8.
Sub-Regional Strategy for Milton Keynes and South Midlands.
Northamptonshire Structure Plan:
    Policy GS5 – Design
North Northamptonshire Core Spatial Strategy:
- Policy 7 – Delivering Housing
- Policy 9 – Distribution and Location of Development
- Policy 10 – Distribution of Housing
- Policy 11 – Distribution of Jobs
- Policy 13 – General Sustainable Development Principles
- Policy 14 – Energy Efficiency and Sustainable Construction
- Policy 15 – Sustainable Housing Provision.

SUMMARY OF REPLIES TO CONSULTATIONS/REPRESENTATIONS RECEIVED:
1. NCC Highways – refer to published guidance to ensure that highway safety is maintained. Have recommended a condition in relation to visibility.

2. Environment Agency – no objection subject to the developer being informed about the need to incorporate water efficiency in new developments.

3. Environmental Protection – condition on further risk based assessment is recommended.

4. Seven (8) letters of objection/concern received on grounds of: Security implications for the allotments; the effect of the trees on next door property; insufficient parking provision; 2-storey development not in keeping with the character and appearance of the locality; risk of asbestos which could pollute the nearby allotments; residential development is unsustainable as the site currently provides employment use which is accessible to residents; and no precedent for flats in the road.

ASSESSMENT:
Principle
Policy 11 of the recently adopted CSS seeks to safeguard existing employment sites for continued employment use, unless it can be demonstrated that an alternative use would not be detrimental to the overall supply of employment land. This is a relatively small employment site, the loss of which would not detrimentally affect the supply of suitable employment sites and jobs in the town. The loss also has to be balanced against the objectives of Policy 9, which gives priority to the reuse of brownfield sites for housing, consistent with the provisions in PPS 1 and PPS3. In the circumstances, the redevelopment of the site for residential purposes ought to be supported.

Design, Layout, Character and Appearance
The layout of the development, particularly the footprint is similar to that of the existing building on site. The proposed building line on Hillside Road frontage is similar to that established by the existing building and the adjacent dwelling. The building is presented as a 2-storey structure with hipped roof profile, similar to nearby developments. The fenestration, particularly the verticality of the openings is also similar to nearby dwellings. In the circumstances, the development would be in keeping with the character and appearance of the area.

Amenity Impact
The proposed building has an ‘L’ shaped configuration. The eastern elevation that faces the neighbouring dwelling at no. 6 Hillside Road has no openings and therefore,
there would be unlikely to be any mutual overlooking/loss of privacy between the proposed and existing developments. Although there are window openings on the elongated projection facing no. 6 Hillside Road, these are significantly distanced from habitable windows within the existing building. It is recommended that window/other openings be restricted by condition on this elevation. The rear projection is also recessed from the common boundary with no. 6 Hillside Road and because of this, the proposed building passes the light test in relation to the rear of no. 6 Hillside Road. Therefore, the proposed development would have no materially harmful effect on the living conditions of neighbours.

Parking Provision/Highway

The proposal makes provision for 8 car parking spaces, which falls short of the standards by 1. This is considered insufficient to withhold consent. The parking standards in the SPG are expressed as maxima and given the site constraints and in the interest of making sustainable and judicious use of brownfield land, a relaxation of standards in this instance is justified.

**RECOMMENDATION:**

Grant outline permission subject to the following conditions.

1. Application for approval of reserved matters shall be made not later than the expiration of 3 years beginning with the date of this permission and the development shall be begun not later than whichever is the later of the following dates:
   (a) the expiration of 3 years from the date of this permission; or
   (b) the expiration of 2 years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

2. Before any development is commenced, detailed plans, drawings and particulars of the design, layout, external appearance, together with landscaping and screen walls/fences shall be submitted to and approved by the local planning authority and the development shall be carried out in accordance therewith.

3. An investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of 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. The written report is subject to the approval in writing of the local planning authority. 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, crops, livestock, pets, woodland 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’.

4. Vehicle to vehicle visibility of 2m x 43m and pedestrian to vehicle visibility of 2m x 2m shall be provided and maintained on both sides of the access point.

5. No windows or other openings shall be formed on the flank elevation of the proposed building facing no. 6 Hillside Road without the prior written consent of the local planning authority.

Reasons:
1. Required to be imposed pursuant to Section 92 of the Town and Country Planning Act 1990.
2. To secure a satisfactorily planned development.
3. To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.
4. In the interests of pedestrian and highway safety.
5. To safeguard the amenities of neighbouring occupiers.

INFORMATIVE/S
1. Pursuant to Section 38(6) of the Planning and Compulsory Purchase Act 2004, the proposed development complies with the applicable development plan policies and there are no other material considerations that would constitute sustainable grounds for refusal. These include specifically the following policies:
   North Northamptonshire Core Spatial Strategy:
   Policy 7 - Delivering Housing
   Policy 9 - Distribution and Location of Development
   Policy 10 - Distribution of Housing
   Policy 11 - Distribution of Jobs
   Policy 13 - General Sustainable Development Principles
   Policy 14 - Energy Efficiency and Sustainable Construction
   Policy 15 - Sustainable Housing Provision.
   GS5 of the adopted Northamptonshire Structure Plan.

2. The applicant is advised that this decision relates to the following drawing numbers received on the date shown:
   Drawing Numbers Date Received:
   08/040/01A 25/07/2008
BOROUGH COUNCIL OF WELLINGBOROUGH

AGENDA ITEM

SITE VIEWING (Date of visit 19th August 2008 at 1.30 pm)

Planning Committee 20/08/2008

Report of the Deputy Chief Executive

APPLICATION REF: WP/2008/0321/F

PROPOSAL: Convert and extend existing double garage into 2 bed detached bungalow - re-submission following withdrawn application WP/2008/0259/F.

LOCATION: 27 Fairfield Road, Isham. NN14 1HF

APPLICANT: Mr David Bradshaw

This application is referred to the Planning Committee for determination because a site viewing has been requested by the Parish Council on the grounds of overdevelopment.

PROPOSAL AND DESCRIPTION OF SITE:
The application site comprises a detached dwelling house with a large garage located at the north-eastern end of the side garden. The proposal seeks to subdivide the plot to create a 2 bed bungalow incorporating the garage. The two properties would be separated by a 2m high close boarded fence. Parking for the existing dwelling house would be relocated to the front garden after widening the existing crossover.

The new scheme is different from a previous scheme which was dismissed on appeal (ref T/APP/H2835/A/96/270531/P7) in that:

- it would be 2 bedrooms as opposed to 3;
- there would be no principal windows facing the rear garden of no. 19;
- its front elevation would be set further back from the eastern elevation of the existing property; and
- additional parking would be provided for the existing dwelling house after demolition of the front boundary wall and widening of the crossover.

There would also be changes to the design, involving internal reconfigurations, a lower but uneven roof line, and staggered footprint.

RELEVANT PLANNING HISTORY:
WR/52/61 Layout of housing - approved with conditions.
WR/54/17 House, bungalows and garages - approved with conditions.
WR/54/99 House and garage - approved.
WP/1996/0119  New bungalow - refused and dismissed at appeal.
WB/1999/0315  Detached garage.
WP/2004/0190  Proposed single storey extension to kitchen and utility room (amended) - approved with conditions.
PRE/2007/0025  1 dwelling.
WP/2008/0259  Convert and extend existing double garage into 2 bed detached bungalow - withdrawn.

NATIONAL AND LOCAL PLANNING POLICY:
National
Planning Policy Statement 1 (PPS 1) - Delivering Sustainable Development
Planning Policy Statement 3 (PPS 3) - Housing.

Northamptonshire County Structure Plan
GS5 - Design
Northamptonshire Supplementary Planning Guidance (SPG) - Minor Applications that have an effect on the highway.

Borough Council of Wellingborough Local Plan
G4 - Development within Limited Development and Restricted Infill Villages.
Supplementary Planning Guidance: Building Better Places; Trees on Development Sites, Parking

North Northamptonshire Core Spatial Strategy
Policy 13 - General Sustainable Development Principles.

SUMMARY OF REPLIES TO CONSULTATIONS/REPRESENTATIONS RECEIVED:
1. Neighbours – 1 letter from no. 21, citing:
   • Isham is a restricted infill village, a factor which must have contributed to the rejection of a previous application on appeal.
   • The boundaries would be close to the boundary fence leading to increased noise and overshadowing on the rear garden.
   • Loss of privacy from the rear window.
   • Adverse highway implications due to increased demand for parking.

2. Parish Council – overdevelopment of the site. A site viewing is requested.

3. Highways – regard to be had to the highway guidance document stated above.

4. Environmental protection – no response received.

ASSESSMENT:
The development plan consists of the saved policies of Northamptonshire County Structure Plan adopted in 2001 and Borough of Wellingborough Local Plan 1999 (Including Local Plan Alteration adopted in 2004); and North Northamptonshire Core Spatial Strategy adopted in 2008. Structure Plan Policy GS5 seeks to promote high standards of design in the County, having regard to, amongst other matters, the visual appearance of the development in the context of the defining characteristics of the local area. Policy 13 of North Northamptonshire Core Spatial Strategy sets out acceptability criteria for development proposals and indicates that developments should (a) meet needs (b) raise standards and (c) protect assets, whilst Policy G4 has a presumption in
favour of developments in villages which do not adversely affect the character and setting of the villages.

There are no plot-subdivision policies in the Local Plan, therefore the proposal is considered on its contextual merits and in the light of relevant issues discussed below and other material considerations. PPS 3 is in favour of the efficient and effective use of land, as long as they satisfy other considerations discussed below.

(i) Character of the area;
(ii) Design;
(iii) amenities of neighbours and living conditions of future occupiers; and
(iv) highway implications.

The Inspector’s report on the previous application is a material consideration in this case and the discussion of the items above will evaluate the scheme in relation to the concerns expressed therein.

**Character of the Area.**
The Parish Council has concerns about overdevelopment of the site and its impact on the character of the area. The Inspector’s comments are cited below, verbatim, to explain why this would not be the case:

“…my impression of the immediate area is that it has the character of a suburban housing estate within which there are various designs of houses and bungalows. The appeal site is not readily visible from public vintage points and is well screened by trees from the land to the south. I do not consider that the proposed bungalow would harm the character and appearance of the area, particularly as it would be faced and roofed in materials to match the existing dwelling.”

Therefore, these allegations would not be sustainable because the situation has remained the same since.

**Design and Appearance**
The proposed extension to the garage would follow the existing roof line while the new extension to the south would be set in from the rear and front elevations, with a subservient roof. The result would be a dwelling house with a subdued profile in relation to the existing property which would not cause offence to the visual amenities of the surrounding area. The proposed material would match that of the existing garage.

**Neighbours’ Amenities and living conditions of future occupiers.**
The rear elevation of the proposed bungalow would be set in from the adjoining boundary to the rear garden of no. 19 by between 1m and 1.5m and would not have principal windows. This is considered to overcome the previous concern regarding overlooking and loss of privacy to both the neighbouring property and the future occupiers of the property. The windows at the rear would be obscure glazed. The principal windows on the front elevation would be partly obscured by the proposed 2m high close boarded fence separating the properties. The fence would prevent any overlooking from adjoining gardens. The dwelling house would respect the separation distances stipulated in the local plan and would be set further back from the side elevation of the existing dwelling house. As such, it would overcome the concern raised.
by the Inspector in respect of general disturbances and increased noises resulting from concentrated residential activity. Noise from a 2 bed bungalow would not, in the opinion of the local authority, unacceptably add to the existing noise levels of the neighbourhood. In terms of loss of outlook and visual intrusion, it is considered that the proposed dwelling house’s silhouette would be unassuming, therefore not adversely harmful to neighbouring properties.

**Highway Implications**
The appeal predated the construction of the existing garage which later received permission in spite of the Inspector's disquiet about the then proposed access in relation to the garage near the entrance belonging to no. 25. The existing garage would be incorporated into the design while new parking would be created at the front after demolition of the front wall and access widening. Regard is had to the fact that this section of the road is a cul-de-sac and that the garages located at the end appear to be disused. As such, the proposed access arrangements would appear acceptable. By virtue of the subsequent construction of the garage and its associated access and the proposed parking spaces at the front, the Inspector’s comments in this respect have become obsolete.

**Conclusion**
The proposed development would not detract from the exiting character of the area and it would have a comparable garden size. The bungalow has been carefully designed to respect the relationships between the properties and the proposed parking at the front would alleviate the resultant parking problems. The separation distances of the properties, the modest scale of the properties and the proposed layout would mitigate any harm in terms of noise and general disturbance within the neighbourhood. The proposal is considered to overcome the objections which led to the previous refusal. As such, it is recommended for approval.

**RECOMMENDATION:**
Approve with conditions:

| 1. | The development shall be begun not later than the expiration of three years beginning with the date of this permission. |
| 2. | Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any other Order revoking or re-enacting this Order) no buildings, extensions, or alterations permitted by Classes A, B, C and E of Part 1 of schedule 2 in the 1995 Order shall be carried out without the prior written consent of the local planning authority. |

**Reasons:**

1. Required to be imposed pursuant to S51 of the Planning and Compulsory Purchase Act 2004.
2. To allow the local planning authority to control future development having regard to the nature of the site.
INFORMATIVE/S:

1. Pursuant to Section 38 (6) of the Planning and Compulsory Purchase Act 2004, the proposed development complies with the applicable development plan policies and there are no other material considerations that would constitute sustainable grounds for refusal. These include specifically the following policies: GS5 of the Northamptonshire County Structure Plan, G4 of the Borough of Wellingborough Local Plan and 13 of North Northamptonshire Core Spatial Strategy.

2. The applicant is advised that this decision relates to the following drawing number received on the date shown:

   Drawing Number: 08-152
   Date Received: 17th June 2008
BOROUGH COUNCIL OF WELLINGBOROUGH

AGENDA ITEM

SITE VIEWING (Date of visit 19th August 2008 at 12.45pm)

Planning Committee 20/08/2008

Report of the Deputy Chief Executive

APPLICATION REF: WP/2008/0345/F

PROPOSAL: Demolition of detached dwelling and erection of 8 new flats and a detached bungalow.

LOCATION: 21a Allen Road, Finedon, Wellingborough. NN9 5EN

APPLICANT: Mr Glenn Taylor, Lousada Taylor Limited.

This application is referred to the Planning Committee for determination due to an objection from Finedon Parish Council and the level of third party objection to the scheme.

PROPOSAL AND DESCRIPTION OF SITE:
The proposed block of flats is two and half storeys high with a multi hipped roof which measures, from the plan, as approximately 1.3m higher than no. 23 Allen Road. The applicant describes the scheme as ‘articulated to provide an interesting and attractive elevation’. Access to the car parking and the bungalow at the back of the site is through an archway.

The site is an existing two storey, detached dwellinghouse which is empty and in a state of disrepair. It has a relatively large garden area that is beginning to become overgrown. The dwellings located along Allen Road are predominantly terraced although there are semi-detached properties along Eastfield Crescent and Rock Road. Overall there is an apparent lack of off-road parking accommodation along Allen Road.

RELEVANT PLANNING HISTORY:

The above application was refused for being contrary to Policy G1.2 and 12.1 of the Borough of Wellingborough Local Plan

WP/2007/0211/FM Erection of 10 flats – withdrawn

WP/2007/0733/F Erection of 3 x 2 bed flats, 5 x 1 bed flats and 1 x 2 bed bungalow – refused for the following reasons:
1. The proposal by way of its unsympathetic design and inappropriate scale does not respect or enhance the character of its surroundings and is therefore contrary to Policy GS5 of the County Structure Plan and Policies G1.1, H12.1 and H12.2 of the Borough of Wellingborough Local Plan.

2. The proposal would unacceptable harm the existing standard of amenity currently enjoyed by the occupiers of adjacent dwellings by way of loss of light and detrimental massing impact and is contrary to Policy G1.2 and H12.4 of the Borough of Wellingborough Local Plan together with the provisions of the adopted Supplementary Planning Guidance 'Building Better Places'.

3. The inadequate provision of cycle parking spaces is not in accord with the provisions of the adopted parking Supplementary Guidance 'Parking' or the provisions of Planning Policy Guidance 13; Transport.

4. The applicant has failed to provide plans to accurately illustrate the proposed development.

5. Inadequate space has been provided to accommodate refuse and recycling bins.

DEVELOPMENT PLAN POLICY, NATIONAL GUIDANCE AND SUPPLEMENTARY PLANNING GUIDANCE/DOCUMENTS:
- North Northamptonshire Core Spatial Strategy 10, 11, 14, 15 and 16
- Regional Spatial Strategy 8
- County Structure Plan GS5, T9 and T10
- Borough of Wellingborough Local Plan G4
- Planning Policy Statement 1; Delivering Sustainable Development
- Planning Policy Statement 3; Housing
- Planning Policy Guidance 13; Transport
- Planning Policy Statement 7; Sustainable Development in Rural Areas

SUMMARY OF REPLIES TO CONSULTATIONS/REPRESENTATIONS RECEIVED:
1. Finedon Parish Council – objects to the application because it considers the proposal to be overdevelopment of the site. The Parish Council also request a visit from the Site Viewing Group.

2. Highways Authority – has objected to the development and requests a number of alterations to the scheme before it would meet with its approval.

3. Council’s Design and Conservation Officer – offers detailed criticism of the scheme with regards to the following issues:
   - disagrees with the architect that the flats are the same height as the surrounding development when the proposed building is clearly higher
• the bulk and massing of the scheme is problematic in terms of both height and footprint/depth
• opinion expressed that the proposal represents town cramming
• all types of development ought to have entrances directly on to the street which is an urban design fundamental with regards to sociability, street activity/surveillance and utility in respect of pedestrian accessibility and architectural interest.

4. Council’s Performance Manager; Amenities – comments that the proposed bin storage area is not adequate.

5. Northamptonshire Police – does not object to the proposal and comments that with some minor alterations the scheme would qualify for the Secured By Design Award.

6. Neighbours – objections have been received from the occupiers of Apartment 1 Regency Court; 19, 21a, 40, 42, Allen Road; 9 Eastfield Crescent. The writers cite the following reasons for opposing the proposal:

• loss of privacy
• loss of light
• development is out of character with the surrounding properties
• existing parking difficulties in Allen Road will be exacerbated
• belief that most homes now have two cars and there is inadequate on site parking provision
• increased traffic in Allen Road with greater danger to highway safety
• suggestion of alternative development
• effect on house values
• Finedon has been flooded with flats
• lack of space for recycling bins
• site is home to wildlife
• sewerage system struggles with present flows
• a dense population endangers lives

The amendments requested by the County Highways Authority and the Wellingborough Council’s Performance Manager; Amenities, have been passed to the applicant but at the time of writing the report altered plans have not been received.

ASSESSMENT:
The material planning considerations are:
• Compliance with policy
• Sustainability
• Highway safety, access and parking
• Effect on the character and visual amenity of the area
• Effect on neighbours amenities
• Crime and disorder
• Biodiversity
• Accuracy of submitted plans
Compliance with policy
The site is located within the village confines of Finedon, a village which is defined as a Limited Development Village by Policy G4 of the Borough of Wellingborough Local Plan. In such locations residential development is acceptable, subject to the proposal having no materially detrimental impact upon the character of the village, local road network and neighbours amenities. It is, therefore, considered that in principle a residential re-development of the site could be acceptable in this location; other aspects of policy will, however, be examined below.

Sustainability
Contained in the accompanying Design and Access Statement is the suggestion that a range of sustainability features could be considered. There is, however, no evidence in the application to suggest that their inclusion is actually achievable. Many of the issues raised by the Code For Sustainable Homes require addressing throughout the design process, such as energy efficiency matters, water efficiency and the use of renewable technologies as their incorporation can have a great effect on the overall design and appearance of a the proposal. If it is the applicant’s intention to achieve the Code For Sustainable Homes, a pre-assessment estimator should have been submitted with the application to ensure that the intended design measures can achieve their goals.

Highway safety, access and parking
The concerns of the neighbours regarding parking and access are appreciated given the existing lack of off-road parking in the locality. The objection from the Highways Authority is noted, but its opposition to the scheme is based on matters of detail rather than the number of off road car parking spaces that will be incorporated into the development or possible danger to highway safety in local road network.

The amount of car parking spaces that could be available on street in the vicinity is capable of being a material consideration, but it has to be said that it is not the only determining factor. The objectors indicate that there are existing parking difficulties in Allen Road. Clearly, the existing lack of on street car parking spaces is partly caused by local residents themselves who own cars and create an excessive demand for the available spaces by their natural desire to park their vehicles close to their homes.

The car parking standard mentioned in the adopted Supplementary Planning Guidance ‘Parking’ is one space per unit for residual schemes with no garages i.e. flats. The standard is expressed as a maximum provision, not a minimum requirement and this leads to the opinion that the 10 spaces illustrated in the scheme meets with the adopted parking standards.

The Parking SPG also requires the provision of one cycle space per flat, but the proposal only provides for four for the residents of the flats and another two for the bungalow dwellers. The SPG comments that the provision of convenient secure cycle parking and related facilities is fundamental to encouraging increased cycling, particularly from single occupancy motorised journeys made over shorter distances on a regular basis. It goes on to say that cycle parking provision should be fully incorporated into an application and not dealt with through conditions.
With regards to the Government’s view of cycle spaces in PPG 13, it also suggests that when determining planning applications local authorities should seek the provision of convenient safe and secure cycle parking.

Despite the adequate off road car parking provision the proposals is considered not to fully accord with the provisions of the adopted parking Supplementary Guidance or PPG 13 due to the paucity of the cycle parking provision.

**Effect on visual amenity and character of the area**
The North Northamptonshire Core Spatial Strategy and Policy GS5 of the County Structure Plan both promote the need for new development to respect and enhance the character of its surroundings. Furthermore, the requirement for designs to contribute positively to their surroundings and which are also appropriate to their context is mentioned in paragraph 34 of PPS 1; this concept is also reflected in the guidance contained in PPS 3.

Government advice and development plan policies all promote the desirability of higher densities for residential development, particularly on brownfield land. PPS 3 advocates a net minimum density of at least 30 dwellings per hectare. The density of the proposal is 75 units per hectare, which is in excess of the required density, but it is recognised that this figure is distorted because the proposal is for flats. It does not mean, however, that a scheme should be approved merely because it has a high density and Annex B of PPS 3 states that there is no presumption that the whole curtilage of a brownfield land site is necessarily suitable for development.

With regards to design of the development the Councils Conservation and Design Officer has been critical of the quality of the design, which taken in context of the surrounding built environment, is considered to be another attempt to overdevelop the site.

The proposed development will be particularly prominent on the street scene. This is because the corner of Rock Road and Allen Road is not occupied by a dwellinghouse which will expose the expanse of its flank elevation to view. It is considered that the development will be significantly out of the character to cause harm to the visual amenity of the area for several reasons. The scheme envisages three floors of accommodation which has necessitated in a higher than normal ridge height and results in a building that neither compliments nor respects the scale, mass or design of the surrounding development. Also, the proposal has an overly large footprint and rather than minimizing its visual effect, the unusual design of the roof would draw more attention to itself because of its incongruity with the other roof configurations of the surrounding development.

The proposal is therefore considered to be contrary to Policy 14 (h) and (k) of the North Northamptonshire Core Spatial Strategy and Policy GS5 of the County Structure Plan.

**Effect on residential amenity**
The development will undoubtedly have an effect on the standard of residential amenity that is currently enjoyed by the occupiers of the surrounding dwellings. It considered that the effects will be sufficiently detrimental to warrant refusing the application for the following reasons:
• The overlooking from the first floor bedrooms down into the amenity areas of 15 and 16 Rock Road would result in an unacceptable loss of privacy due to the minimal intervening distance.
• The two storey part of the building measures as approximately 8.25m from the nearest point of no. 16 Rock Road and it is considered that the propinquity of the development in relation to the adjacent dwellinghouse will result in an overbearing massing influence on the existing residents. Also, the development extends unacceptably past the rear wall of the main part of no. 23 Allen Road which will have a similarly harmful effect on its residents.
• The scale of the proposed development, combined with its deep floor plan will result in an unacceptable harmful effect on the amount of light currently enjoyed by the residents of no. 23 Allen Road.

It is considered that the proposal should be recommended for refusal. This is because the mass and siting of the proposed block would have a harmful impact on the amenities currently enjoyed by the occupiers of neighbouring dwellings and is contrary to Policy 14 (l) of the North Northamptonshire Core Spatial Strategy together with the provisions of the adopted Supplementary Planning Guidance ‘Building Better Places’.

Crime and disorder
The Police have not objected to the development and have suggested measures to improve its security features. It is accepted that development of the site would remove an empty building which could be subject to a vandal or arson attack.

Biodiversity
It is acknowledged that the site in its present overgrown state could be a haven for some species of wildlife. It is considered, however, that there is no evidence to suggest that there are any issues of sufficient importance to warrant refusing the application of the grounds of harm to biodiversity.

CONCLUSION
Although the site is appropriate for residential re-development it is considered that the development of eight flats on the site would be overdevelopment given the detrimental impact that the siting of these units would have on residential and visual amenity. The proposal is therefore recommended for refusal.

RECOMMENDATION:
Refuse for being contrary to Policies 14 (h, k and l) of the North Northamptonshire Core Spatial Strategy, Policy GS5 of the County Structure Plan. The proposal is also contrary to the provisions of the adopted Supplementary Planning Guidance Parking and Planning Policy Guidance 13; Transport.

Inadequate space is provided for the storage of refuse and recycling bins.

1. The incongruous design, mass and scale of the proposal fails to respect the character of the surrounding development and is therefore contrary to Policy 13 (h and k) of the North Northamptonshire Core Spatial Strategy and Policy GS5 of the County Structure Plan.
2. The proposal would unacceptable harm the existing standard of amenity currently enjoyed by the occupiers of adjacent dwellings by way of loss of light and detrimental massing impact and is contrary to Policy 13 (l) of the North Northamptonshire Core Spatial Strategy Plant together with the provisions of the adopted Supplementary Planning Guidance 'Building Better Places'.

3. Inadequate space is provided for the storage of refuse and recycling bins contrary to Policy 13 of the North Northamptonshire Core Spatial Strategy.

4. The under-provision of secure cycle storage spaces results in the proposal being contrary to the adopted Supplementary Planning Guidance Parking and Planning Policy Guidance 13; Transport.

Policy 13

Development should meet the needs of residents and businesses without compromising the ability of future generations to enjoy the same quality of life that the present generation aspires to. Development should:

Meet needs
a) Incorporate flexible designs for buildings and their settings, including access to amenity space, enabling them to be adapted to future needs and to take into account the needs of all users;
b) Seek to design out antisocial behaviour, crime and reduce the fear of crime by applying the principles of the 'Secured by Design scheme';
c) Maintain and improve the provision of accessible local services and community services, whilst focusing uses that attract a lot of visitors within the town centres;
d) Have a satisfactory means of access and provide for parking, servicing and manoeuvring in accordance with adopted standards;
e) Be designed to take full account of the transport user hierarchy of pedestrian-cyclist-public transport-private vehicle, and incorporate measures to contribute to an overall target of 20% modal shift in developments of over 200 dwellings and elsewhere 5% over the plan period;
f) Not lead to the loss of community facilities, unless it can be demonstrated that they are no longer needed by the community they serve and are not needed for any other community use to that the facility is being relocated and improved to meet the needs of the new and existing community;
g) Not lead to the loss of open space or recreation facilities, unless a site of equivalent quality and accessibility can be provided, services and made available to the community prior to use of the existing site ceasing.

Raise standards
h) Be of a high standard of design, architecture and landscaping, respects and enhances the character of its surroundings and is in accordance with the Environmental Character of the area;
i) Create a strong sense of place by strengthening the distinctive historic and cultural qualities and townscape of the towns and villages through its design, landscaping and use of public art;
j) Be designed to promote healthier lifestyles and for people to be active outside their home and places of work;
k) Allow for travel to home, shops, work and school on foot and by cycle and public transport.

Protect assets
l) Not result in an unacceptable impact on the amenities of neighbouring properties or the wider area, by reason of noise, vibration, smell, light or other pollution, loss of light or overlooking;
m) Be constructed and operated using a minimum amount of non-renewable resources including where possible the reuse of existing structures and materials;
n) No have an adverse impact on the highway network and will not prejudice highway safety;
o) Conserve and enhance the landscape character, historic landscape designated built environmental assets and their settings, and biodiversity of the environment making reference to the Environmental Character Assessment and Green Infrastructure Strategy;
p) Not sterilise known mineral reserves or degrade soil quality;
q) Not cause a risk to (and where possible enhance) the quality of the underlying groundwater or surface water, or increase the risk of flooding on the site or elsewhere, and where possible incorporate Sustainable Drainage Systems (SuDS) and lead to a reduction in flood risk.

INFORMATIVE/S:
1. The applicant is advised that this decision relates to the following drawing numbers received on the date shown:
   Drawing Numbers:       Date Received:
   08007 (D) 098, 099, 100, 101, 110, 111, 200 and 210  11 July 2008
2. The applicant is advised that planning permission does not automatically allow the construction of the vehicle crossing, details of which require the approval of the Highway Authority. In this regard you should contact the Team Leader Regulations, Sustainable Transport, Riverside House, Riverside Way, Northampton NN1 5NX prior to any construction/excavation works within the public highway.
BOROUGH COUNCIL OF WELLINGBOROUGH

AGENDA ITEM

SITE VIEWING (Date of visit 19th August 2008 at 2.45.pm)

Planning Committee 20/08/2008

Report of the Deputy Chief Executive

APPLICATION REF: WP/2008/0347/F

PROPOSAL: New dwelling including part demolition of wall. Re-submission following withdrawn application WP/2008/0120/F.

LOCATION: Land at rear 15 Hickmire, Wollaston, Wellingborough.

APPLICANT: Mr George Datsoploulos.

This application is referred to the Planning Committee for determination because a site viewing has been requested by a Councillor on the grounds of overdevelopment and impact on Conservation Area (CA) and protected trees and because there are more than 4 objections.

PROPOSAL AND DESCRIPTION OF SITE:
The application property originally occupied a large plot which has since been subdivided by virtue of application no. WP/2007/0209/F to create an additional plot accommodating no. 17 Hickmire. The proposal seeks to further subdivide the remaining plot to accommodate a back land development at the rear of Pine Tree Lodge. The new property would be accessed by a shared driveway from Hickmire, which would be partly located between the existing dwelling house and the new built, no. 17. To meet the access requirements, the front boundary wall, which is the subject of a separate CA application (ref: WP/2008/0350/CA), would be partly demolished and repositioned. The eastern boundary of the plot comprises protected trees which are identified in a technical report accompanying the application. There is an additional Walnut tree located in the front garden of no. 17, adjacent the existing driveway.

RELEVANT PLANNING HISTORY:
WP/2008/0350/CA New dwelling including part demolition of wall. The application is to be determined separately.

WP/2008/0120/F New dwelling. The application was withdrawn following officer’s concerns regarding the impact of the development on the protected trees located within the curtilage of the existing property, access arrangements, separation distances between properties and inaccuracies on submitted drawings.

WP/2007/0209/F  Reconstruction of detached dwelling house within plot of no. 15 - approved with conditions.
WP/2006/0026/F  Dwelling within plot to no. 15 - approved with conditions.
WP/99/0332/F  Rear conservatory - approved with conditions.
WP/95/0049/CA  Take down and rebuild wall north side of access, re-point wall on south side of access.
BW/83/161  Detached dwelling house and double garage - approved with conditions.
BW/83/207/LB  Dwelling and garage, including removal of part wall to improve access.

NATIONAL AND LOCAL PLANNING POLICY:
National
Planning Policy Statement 1 (PPS 1) - Delivering Sustainable Development.
Planning Policy Statement 3 (PPS 3) - Housing.
Planning Policy Statement 7 (PPS 7) - Sustainable Development in Rural Areas.
Planning Policy Guidance 15 (PPG 15) - Planning and the Historic Environment.

Northamptonshire County Structure Plan
GS5 – Design.
Northamptonshire Supplementary Planning Guidance (SPG) - Minor Applications that have an effect on the highway.

Borough Council of Wellingborough Local Plan
G4 - Development within Limited Development and Restricted Infill Villages.
Supplementary Planning Guidance 1: Trees on Development Sites.

North Northamptonshire Core Spatial Strategy
Policy 13 - General Sustainable Development Principles.

SUMMARY OF REPLIES TO CONSULTATIONS/REPRESENTATIONS RECEIVED:
1. Neighbours – 5 objection letters from adjoining neighbours and another from a consultant commissioned by no. 14, one of the objectors above. Main issues are:-
   - adverse impact on highway and pedestrian safety.
   - Alteration of wall and proposed development would have an adverse impact on the CA.
   - Adverse impact on the walnut tree, which is subject to a Tree Preservation Order, at the front garden of no. 17 and possible overshadowing effect of the trees on future occupiers of the property which may lead to increased pressure to feel the protected trees at the rear.
   - Increased noise levels and vehicle fumes adjacent bedroom window of no. 17 and side windows of Pine Tree Lodge.
   - Overshadowing and dominating impact on no. 17 Hickmire.

2. Parish Council – the development would not, by reason of scale, siting, design or use of materials either preserve or enhance the special qualities of the area and its setting. A third house on the plot would be overdevelopment and would have an adverse impact on the CA. Should recommendation be granted, the access should adhere to the Highways Standards to prevent accidents because Hickmire is narrow and busy.
3. Highways – vehicle to vehicle visibility of 2m x 43m cannot be met in this instance but the reduced standard achieved by way of a pedestrian splay alone is considered to be an acceptable compromise. As a minimum, it is appropriate for visibility above a height of 0.6m within splays of 2m x 2m to be provided and maintained on both sides of the point of access. The shared drive should be 4.5m wide for a distance of 10m into the site. Vehicular crossing must be widened and made to join the public highway in accordance with the specification of Northamptonshire County Council.

4. Conservation Officer – the dwelling house will have very little effect on the character or appearance of the CA.

5. Landscape Officer – inconvenience is not a criterion in applying the British Standard. T7 is a good specimen which provides an edge to the tree belts and has longer potential lifespan than most trees on the belt. If retained, it would not be possible to achieve a minimum root protection area as shown on the proposed site plan and tree diagram. If the protective fence was erected on the edge of the canopy of the tree as shown on the plan there would be minimal working space to allow for the construction. The deviation from the recommendation would not serve the interests of the tree but would not necessarily have a significantly detrimental effect. It could therefore be difficult to refuse permission on the grounds that the trees could not be adequately protected. The proposal to erect a heras fence to protect the tree is not considered to be adequate, however. There would be an extremely limited working area on the site and a planning condition should be quite prescriptive on the requirement for a fence which could not be moved at the builder’s convenience. The boundary screening on the east boundary which is proposed for the end of the garden of Pine Tree Lodge need to be considered carefully because of overshadowing. Overall, it will be difficult to recommend refusal on the basis of trees but there are practical difficulties associated with the proposed works, as evidenced by the problems encountered on the neighbouring property no. 17. In addition, the protected trees will overshadow the new property and bird excrement will be a likely nuisance at the back of the house.

6. Environment Agency – has no comments to make in respect of the proposed development.

7. Environmental Protection – the Environmental Risk assessment does not address the likely presence of elevated levels of naturally occurring arsenic in the Northampton sand strata. The standard contamination condition should be included in any approval and the applicant be informed that the specific issue to be addressed is the potential presence of arsenic.

**ASSESSMENT:**
The development plan consists of the saved policies of Northamptonshire County Structure Plan adopted in 2001 and Borough of Wellingborough Local Plan 1999 (Including Local Plan Alteration adopted in 2004); and North Northamptonshire Core Spatial Strategy adopted in 2008.
Structure Plan Policy GS5 seeks to promote high standards of design in the County, having regard to, amongst other matters, the visual appearance of the development in the context of the defining characteristics of the local area. Policy 13 of North Northamptonshire Core Spatial Strategy sets out acceptability criteria for development proposals and indicates that developments should (a) meet needs (b) raise standards and (c) protect assets, whilst policy G4 has a presumption in favour of developments in villages which do not adversely affect the character and setting of the villages.

There are no plot-subdivision policies in the Local Plan, therefore the proposal is considered on its contextual merits and in the light of relevant issues discussed below and other material considerations. PPS 3 and PPS7 are in favour of the efficient and effective use of land, subject to other considerations, while PPS 15 seeks to preserve or enhance the character and appearance of CA. The main issues would be the impact of the proposal on:

(i) character and setting of the Conservation Area;
(ii) amenities of neighbours and living conditions of future occupiers;
(iii) protected trees; and
(iv) highway and pedestrian safety.

**Character and setting of the Area**
The property lies within a CA, therefore the design of the new dwelling house assumes a high profile. The proposed development reflects the style and appearance of the recently constructed dwelling house, no. 17 and occupies a plot of comparable size with surrounding properties. In this respect, the development would not be considered to be out of keeping with the character and appearance of the area. The siting of the proposed dwelling house at the rear, and in a subdued relationship with the main dwelling house, makes it obscure. As such, the proposed development would not be out of character with overall pattern and scale of development in the vicinity and it would not create visual incongruity. With respect to the alterations of the front boundary wall, the matter is under separate consideration. Suffice to say, the application relating to this development has been recommended for approval.

**Neighbours’ Amenities and living conditions of future occupiers.**
The proposed development would not respect the ‘back to back’ separation distances stipulated in the SPG in relation to the existing property but the resultant overlooking to/from rear windows of no. 15 would be mitigated by the fact that there no principal windows on the east facing elevation of the proposed dwelling. By virtue of the modest scale, height, massing and the drop in ground level 2m below the existing property, the proposed development would not dominate the neighbouring properties or cause loss of outlook. The northern end of the proposed development would be single storey, while the two storey element would be set back, thereby respecting the 45 and 60 degree angles in respect of the rear patio door of no. 17.

The north facing flank of the existing dwelling house has two windows serving the sitting room and a study, while the south facing flank of no. 17 contains a bedroom window which would be located approximately 1.4m away from the boundary and just below the private driveway. At its narrowest point, the flank to flank distance between the existing property and no. 17 would be approximately 4m. As such, the narrowness of the driveway, the existence of windows serving habitable rooms on either side of the
driveway and the elevated level of the driveway in relation to the bedroom window of no. 17 would lead to a significant reduction in the level of amenities of the existing properties by reason of noise, car fumes and general disturbances. Regard is had to the fact that the proposed development would be a family house with 3 bedrooms, as such capable of generating significant vehicular trips from the future occupiers, visitors and attendant vehicles at the site.

The principal windows of the proposed dwelling house are west facing and located in close proximity to the protected trees. As such, sunlight would only be available to these windows later in the day, but given the close proximity of T3 and T7 and the general screening effect of the entire tree belt, light penetration would be severely compromised resulting in significant overshadowing. The same could be said about the trees proposed at the boundary separating the existing property and the proposed development. As will be discussed later, this would result in increased pressures to lop the protected trees and/or prune the branches. In addition, the principal windows of the proposed dwelling house would suffer limited outlook by virtue of the proximity to protected trees which would be 4m away at the nearest, and within a metre of the nearest canopy. A combination of the two would create a depressing environment for the future occupiers of the property.

Protected trees
The technical report, which is written in accordance with the British Standard 5837, identifies T7 and T8 as removal candidates on the basis of proximity to the proposed dwelling house and in the case of T8, because it is unbalanced due to suppression from other trees (please note that T8 which is to the north of, and in line with, T7 is not shown on the submitted plans). It also recognises that the rear garden would be subjected to a lot of shade and that falling debris may cause harm to future occupiers. To mitigate these effects, and to open up views, the report suggests removal of some lower branches to a height of two or three metres and crown reduction of up to 15%.

The tree report identifies T7 as a candidate for removal on the grounds that it would be too close to the building but this reason is not a criterion under the British Standard. Notwithstanding the fact the proposed layout may have minimal damage on this tree during construction, there is a real possibility that the integrity of this tree (and others) will be harmed in the long term from increased pressures to fell the tree when branches start touching the house or when the property is subjected to bird droppings and leaf falls and foundations are damaged by the roots. The Landscape officer has identified that T7 has a longer life span than other mature trees in the belt, a fact corroborated by the tree report which identifies it as a tree of ‘middle age with normal vigour’. Together, these observations point to an elongated life span which might increase the canopy spread and the root protection zone towards the proposed building. In these circumstances, the local authority would find it difficult to resist requests to lop it. An Inspector found this reasoning to be an acceptable justification for refusal in an appeal at Swansea Council (ref: DCs No. 32753689).

The walnut tree on the front is protected by virtue of being in the CA. It is considered that the resultant works to widen the driveway could be carried out without causing undue harm to the tree. A suitable condition on construction methods and protection measures could be used to safeguard its future well being.
Highway Implications
A lot has been said about the access arrangements and the perceived highway and pedestrian risks. Highways authority is satisfied that the proposed alterations would be accommodated within their specifications and that the proposed compromises on visibility splays would be acceptable. As such, it would be difficult to sustain the objections in the absence of objective evidence. While there may be issues regarding construction vehicles, this matter is outside planning jurisdiction. The associated works in relation to the proposed access involving partial demolition and repositioning of the front wall are the subject of a separate application.

Conclusion
Having regard to the foregoing discussion, the proposed development would not have an adverse impact on the character and appearance of the CA and highway safety. However, it would have a detrimental impact on the amenities of the neighbouring properties by reason of noise, car fumes and general disturbance mainly as a result of the narrow driveway and its relationship with the neighbours’ windows. The future occupiers of the proposed dwelling house would also suffer overshadowing and loss of outlook having regard to the proximity of the principal windows to the protected trees and their canopies, a factor which would increase pressures to lop the trees. As such, it is recommended for refusal. The need for housing is not considered to outweigh the harm the proposed development would cause to the amenities of the neighbours and the protected trees, which are an invaluable landscape feature in this area.

**RECOMMENDATION:**
Refuse.

---

1. By reason of the restricted width of the proposed driveway and its siting in relation to facing windows of nos. 15 and 17 Hickmire which serve habitable rooms, the properties would suffer a significant loss of amenities as a result of increased noise, car fumes and general disturbance associated with proposed development. This would be contrary to Policy 13 of North Northamptonshire Core Spatial Strategy.

2. By virtue of the orientation of the proposed dwellinghouse and the relationship of the principal windows with the protected trees, the proposed development would suffer significant overshadowing and loss of outlook which would be detrimental to the living conditions of the future occupiers of the property, contrary to Policy 13 of North Northamptonshire Core Spatial Strategy.

3. The proposed dwelling house would be too close to the protected trees and would place the future of these trees at serious risk by virtue of future occupiers requesting works to the trees to alleviate concerns regarding safety and amenity. This would be contrary to Policy 13 of North Northamptonshire Core Spatial Strategy and Supplementary Planning Guidance 1: Trees on Development Sites.

**POLICIES:**

Development should meet the needs of residents and businesses without compromising the ability of future generations to enjoy the same quality of life that the present generation aspires to. Development should:

(h) be of high standard of design, architecture and landscaping, respects and enhances the character of its surroundings and is in accordance with the Environmental Character of the area;

(l) Not result in an unacceptable impact on the amenities of neighbouring properties or the wider area, by reason of noise, vibration, smell, light or other pollution, loss of light or overlooking.


INFORMATIVE:
The applicant is advised that this decision relates to the following drawing number received on the date shown:

Drawing Number: 07/097/07  Date Received: 7th July 2008
BOROUGH COUNCIL OF WELLINGBOROUGH

AGENDA ITEM

SITE VIEWING (Date of visit 19th August 2008 at 2.45pm)

Planning Committee 20/08/2008

Report of the Deputy Chief Executive

APPLICATION REF: WP/2008/0350/CA

PROPOSAL: New dwelling including part demolition of wall.

LOCATION: Land at rear 15 Hickmire, Wollaston, Wellingborough.

APPLICANT: Mr George Datsoploulos.

Note: This application is included on the Planning Committee agenda as a result of the objections raised to the concurrent application on this report, reference WP/2008/0347/F, for a dwellinghouse in the rear garden of no. 15 Hickmire.

PROPOSAL AND DESCRIPTION OF SITE:
Conservation Area Consent is required for the realignment of the stone wall on the left-hand side of the existing access to no. 15 Hickmire located half-way down the street on the left-hand or west side. The property lies within the village Conservation Area. Note the concurrent planning application on this report reference WP/08/347/F for the erection of a dwellinghouse to the rear of no. 15.

RELEVANT PLANNING HISTORY:
WP/95/0049/CA Take down and rebuild wall on north side of access and re-point wall on south side - approved.

NATIONAL AND LOCAL PLANNING POLICY:
PPG 15.

SUMMARY OF REPLIES TO CONSULTATIONS/REPRESENTATIONS RECEIVED:
1. Wollaston Parish Council - although the parish council indicates that it is objecting to the present application, the letter of representation does not mention the proposed alterations to the front wall.

2. Agents acting for resident of 14 Hickmire - the substituting of a sharper edge for the existing regular curve to the front wall would have a detrimental impact on the character and appearance of the conservation area.

ASSESSMENT:
It appears from close inspection that the stretch of wall in question has been rebuilt at some point in the past 20 or 30 years. In these circumstances it is considered that a
further rebuild to assist with site access requirements is unobjectionable in principle. With regard to the sharper angle of the rebuilt wall as it returns into the site, it is not accepted that such a feature will have a detrimental impact on the conservation area. Any refusal of consent for the work on this basis would have very little chance of being upheld on appeal.

It is intended that the rebuilt wall will, by Condition, faithfully replicate all elements of the existing wall, including materials, thickness, coursing, height and pointing. In this way its contribution to the character and appearance of the village conservation area will not be materially affected.

**RECOMMENDATION:**
Grant Conservation Area Consent.

<table>
<thead>
<tr>
<th>Reason</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>In order to comply with Section 74 of the Planning (Listed Buildings and Conservation Areas) Act 1990.</td>
</tr>
<tr>
<td>2.</td>
<td>To protect the character and appearance of the conservation area.</td>
</tr>
<tr>
<td>3.</td>
<td>To protect the character and appearance of the conservation area.</td>
</tr>
</tbody>
</table>

**INFORMATIVE:**
The applicant is advised that this decision relates to the following drawing numbers received on the date shown:

<table>
<thead>
<tr>
<th>Drawing Number</th>
<th>Date Received</th>
</tr>
</thead>
<tbody>
<tr>
<td>07/097/07; 08</td>
<td>07.07.2008</td>
</tr>
</tbody>
</table>
NOTE:
A resolution to grant planning permission for this application was passed at the WBC Regulatory Committee on 1st February 2006 (see Appendix 1 and 2). This was subject to conditions and the signing of a S106 Planning Agreement. However, the agreement has not yet been signed as concerns have been raised in relation to the planning application by the 'Residents Association Wilby Way Estate' (RAWWE). Additional work has been commissioned in the interim to address these matters.

INTRODUCTION:
This report provides an update for Members upon the technical issues that have been addressed since the Regulatory Committee resolved to grant planning permission. These focus on two specific matters, archaeology and the proposed location for the provision of a LEAP; and changes to the planning policy context.

The minute of the decision at Regulatory Committee on 1st February 2006 is attached as Appendix 2.

BACKGROUND AND CONSULTATION RESPONSES:
RAWWE have raised concerns with the proposed development which centre on the archaeological assessment submitted with the planning application and the proposed location of the LEAP away from the application site onto existing open space.

RAWWE contacted the former County Archaeologist in December 2006 to raise concerns about the submitted archaeological assessment. Whilst indicating that he did 'not have the time to be able to review all the detailed information to provide a fully informed professional opinion on the matter', he did also state that the submitted report
has 'been called into question...'. Furthermore, RAWWE indicate from their own survey work carried but in 2006 that the majority of local residents would prefer the provision of a LEAP to be made on the application site.

In summary RAWWE has requested:

- That an independent archaeological assessment is undertaken;
- That the LEAP is provided on the application site;
- That the matter should be considered further by the Planning Committee.

**Archaeology**

An independent Archaeological Assessment has been commissioned by WBC from a suitably qualified consultancy. A copy of the report is attached as Appendix 3. In summary it concludes that:

‘The proposed approach (favoured by the developer) is acceptable on archaeological grounds. There is a body of case studies where this approach has been used to ensure preservation of archaeological deposits and the principles are sufficiently well understood. The Bourton Way site appears to be suitable for the use of this approach and it would appear that the overall level of disturbance to deposits of archaeological interest which is anticipated is likely to be within acceptable limits.

However, the successful application of this approach will entirely depend on the final details of the foundation design, particularly with respect to the type, size and location of the piles to be used and no details on these have been included with the archaeological mitigation strategy submitted as part of the planning application’.

Furthermore, the County Archaeologist has advised both RAWWE and WBC as follows:

- An ongoing commitment to preservation of the archaeological site is required and this will require the retention of sufficient depth of overburden to ensure that development groundworks are contained in ‘made ground’ above the surviving buried remains.
- The possibility of a 0.5 to 1.0m reduction in ground levels should not be a reason to change existing recommendations regarding the current outline development scheme.
- Such reductions may have implications for the final detailed design of the development. Moreover, the eventual detailed design and layout of the development (included in subsequent ‘Reserved Matters’ or a new ‘Full’ planning application) would need to be considered carefully and their effectiveness and compliance with the preservation commitment gauged before they could be approved.
- The possibility of future change does not however affect the principles for which outline consent is currently being sought.

**LEAP**

The WBC Landscape Officer has advised that if the site is developed then “the presence of a LEAP will provide some opportunity for a landscape feature within the
required buffer zone between the play equipment and residential properties" and confirmed that the location for the LEAP is preferred on site. It was also advised that the development would present opportunity for tree planting within the scheme.

Updated Responses from Statutory Consultees
Highways Agency -

9th January 2007:
“Further to my letter of 11 July 2005, due to revisions to the S106 Agreement, the conditions directed at that time are no longer relevant and should be replaced with the following:

Condition 1
No part of the development shall be occupied until the Stourton Footpath/Cycleway Works, Aldsworth Footpath/Cycleway Works and Toucan Works cited at clause 1 of the second schedule of the appended S106 agreement have been completed.

Condition 2
No part of the development shall be occupied until a bus turning facility has been provided within the development south of the x-y line shown on Plan Ref WP/2004/0362/0/D16 and to a specification agreed by the Local Planning Authority.

These conditions are directed in the interests of highway safety and to maintain the free flow of traffic on the trunk road.”

15th April 2008:
“The roundabout at A45 Wilby Way has been upgraded since the Highways Agency’s original response. However, it is not considered that this change has altered the Highways Agency’s position on the development and I can therefore confirm that the previous TR110 and conditions attached issued on 9 January 2007 remain valid.”

PLANNING POLICY:
Since the planning application was considered by the Regulatory Committee at its meeting on the 1st February 2006, there have been a number of key changes to the planning policy context, both in terms of national planning policy guidance and the development plan.

The Government published PPS3 Housing in November 2006. The Government's objective is stated as ‘... to ensure that the planning system delivers a flexible, responsive supply of land' and that LP A should 'develop policies and implementation strategies to ensure that sufficient, suitable land is available to achieve their housing and previously-developed land delivery objectives' (paragraph 52).

Paragraph 54 goes on to state that:

'Drawing on information from the Strategic Housing Land Availability Assessment and or other relevant evidence, Local Planning Authorities should identify
sufficient specific deliverable sites to deliver housing in the first five years. To be considered deliverable, sites should, at the point of adoption of the relevant Local Development Document:

- **Be Available** - the site is available now
- **Be Suitable** - the site offers a suitable location for development now and would contribute to the creation of sustainable, mixed communities
- **Be Achievable** - there is a reasonable prospect that housing will be delivered on the site within five years.'

Subsequently, at paragraph 71, PPS3 states that:

'Where Local Planning Authorities cannot demonstrate an up-to-date five year supply of deliverable sites, for example, where Local Development Documents have not been reviewed to take into account policies in this PPS or there is less than five years supply of deliverable sites, they should consider favourably planning applications for housing, having regard to the policies in this PPS...'

The **North Northamptonshire Joint Core Spatial Strategy** now forms a part of the adopted development plan. Policy 1 states that ‘... development will be principally directed to the urban core, focused on the Growth Towns of Corby, Kettering and Wellingborough...’ Policy 5 addresses ‘Green Infrastructure' and seeks to protect and enhance assets, including the ‘... creation of new multi functional areas of green space that promote recreation and tourism, public access... and enhancement of the local landscape and historic assets...' Policy 7 states that ‘... the supply of housing will be monitored and appropriate action taken to ensure that a deliverable five year supply of sites for North Northamptonshire as a whole is maintained...' Policy 9 states that ‘... preference will be given to locations that are accessible by a choice of means of travel...' Policies 13 and 14 set out general criteria for meeting the challenges of sustainable development and climate change. Policy 15 addresses sustainable housing provision, in particular seeking 30% affordable housing provision at Wellingborough.

Finally, Members will be aware that a number of adopted Local Plan policies were saved by direction of the Secretary of State on 21st September 2007. Policy L5 of the adopted Local Plan ‘Important Amenity Areas’ (IAA) is key to the consideration of the planning application as the site is situated within an IAA.

**ASSESSMENT:**

This planning application has been returned to the Planning Committee for consideration in the light of the concerns raised by RAWWE in relation to archaeological matters and the siting of the proposed LEAP. The passage of time has also led to a materially different planning policy context that bears consideration.

**Archaeology**

RAWWE have contended that the prospect that on site levels may need to be reduced by 0.5 - 1.0 metres made the submitted archaeological assessment unsound. This matter has now been reviewed by independent expert consultants and the County Archaeologist. It has been concluded that the general principles and archaeological monitoring proposed in the original archaeological assessment are sound. The
development finally permitted on the site will, however, remain entirely contingent on the conclusions of further archaeological mitigation details required by the proposed conditions on planning permission:

**LEAP**

In the light of the survey work undertaken by RAWWE and the advice of the Council's Landscape Officer, the applicants have advised that they are prepared to accept a condition requiring provision of the LEAP within the application site.

**Planning Policy**

**PPS3 Housing**

PPS3 requires the Council to demonstrate a five year supply of available housing land. The Council's most recently published Annual Monitoring Report (2006/2007) indicates that there is a shortfall in the housing land supply against published RSS requirements.

At best the supply is 4.7 years. This assessment of supply is reliant on the provision of housing from the site which is the subject of this planning application. In short, if planning permission is refused, the calculated housing land supply will worsen.

**Joint Core Spatial Strategy**

It is considered that the proposal generally accords with the provisions of the recently adopted JCSS. The application site is situated at Wellingborough, one of the three identified Growth Towns which are to be the focus of the majority of new housing in North Northamptonshire (Policy 1) and will, in reflection of the Landscape Officer's comments provide the opportunity to enhance local greenspace and existing historical assets (Policy 5). The development will contribute towards meeting an immediate supply of housing land (Policy 7) and is considered to offer opportunities for a choice in mode of travel (Policy 9). The requirements of Policies 13 and 14 relate to a range of matters that can only be addressed as detailed design proposals emerge (this is an outline planning application). These will be controlled by way of condition and the requirement to secure approval of reserved matters.

Finally, Policy 15 now includes a 30% target for affordable housing, in contrast to the 27% target that was sought when the application was considered by the Regulatory Committee in February 2006. The applicants have advised that they will be prepared to make affordable housing in line with the revised target of 30% affordable housing.

**Adopted Local Plan**

The key saved policy of the adopted Local Plan is Policy L5 as the application site is situated within an IAA identified on the Local Plan Proposals Map. Policy L5 requires the retention of IAA's unless:

- There is insufficient long term demand for the facilities, or
- Provision is to be made on an alternative and appropriate site which is easily accessible and provides equivalent community benefit.

Government guidance (paragraph 10 of PPG17) states that:

"Existing open space, sports and recreational buildings and land should not be built on unless an assessment has been undertaken which has clearly shown the
open space or the buildings and land to be surplus to requirements. For open space; 'surplus to requirements' should include consideration of all the functions that open space can perform. Not all open space, sport and recreational land and buildings are of equal merit and some may be available for alternative uses. In the absence of a robust and up-to-date assessment by a local authority, an applicant for planning permission may seek to demonstrate through an independent assessment that the land or buildings are surplus to requirements.

The open space audit accompanying the planning application is robust. It is clear that there that there is. more than sufficient open space to meet the needs of the ward population. NPFA standards are met in respect of the 6 acres (2.4ha) standard per 1,000 population, 4 acres (1.6ha) of outdoor sports playing areas and 2 acres (0.8ha) of children's play areas. At present, the site makes no discernible contribution to any of these targets save the overall open space in the ward.

Development of the site would be expected to make an open space contribution in the proposals put forward (e.g. the proposed LEAP) thereby making a worthwhile practical contribution to informal open space and/or equipped children's play areas. Development of the site would contribute to formal open space provision in an appropriate location that would better serve the needs of the community; the site need not, therefore, be retained as an Important Amenity Area. It is therefore considered that the proposed development is in accord with Policy L5 of the adopted Local Plan.

**SUMMARY:**
In summary it is concluded that:

- There are no archaeological grounds for refusing planning permission.
- The scheme accords with national planning policy guidance and the adopted development plan framework.
- The site will contribute to the Council's immediate supply of available housing land in accordance with PPS3 requirements.

**RESOLUTION:**
That approval of application be delegated to the proper offices subject to conditions and prior signing of a S106 Planning Agreement relating to highway maintenance, affordable housing and health care.

**CONDITIONS:**

1. Application for approval of reserved matters must be made not later than the expiration of five years beginning with the date of this permission and the development must be begun not later than whichever is the later of the following dates:
   (a) the expiration of three years from the date of this permission; or
   (b) the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.
2. Before any development is commenced, detailed plans, drawings and particulars of the layout, scale, external appearance, together with landscaping and screen walls/fences shall be submitted to and approved by the local planning authority and the development shall be carried out in accordance therewith.

3. The site shall be landscaped and planted with trees and shrubs in accordance with a comprehensive scheme which shall be submitted to and approved by the local planning authority before the development is commenced. The scheme shall be implemented concurrently with the development and shall be completed not later than the first planting season following the substantial completion of the development. Any trees and shrubs removed, dying, being severely damaged or becoming seriously diseased within five years of planting shall be replaced by trees and shrubs of similar size and species to those originally required to be planted or other species as may be agreed.

4. The floor level of dwellings shall be submitted and agreed before the commencement of construction.

5. No part of the development shall be occupied until the infrastructure improvements cited at clause 1.1 of the second schedule of the appended S106 agreement have been completed.

6. No part of the development shall be occupied until a bus turning facility has been provided in the development south of the x-y line shown on Plan Ref WP/2004/0362/0D16 and to a specification agreed by the local planning authority.

7. Prior to the commencement of any development, a detailed flood risk assessment shall be carried out incorporating, if required, a scheme for the design, provision, implementation and maintenance of flood risk protection, fully in accordance with the requirements of the approved preliminary flood risk assessment, and Planning Policy Statement (PPS) 25. The detailed flood risk assessment incorporating the scheme and suitable arrangements relating to the long-term maintenance of the scheme, shall be submitted to and approved by the local planning authority and be implemented in accordance therewith.

8. Prior to the commencement of any development, a detailed surface water drainage strategy for the design, provision, implementation and long term maintenance of surface water drainage, fully in accordance with the requirements of the approved flood risk assessment and Planning Policy Statement 25 (PPS25) shall be submitted to and approved by the local planning authority and be implemented in accordance therewith.

9. Before the start of development a scheme for mitigation of any harmful effects on archaeological remains shall be agreed with the local planning authority.

10. A LEAP type play area shall be provided within the site.

11. Prior to the commencement of development a Road Noise Study shall be submitted to and approved in writing by the local planning authority. The Study shall include details of acoustic mitigation measures where necessary and such measures shall be implemented in accordance with the subsequently approved details prior to the first occupation of the plot(s) identified in the Study as requiring noise mitigation.

Reasons:
1. Required to be imposed pursuant to Section 92 of the Town and Country Planning Act 1990.
2. To secure satisfactorily planned development.
3. In the interests of visual amenity.
4. In the interests of amenity.
5. These conditions are directed in the interests of highway safety and to maintain the free flow of traffic on the trunk road.
6. In the interests of highway safety and to maintain the free flow of traffic on the trunk road.
7. To prevent the increased risk of flooding.
8. To prevent the increase in flood risk.
9. To ensure protection of archaeologically important remains.
10. To ensure adequate play provision in the vicinity.
11. To mitigate against the effects of road noise on residents.

REASONS FOR APPROVAL:
The Planning System - General Principles (2005) advises that local planning authorities must determine planning applications in accordance with the development plan, unless material considerations indicate otherwise. It is considered that the proposed development accords with the adopted development plan, in particular policies 1, 5, 7, 9 and 15 of the North Northamptonshire Joint Core Spatial Strategy and with saved Policy L5 of the adopted Welling borough Local Plan. Furthermore, the grant of planning permission will add materially to the supply of available housing land in accordance with PPS3 Housing requirements. There are considered to be no substantive reasons for refusing planning permission.
APPENDIX 1

ORIGINAl REPORT

BOROUGH COUNCIL OF WELLINGBOROUGH

AGENDA ITEM

SITE VIEWING (Date of visit 31st January 2006 at 1.40 p.m.)

Regulatory Committee

01/02/2006

Report of the Executive Director

APPLICATION REF: WP/2004/0362/O

PROPOSAL: Residential and ancillary development including roads, sewers and all associated works.

LOCATION: Land off Bourton Way, Wellingborough.

APPLICANT: Hampton Brook Limited.

A visit by Site Viewing is suggested because of implications of development regarding policy/comprehensive development implications.

PROPOSAL AND DESCRIPTION OF SITE:
Proposal is in outline and the site is 2.42 hectares. The site is raised centrally by (by tipping) and is grassland.

RELEVANT PLANNING HISTORY:

NATIONAL AND LOCAL PLANNING POLICY:
S.38 of the Planning and Compulsory Purchase Act requires determinations to be made in accordance with the development plan unless material considerations indicate otherwise. The development plan consists of the regional spatial strategy, the core strategy, site specific documents and area action plans. Relevant Policies are RSS8, County Structure Plan and Borough of Wellingborough Local Plan.
In respect of Borough of Wellingborough Local Plan Policies G1 and H1.

SUMMARY OF REPLIES TO CONSULTATIONS/REPRESENTATIONS RECEIVED:
1. Highway Authority – directs conditions.

2. Environment Agency – no objection subject to conditions being imposed.

3. NCC – Highways –
“The Transport Assessment has now been studied by Faber Maunsell on behalf of Northamptonshire County Council and the findings are contained in a File Note dated 15 July 2004. It is noted that the Consultant reaches the same conclusion as my notification of 23 June 2004 with regard to the excessive length of the cul-de-sac and the number of dwellings that may be served from a single access road. It is suggested that unless additional works are implemented as part of the current proposals to provide a bus link/emergency vehicle then sufficient grounds exist to raise an objection to the proposals on highway grounds.

You will be aware, however, that the excessive length of the cul-de-sac is historical and was a concern raised in connection with an earlier application for the development of site E of the Wilby Way development. In spite of this concern and subject to the applicant entering into a Planning Agreement the earlier application was approved. In a similar way the present applicant, in addition to carrying out works at the junction of Bourton Way with Wilby Way roundabout, which will have the effect of achieving nil detriment, has made a firm commitment to provide funding for four sustainable transport schemes in the area of the proposed development.

I do not consider that a refusal on highway grounds is likely to be upheld on appeal and, subject to a suitable agreement being entered into with the applicant in respect of the funding of appropriate works it is not intended that an objection will be raised to the application by the Highway Authority.”

4. Housing Strategy Manager –

“The affordable housing need in respect of this application is as follows:-

1. 27% affordable housing required of the total units.

   of which 42% 2 bed houses
   48% 3 bed houses
   10% 4/5 bed houses

The proportion of shared ownership and rented units has yet to be determined.

2. The RSL nominated to provide the affordable homes is East Northamptonshire Housing.”

5. NCC Rural Environment –

“The Section 106 should include the provision for biodiversity and landscape enhancement of the remaining green space through the following measures:

- The planting of appropriate wildflower species on grassland areas rather than the use of ‘amenity’ grass species.
- The use of native tree species appropriate to the location and landscape in any tree planting.
• The preparation of a management plan which details the management of open space areas and how this management will have a positive impact on the biodiversity and quality of green space in the area.

This contribution will help towards achieving the targets set in the (BAP) Biodiversity Action Plan which includes the creation of 20 ha of neutral grassland and to double the extent of urban forest.”

6. NCC Historic Environment –

“Previous development schemes involving this site have been subject to Section 106 agreements covering the archaeological implications of this development. Although the continued preservation of these remains must be ensured within this development, they do not feel it is essential that this forms part of a new S106 agreement as alternative controls over design and approval will be equally effective.

7. Recycling and Waste Management –

“If the planning department is satisfied that this proposal does not contravene previous applications the requirements are:

• The provision of full plans regarding the responsibility for trees, hedges, footpaths and public open space in order that grounds maintenance can be calculated.
• To provide a minimum of four litter bins of a type and design recommended by the Council.
• Financial assistance in providing 243 wheeled bins for refuse and recycling to the development.
• A suitable area of hard standing for the siting and provision of recycling banks.”

8. Primary Health Care –

“The increase in population due to the development of 81 dwellings will require a contribution to health infrastructure.

• The NHS calculates average population for health care purposes as 2.4 per unit. They anticipate the increase in population for this development to be 194 individuals.
• To support the one off resultant costs of this population increase on the health service, they would seek a contribution of £100 per individual which results in a total of £19,400 for this development.

This funding would be put towards the development of health services within the area to meet the demands of the population.”

9. Residents – objections received on grounds of traffic dangers, saturated network, loss of amenity, likely height of houses, residents misled by being told
that land would never be built on because of historic remains, drainage
problems, lack of school provision, and construction disturbance.

ASSESSMENT:
The land is identified as an Important Amenity Area (IAA) on the Borough of
Wellingborough Local Plan Alteration Proposals Map. Policy L5 of the adopted Local
Plan requires the retention of IAAs unless there is insufficient long term demand for the
open space or provision is to be made on an alternative and appropriate site that is
easily accessible and provides equivalent community benefit. Government guidance
(para. 10 of PPG17) indicates that, pending a robust assessment of need, the onus is
on a prospective developer to demonstrate that a particular site is surplus to
requirements.

The applicant states that given the urban location of the site, the only policy constraint
that mitigates against the use of the land for residential development is the proposal
that it be designated as an Important Amenity Area. However, the accompanying open
space audit, reflecting good practice methodology, demonstrates that the site is not
required to be retained open. Indeed the audit identifies positive benefits to the
provision of open space, particularly for the provision of a LEAP and the future
maintenance of open space in the wider area that are only likely to be secured through
the grant of planning consent. Securing additional benefit from the development of
open space is fully reflective of the advice given in PPG17 where it can be
demonstrated that there is no overall need for the open space to be retained.

The archaeological constraint which led to the exclusion of the site from the
development of the adjoining land has now been addressed through the preparation
and agreement of a mitigation strategy. This of itself constitutes an important material
consideration which has arisen since the drafting of the Local Plan Review. It is
consequently the applicant’s view that, had this constraint not applied at the time the
review was prepared, the site could well have been allocated for development given
that its general location and relationship with local facilities and services are consistent
with the sequential approach adopted in identifying sites for development.

If this position is accepted the SPG Building Better Places must be regarded.

The development must also make provision for a LEAP play space on the site unless
an appropriate off site location can be found.

RECOMMENDATION:
That the issue of planning permission subject to conditions and the prior signing of a
S106 planning agreement relating to highway improvements (including cycle/pedestrian
links) landscape maintenance contributions, affordable housing and education support
payment shall be delegated to the proper officer.

1. Application for approval of reserved matters must be made not later than the
expiration of three years beginning with the date of this permission and the
development must be begun not later than whichever is the later of the following
dates:
(a) the expiration of five years from the date of this permission; or
(b) the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

2. Before any development is commenced, detailed plans, drawings and particulars of the siting, design, drainage and external appearance of the proposed development and the means of access thereto, together with landscaping and screen walls/fences shall be submitted to and approved by the local planning authority and the development shall be carried out in accordance therewith.

3. The site shall be landscaped and planted with trees and shrubs in accordance with a comprehensive scheme which shall be submitted to and approved by the local planning authority before the development is commenced. The scheme shall be implemented concurrently with the development and shall be completed not later than the first planting season following the substantial completion of the development. Any trees and shrubs removed, dying, being severely damaged or becoming seriously diseased within five years of planting shall be replaced by trees and shrubs of similar size and species to those originally required to be planted or other species as may be agreed.

4. The floor level of dwellings shall be agreed before the commencement of construction.

5. No part of the development shall be occupied until the infrastructure improvements cited at clause 1.1 of the second schedule of the appended S106 agreement have been completed.

6. No part of the development shall be occupied until a bus turning facility has been provided in the development south of the x-y line shown on Plan Ref WP/2004/0362/0D16 and to a specification agreed by the local planning authority.

7. Prior to the commencement of any development, a detailed flood risk assessment shall be carried out incorporating a scheme for the design, provision, implementation and maintenance of flood risk protection, fully in accordance with the requirements of the approved preliminary flood risk assessment, and Planning Policy Guidance Note (PPG) 25. The detailed flood risk assessment incorporating the scheme and suitable completed agreements relating to the long-term maintenance of the scheme, shall be submitted to and approved by the local planning authority.

8. Prior to the commencement of any development, a detailed surface water drainage strategy for the design, provision, implementation and long term maintenance of surface water drainage, fully in accordance with the requirements of the approved flood risk assessment and Planning Policy Guidance Note 25 (PPG25) shall be submitted to and approved by the local planning authority.

9. Before the start of development a scheme for mitigation of any harmful effects on archaeological remains shall be agreed with the local planning authority.

10. A LEAP type play area shall be provided within the site unless otherwise agreed in writing by the local planning authority.

11. A road noise study with mitigation measures based on PPG24 shall be submitted to and approved by the local planning authority before the start of construction.

12. The bus turning arrangements shall be located south of line XY on drawing WP 2004/0362 O/D16 and that will be attached.
Reasons:
1. Required to be imposed pursuant to Section 92 of the Town and Country Planning Act 1990.
2. To secure satisfactorily planned development.
3. In the interests of visual amenity.
4. In the interests of amenity.
5. These conditions are directed in the interests of highway safety and to maintain the free flow of traffic on the trunk road.
6. These conditions are directed in the interests of highway safety and to maintain the free flow of traffic on the trunk road.
7. To prevent the increased risk of flooding.
8. To prevent the increase in flood risk.
9. To ensure protection of archaeologically important remains.
10. To ensure adequate play provision in the vicinity.
11. To mitigate against the effects of road noise on residents.
12. To avoid a detrimental impact of this facility on the open space adjacent to Bourton Way.

INFORMATIVE/S
Pursuant to S38 of the Planning and Compulsory Purchase Act 2004 the proposal is technically contrary to Policy but the original reason for non allocation has been removed. An exception to Policy is therefore thought acceptable subject to the conditions/Planning Agreement provisions recommended in this report.
APPENDIX 2

4. PLANNING APPLICATION WP/2004/0362/(O) – LAND OFF BOURTON WAY, WELLINGBOROUGH

The annexed circulated report of the Director of Environment and Economy was received on outline planning application WP/2004/0362/(O), for residential development, including roads, sewers and all associated works, on land off Bourton Way, Wellingborough for Hampton Brook Limited.

The report set out details of the proposal, a description of the site, the planning history, relevant planning policies, outcome of consultations and an assessment of the proposal.

The officers referred to the recommendation and stated that an amendment was required to replace the word ‘education’ with the words ‘health care’.

Taking into account the amendment, the Director of Environment and Economy recommended that outline planning permission be granted subject to, the prior signing of a legal agreement under Section 106 of the Town and Country Planning Act, 1990, relating to highway improvements (including cycle/pedestrian links), landscape maintenance, affordable housing and health care support payment, and the conditions set out in the report.

The Site Viewing Group had visited the site on 31/1/2006, and a record of the visit was set out in the circulated notes.

Requests to address the meeting had been received from 2 objectors, the applicant and Councillor Miles (Ward Councillor).

The Chairman allowed each objector and the applicant to speak for a maximum of 3 minutes and Councillor Miles to speak for a maximum of 5 minutes. After each speaker, the Committee was given the opportunity to ask questions of clarification.

Having heard the views of the speakers and taking account of the officer’s report, the Chairman invited the Members to determine the application.

Members expressed sympathy for the residents who indicated they had been led to believe the land would never be developed and also because of the problems associated with the roundabout at the A45/Willyn Way/Bourton Way junction which required improvements; however there appeared to be no justification on planning grounds to refuse the application.

It was moved by Councillor Beirne and seconded by Councillor Lawman that if outline planning permission was granted then the provision of a bus turning facility, in its proposed location adjacent to Bourton Way, as referred to in condition 6 of the recommendation, be relocated further into the site.
The Committee expressed its agreement with that proposal.

The Chairman moved and Councillor Ryan seconded that the recommendation, as set out in the report, and as amended, be approved and that a letter be sent to the Highway Authority requesting that urgent consideration be given to improvement works being carried to the A45/Wilby Way roundabout.

On being put to the vote, the motion was carried by 8 votes to 0 votes.

RESOLVED that:

(i) the issue of outline planning permission be delegated to the Proper Officer subject to:

a. the prior signing of a legal agreement under Section 106 of the Town and Country Planning Act 1990, relating to highway improvements (including cycle/pedestrian links), landscape maintenance contributions and affordable housing and health care support payment;

b. the following conditions:

1. Application for approval of reserved matters must be made not later than the expiration of three years beginning with the date of this permission and the development must be begun not later than whichever is the later of the following dates:
   (a) the expiration of five years from the date of this permission; or
   (b) the expiration of two years from the final approval of the reserved matters or in the case of approval on different dates, the final approval of the last such matter to be approved.

2. Before any development is commenced, detailed plans, drawings and particulars of the design, drainage and external appearance of the proposed development and the means of access thereto, together with landscaping and screen walls/fences shall be submitted to and approved by the local planning authority and the development shall be carried out in accordance therewith.

3. The site shall be landscaped and planted with trees and shrubs in accordance with a scheme to be submitted to the local planning authority. The scheme shall be implemented concurrently with the development and shall be completed not later than the first planting season following the实质性 completion of the development. Any trees and shrubs removed, dying, being severely damaged or becoming seriously diseased within five years of planting shall be replaced by trees and shrubs of similar size and species to those originally required to be planted or other species as may be agreed.

4. The floor level of dwellings shall be agreed before the commencement of construction.

5. No part of the development shall be occupied until the infrastructure improvements cited at clauses 1-4 of the appended Section 106 agreement have been completed. (TR110).

6. The bus turning arrangements shall be located south west of line XY on drawing WP 2004 382 O/D16 and that will be attached.
7. Prior to the commencement of any development, a detailed flood risk assessment shall be carried out incorporating a scheme for the design, provision, implementation and maintenance of flood risk protection, fully in accordance with the requirements of the approved preliminary flood risk assessment and Planning Policy Guidance Note (PPG) 25. The detailed flood risk assessment, incorporating the scheme and suitable completed agreements relating to the long-term maintenance of the scheme, shall be submitted to and approved by the local planning authority.

8. Prior to the commencement of any development, a detailed surface water drainage strategy for the design, provision, implementation and long term maintenance of surface water drainage, fully in accordance with the requirements of the approved flood risk assessment and Planning Policy Guidance Note (PPG) 25 shall be submitted to and approved by the local planning authority.

9. Before the start of development, a scheme for mitigation of any harmful effects on archaeological remains shall be agreed with the local planning authority.

10. A LEAP type play area shall be provided within the site unless otherwise agreed in writing by the local planning authority.

11. A road noise study with mitigation measures, based on PPG 24, shall be submitted to and approved by the local planning authority before the start of construction.

Reasons:

1. Required to be imposed pursuant to Section 92 of the Town and Country Planning Act 1990.
2. To secure satisfactorily planned development.
3. In the interests of visual amenity.
4. In the interests of amenity.
5. These conditions are directed in the interests of highway safety and to maintain the free flow of traffic on the trunk road.
6. To avoid a detrimental impact of this facility on the open space adjacent to Bourton Way.
7. To prevent the increased risk of flooding.
8. To prevent the increase in flood risk.
9. To ensure protection of archaeologically important remains.
10. To ensure adequate play provision in the vicinity.
11. To mitigate against the effects of road noise on residents.

(ii) a letter be sent to the Highway Authority requesting that urgent consideration be given to improvement works being carried to the A45/Williby Way roundabout.
12 November 2007

Mr M Kilpin
Principal Development Control Officer
Borough Council of Wellingborough
Council Offices
Swanspool House
Wellingborough
NN8 1BP

Dear Mr Kilpin

BOURTON WAY, WELLINGBOROUGH: ARCHAEOLOGY

I have reviewed the mitigation proposals and the available information on the archaeology of the site and in light of relevant policy and guidance and am able to offer the following advice.

I note that neither policies G14 and G15 of the Wellingborough Local Plan nor policy AR6 of the Northamptonshire County Structure Plan are included in the respective list of ‘saved’ policies. Therefore, in terms of policy I have regard to the national guidance in PPG16.

Planning History

As I understand it, there is a long planning history for this site and archaeological investigations were first undertaken in 1979. Since this time, various phases of investigation have involved geophysical survey, trial trenching and detailed excavation. The principal area of archaeological interest is an Iron Age settlement site which comprises a series of circular gullies and ditched enclosures. In 1992, a Section 106 Agreement defined an area believed to cover the principal focus of this settlement, and established that this would be preserved in-situ.

Subsequent to this, land surrounding the area defined by the Section 106 Agreement has been developed and this has been preceded by archaeological excavations with the results being presented in a report prepared by Cotswold Archaeology.¹ A review of the results of the previous excavations provides a strong suggestion that the body of the Iron Age settlement included land which is outside of that covered by the Section 106 Agreement and which has been excavated.

Based on the application drawings and a visit to the site which I have undertaken, it appears that a depth of soil has been deposited on the site which I presume to be derived from soil stripping within adjacent land.

Current Application

The current application is for 68 residential properties within a site which is mostly covered by the Section 106 Agreement. Measures proposed to ensure the preservation of archaeological

¹ CA Report 03049
deposits are set out in an archaeological impact assessment and mitigation strategy prepared by John Samuels Archaeological Consultants\(^2\). The applicant proposes that preservation of archaeological deposits within the area covered by the agreement would be ensured through the following approach to foundation design:

- Use of bored piles to support the house foundations, and;
- Retention of a raised ground level across the site to incorporate foundations, roads, sewers and gardens.

The bored piles would cut through the archaeological layer and result in some disturbance, though it is intended that this be kept to an acceptable minimum which would preserve the integrity of the archaeological site. As an outline application, no details have been provided on the size and location of the piling layout and it is intended by the applicant that these would be agreed as reserved matters.

It is intended that other elements of the housing development, such as roads, drainage and gardens would be contained within the retained raised ground level.

An additional area of the application site is not covered by the Section 106 Agreement, and in this area the applicant proposes a programme of archaeological excavation and recording in advance of the proposed development.

Archaeological Guidance

Key guidance on the use of piling to preserve deposits of archaeological interest is provided within an English Heritage guidance note\(^3\), which was issued earlier this year. This provides information on the nature of possible effects on archaeology as a result of different piling methods. It also sets out a recommended approach to minimising effects and provides some advice on what would constitute an acceptable level of disturbance to archaeological deposits.

The approach which is proposed is therefore an accepted and recognised method for preserving deposits of archaeological interest, which has been adopted at other sites in the past. However, the successful application of this approach depends on a number of key factors including:

- The suitability of the site ground conditions;
- Method of piling adopted;
- Number and diameter of piles used in the foundation design;
- Location of piles in relation to principal archaeological features or areas of archaeological interest;
- Extent of disturbance caused by any associated works.

---

\(^2\) JSAC Report 1130/04/04

\(^3\) English Heritage 2007 Piling and Archaeology: An English Heritage Guidance Note
Mr M Kilpin, Principal Development Control Officer

The method of piling used is as important as the number and diameter of piles in determining the overall level of disturbance to archaeological deposits, as some piling methods can cause distortion to the ground immediately surrounding the pile itself.

Recommendations

From the information available on the current site conditions, I believe that the proposed approach is suitable in principle for use in this site. I have discussed the approach to piling with the applicant and based on this discussion, it would appear that the density of piling required is likely to result in a level of disturbance to archaeology which is within recommended limits set out in the English Heritage guidance.

Based on this assumption, I believe that a detailed mitigation scheme which is acceptable on archaeological grounds is achievable through the proposed approach.

However, it should be noted that beyond a statement that bored piles would be used, there is no detail on the piling scheme set out in the mitigation strategy and therefore the potential effects on archaeology have not been fully assessed. It needs to be stressed that the acceptability of the scheme will depend entirely on the successful incorporation of the archaeological objectives within the detailed piling design. Key points which would need to be ensured are:

1. Selection of an appropriate piling method to minimise disturbance of deposits immediately surrounding each pile;
2. Control over the location of piles to ensure avoidance of key features or areas of archaeological interest;
3. Control over the diameter and number of piles to ensure that the overall disturbance to the archaeological level is kept within acceptable limits;
4. Control over any associated activities such as the use of plant and pile testing;
5. Control over all excavations and other soil movements required for construction of infrastructure and achieving the final proposed ground levels.

With respect to item 2, I note that information on the extent of archaeological features within the site is provided only by a geophysical survey which was completed in 1996. The result of excavations within adjoining areas has shown a greater density and broader distribution of archaeological features than indicated by this survey. This suggests that the available geophysical survey does not provide sufficient information to assist in the selection of pile locations. Better information could be provided through the completion of further geophysical survey or the excavation of trial trenches, though in each case this could be impeded by the current depth of soil.

Plans included with the mitigation strategy indicate that other elements of the scheme would be contained within the raised ground level and it is stated that the base level of roads would be kept at 1 m above the upper archaeological level and drainage at 0.1 m above. It would be advisable to secure more details on proposed construction methods for assurance that this is achievable in the development process.
Mr M Kilpin, Principal Development Control Officer

Advice is available on the purely technical issues relating to piling and archaeology from Dr Jim Williams, English Heritage Regional Archaeological Science Advisor for the East Midlands region, who is based in Northampton.

With regard to the area not covered by the Section 106 Agreement, the archaeological recording proposed follows a standard approach and this could be secured by condition.

Summary

The proposed approach is acceptable in principle on archaeological grounds. There is a body of case studies where this approach has been used in the past to ensure preservation of archaeological deposits, and the principles are sufficiently well understood. The Bourton Way site appears to be suitable for the use of this approach and it would appear that the overall level of disturbance to deposits of archaeological interest which is anticipated is likely to be within acceptable limits.

However, the successful application of this approach will entirely depend on the final details of the foundation design, particularly with respect to the type, size and location of the piles to be used and no details on these have been included with the archaeological mitigation strategy submitted as part of the application.

Please do not hesitate to contact me if you require any further assistance.

Yours sincerely

SIMON ATKINSON MIFA
Principal Archaeologist
Direct Line – 01743 342079
E-mail – atkis@entecuk.co.uk
PROPOSAL: (Phase 1) mixed use, predominantly residential scheme, interspersed with small scale, retail, cafés, bars, employment and live/work studios, creché and green classroom which will create a vibrant mixed use sustainable community. In accordance with the provisions in the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999, an environmental impact assessment has been submitted with the application.

LOCATION: Land to east (Phase 1) of Eastfield Road, Wellingborough.

APPLICANT: Bee Bee Developments.

This is a major application for Committee consideration, because it is subject to the completion of a Section 106 Agreement under the Planning Act.

DESCRIPTION OF SITE AND PROPOSAL:
The site is 1.25km north east of Wellingborough town centre situated behind the residential properties lining Eastfield Road to the west and a mix of uses along Mill Road to the south, and allotments and industrial units to the north. The site’s eastern boundary is defined by the railway line and sidings.

The application site covers an area of approximately 8.9 hectares. Site is characterised as previously developed land. However, much of the land across the site is presently vacant, obsolescent or under-used. Present uses include:

- Industrial sheds
- Former mineral extraction workings including a small lake and areas of trees and scrub
- Derelict buildings
- Vacant land.

The site generally slopes downwards from its western boundary to its eastern boundary whilst the north east area of the site is dominated by a small lake characterised by
steeply sloping faces arcing around its north, western and southern flanks. The lake and its surrounding topography are remnants of the former ironstone and clay quarrying activities. The slopes of which have been identified as a Site of Nature Conservation Value.

The site is approximately a 5-7 minute walk from Wellingborough train station which is between 400-600m away to the south, accessed by via a footpath from Mill Road. There are two vehicle access points to the application site, one from Eastfield Road to the west and one from Mill Road to the south.

Outline planning permission is sought for a comprehensive mixed-use development comprising of:

- Up to 540 dwellings
- Up to 27 live work units
- Access roads
- Up to 834 car parking spaces
- Up to 574 cycle parking spaces
- Up to 6.6 hectares of open space and landscaping
- Up to 467 sq m of community uses
- Up to 707 sq m of retail, financial/professional services and food and drink outlets
- Up to 635 sq m of employment space (offices/light industry)

RELEVANT PLANNING HISTORY:
Since 1948 the site has been divided in a piecemeal fashion and there have been significant industrial developments to the south and west of the site. There have been several major planning applications approved over the last sixteen years which were predominately for B1(b), B1(c) and B2 industrial uses.

In December 2005, outline planning application WP/2006/0001/O was submitted as the Eastfield Urban Quarter Masterplan. This previous application remains undetermined at present and comprises a total area of 16.25 hectares, which includes the site area of planning application WP/2008/0050/OEIA together with additional land to the north.

NATIONAL, REGIONAL AND LOCAL PLANNING POLICY:
Planning Policy Statement 1 - Delivering Sustainable Development.
Planning Policy Statement 3 - Housing
Planning Policy Guidance 4 - Industrial, commercial development and small firms
Planning Policy Statement 6 - Planning for Town Centres
Planning Policy Statement 9 - Biodiversity and Geological Conservation
Planning Policy Statement 10 - Planning for Sustainable Waste Management
Planning Policy Guidance 13 - Transport
Planning Policy Guidance 14 - Development on Unstable Land
Planning Policy Guidance 17 - Planning for Open Space, Sport and Recreation
Planning Policy Statement 22 - Renewable Energy
Planning Policy Statement 23 - Planning and Pollution Control
Planning Policy Guidance 24 - Planning and Noise
Planning Policy Statement 25 - Development and Flood Risk
Regional Spatial Strategy 8:
Policy 1 (Core Objectives)
Policy 2 (Locational Priorities for Development)
Policy 3 (Sustainability Criteria)
Policy 4 (Better Design)
Policy 18 (Affordable Housing)
Policy 27 (Natural and Cultural Assets)
Policy 28 (Enhancing Biodiversity)

Milton Keynes and South Midlands Sub-Regional Strategy:
Policy 1 (Spatial Framework)
Policy 4 (Corby, Kettering, Wellingborough)

Northamptonshire County Structure Plan:
Policies:-
GS5: Design
GS6: Infrastructure, Services and Facilities
SDA1: Strategic Development Area Proposals
T3: Transport Requirements
T9: Parking Standards
T10: Parking for Housing

Northamptonshire Waste Local Plan (Adopted March 2006):
Policy 5 - Development related Waste Minimisation
Policy 6 - The Integration of Neighbourhood Waste Facilities with Other Development

Northamptonshire County Council:
SPG on Planning Obligations and Local Education Authority School Provision (adopted June 2004)

North Northamptonshire Core Spatial Strategy:
Policies:-
1 - Strengthening the Network of Settlements
5 - Green Infrastructure
6 - Infrastructure Delivery and Developer Contributions
7 - Delivering Housing
8 - Delivering Economic Prosperity
9 - Distribution and Location of Development
10 - Distribution of Housing
11 - Distribution of Jobs
12 - Distribution of Retail Development
13 - General Sustainable Development Principles
14 - Energy Efficiency and Sustainable Construction
15 - Sustainable Housing Provision

Borough of Wellingborough Local Plan:
Policies:-
G2 - Flood Protection
The Highway Authority refers to the extensive discussions which have been held with WBC and the Applicant and to the revised Transport Assessment (TA) dated August 2007. This has resulted in agreement on a significant package of measures, initiatives and contributions to facilitate the development and to offset the impact of the development on the wider and local highway network in safety and capacity terms.

**Background**

The Highway Authority point out that they have previously considered the transport and highway impact of development on this land as part of the wider WEast development proposals. Whilst WEast includes a significant package of off site highway and transport proposals that mitigates its impact on the wider highway network, it is necessary to identify those elements of works that are required to deal specifically with EUQ Phase 1.

The Highway Authority advise that in traffic generation terms the proposed development (comprising predominantly flats) is similar to the scale of
development proposed for this site as part of WEast. Therefore, as the wider impact of the development has previously been assessed, it is reasonable for the Highway Authority to seek a detailed transport assessment limited to the immediate junctions in the vicinity of the site. However, future applications for further phases within the EUQ site will need to be treated differently, and considered as part of the wider growth anticipated for Wellingborough.

The Highway Authority generally concur with the conclusion provided in the Transport Assessment although there are matters of detail that will need to be resolved. This can be adequately secured either by condition or alternatively via the Section 106 Agreement and will not materially alter the development proposals. This is likely to include issues such as phasing of the development and associated off-site highway works and Travel Plan measures. Subject to negotiation with the Applicant, it may be possible to bring forward some elements of public transport improvements that were secured as part of WEast should this be delayed significantly.

Vehicular Access
The vehicular access arrangements proposed to serve EUQ Phase 1 are via Mill Road and Eastfield Road. The applicant has provided general arrangement drawings for both junctions and these are generally acceptable to the Highway Authority.

Mill Road is to become an important pedestrian and cycle route for Wellingborough East. The Mill Road traffic management proposals which form part of this application not only facilitate access and provide adequate visibility splays but also contribute to achieving the above objective. The Highway Authority recommend that an enhanced public consultation take place (in addition to the Traffic Regulation Order consultation process) with residents prior to the detailed designs being prepared to allow comments to be made on the proposed traffic management and if appropriate, influence changes to the design. The Highway Authority, however, welcome the proposal to make provision for 30 parking spaces to be provided within the application site for Mill Road residents. How this space is managed can be dealt at the reserved matters stage. The Highway Authority recommends that the principle is secured within the S106 Agreement.

The access arrangements, by way of a staggered junction on the Eastfield Road is acceptable in principle subject to further detailed design and safety audits. This is not expected to alter the general arrangements, but may require some minor modifications. There is however sufficient land within the highway and the applicant’s control to accommodate any modifications that may be required.

Pedestrian and Cycle Access
The site is conveniently located to provide good pedestrian and cycle access to the town centre and the railway station. The development at ground level is car free (other than servicing) and will create an environment that encourages walking and cycling. This approach is innovative and to be welcomed and will further support the travel plan objectives/targets for modal shift.
Improvements are proposed on the surrounding highway network in the form of a pedestrian crossing on Eastfield Road and enhancements to the footpath link to the station from Mill Road.

**Packing**

Again, the applicant has taken an innovative approach to parking levels and location which are welcomed by the Highway Authority. This will allow the development at ground level to be inclusive by all users with little fear of conflict between pedestrians and vehicles. It will provide a high quality public realm, and create attractive space for pedestrians.

**Travel Plan**

A Travel Plan has been prepared in support of the application. Details of this will be agreed with the applicant as part of the S106 negotiations.

**Wider Benefits/Highway Improvements**

The development provides a range of highway improvements that will mitigate the impact of the development on the highway network.

The details of this are set out in the Highway Authority letter and are listed below:

### Eastfield Urban Quarter - Phase 1, Wellingborough

#### Local Highway Improvements

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Junction Name</th>
<th>Existing Junction Type</th>
<th>Proposed Improvements to Junction</th>
<th>Comments</th>
<th>Approximate Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Mill Road Access Site Access</td>
<td>Traffic calming - parking</td>
<td>£30,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Mill Road/Eastfield Road Priority Cross Roads</td>
<td>Raised Traffic Signal controlled Junction, Provides enhanced pedestrian facility between Mill Road and Town centre</td>
<td>£200,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Eastfield Road Access Site Access</td>
<td>Junction Widening with pedestrian traffic island</td>
<td>£30,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Midland Road/Senwick Road/Elsden Road Staggered Priority Junction</td>
<td>Traffic Signal Controlled Junction, This represents full cost of the long term improvements although not justified as part of the phase 1 development</td>
<td>£200,000</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Traffic Management and Highway Improvements

<table>
<thead>
<tr>
<th>Location</th>
<th>Proposed Improvements</th>
<th>Comments</th>
<th>Approximate Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>Finedon Road Area Traffic Management/Signing Measures</td>
<td>Recommend long term improvements in conjunction with the N/S Link Road</td>
<td>£90,000.00</td>
</tr>
<tr>
<td>6</td>
<td>Midland Road/Elsden Road Area Residents Parking Scheme</td>
<td>Recommend long term improvements in conjunction with the N/S Link Road</td>
<td>£40,000.00</td>
</tr>
</tbody>
</table>

#### Pedestrian Facility Improvements

<table>
<thead>
<tr>
<th>Location</th>
<th>Proposed Improvements</th>
<th>Comments</th>
<th>Approximate Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td>Mill Road to Station Improvements to existing Footway, including: Footpath surface, CCTV and Lighting</td>
<td>£50,000.00</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Eastfield Road New Zebra crossing</td>
<td>£20,000.00</td>
<td></td>
</tr>
</tbody>
</table>

#### Public Transport
<table>
<thead>
<tr>
<th>Location</th>
<th>Proposed Improvements</th>
<th>Comments</th>
<th>Approximate Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>9 Findon Road and Elsden Road</td>
<td>Bus Information and Bus Stops (Existing)</td>
<td></td>
<td>£40,000.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>£40,000.00</td>
</tr>
</tbody>
</table>

**Home Zone - Traffic Calming, Environmental Improvements**

<table>
<thead>
<tr>
<th>Location</th>
<th>Proposed Improvements</th>
<th>Comments</th>
<th>Approximate Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>10 North/South Link Road</td>
<td>Detailed Investigations on the feasibility and design of the proposed road a scheme</td>
<td></td>
<td>£100,000.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>£100,000.00</td>
</tr>
</tbody>
</table>

**Travel Plan Measures**

<table>
<thead>
<tr>
<th>Location</th>
<th>Proposed Improvements</th>
<th>Comments</th>
<th>Approximate Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>11 Proposed Development</td>
<td>Sustainable Travel Plan Manager, Travel Surveys, Travel Media/Info, Bus Travel Vouchers, Travel Website, Car Sharing Scheme, Car Club, Marketing etc</td>
<td>Measures identified and to be agreed as part of Travel Plan</td>
<td>£225,000.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>£1,025,000.00</td>
</tr>
</tbody>
</table>

**NOTES**

All above estimates do not include:
- The cost of Statutory Apparatus diversions
- The cost of Topographical Survey
- Detailed Design and Supervision fees

Of particular importance is the proposed Elsden Road/Senwick Road/Midland junction improvement which formed part of the WEast proposals. The improvements must be carried out prior to the occupation of any dwelling. This provides significant benefit to the existing residents in the area and will greatly improve pedestrian facilities.

In addition, the developer has agreed to provide financial contributions towards the implementation of a residents parking scheme in the area, which will further benefit local residents.

**Conclusions**

In conclusion, it is acknowledged by the Highway Authority that the package of measures/works to be included within the S106 agreement are substantial and offer significant benefits to both the future occupiers of the development and the existing users of the highway network within its vicinity. For this reason, the Highway Authority recommends the application be approved subject to the provision of a S106 Agreement and conditions.

There are still a number of detailed matters that need to be agreed with the applicant however these can be resolved either during the S106 negotiations or at the detailed application stage. Therefore, the Highway Authority recommends that the application be approved subject to the provision of a S106 Agreement and conditions.

**S106 Agreement**

Financial contributions towards the package of highway infrastructure improvements identified within the TA and agreed with the applicant.
Safeguarding of land (extent yet to be determined) to facilitate the implementation of the Inner Relief Road and contributions to feasibility.

Details, phasing, timing and construction of the off site highway works

**Recommended conditions:**

Notwithstanding the plans submitted, all roads, footpaths, cycleways and verges shall be designed and constructed in accordance with details to be submitted to and approved by both the Local Planning Authority and the Highway Authority. Details shall accord with the standards contained within the Northamptonshire County Council document ‘Design Guide for Residential Roads’ and Manual for Streets published by Department for Transport.

Provision shall be made to accommodate all site operative’s, visitors and construction vehicles loading, off loading, parking and turning within the site during the construction period, in accordance with details to be submitted to and agreed in writing by the Local Planning Authority.

Adequate precaution shall be taken during the construction period to prevent the deposit of mud and other similar debris on the adjacent public highways in accordance with details to be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development.

2. Highways Agency – has no objection to the proposal, subject to the following condition:

   No development shall take place until a Travel Plan has been agreed by the Highways Agency acting on behalf of the Secretary of State. Such a Travel Plan shall operate in accordance with delivery mechanisms approved by the Local Planning Authority in consultation with the Highways Agency.

   The reason given for the direction of this condition is:

   To ensure that the A45 trunk road continues to serve its purpose as part of a national system of routes for through traffic in accordance with Section 10(2) of the Highways Act 1980 by minimising disruption on the trunk road resulting from traffic entering and emerging from the application site and in the interests of road safety.

3. Environment Agency – has considered the application and makes the following comments:

   **Water Infrastructure**

   The Environment Agency is actively promoting water infrastructure services planning to secure delivery of sustainable development. National and regional planning policy (notably RSS8, PPS12, PPS23 and PPS3) requires a strategic approach to development and water infrastructure planning, in partnership with
key delivery bodies (including the Environment Agency, local councils, and Anglian Water). This is particularly important in the case of the boroughs of Kettering, Wellingborough and parts of East Northamptonshire as they all depend upon Broadholme Sewage Treatment Works (STW), which treats the sewage from both boroughs and parts of East Northamptonshire.

The North Northamptonshire Outline Water Cycle Strategy Technical Report, published in January 2007, concluded that Broadholme Sewage Treatment Works (STW) had sufficient hydraulic headroom to accommodate around 5,000 additional dwellings within its catchment. However, 9,290 as then uncompleted dwellings in the catchment already have planning permission or allocations within existing Local Plans, outstripping his hydraulic headroom. Therefore, the hydraulic headroom capacity of Broadholme Sewage Treatment Works is forecast to be reached even if no more planning permissions were granted. The Outline Water Cycle Strategy further identifies trunk sewer capacity and related flooding issues with the trunk sewer that conveys sewerage to the Broadholme Sewage Treatment Works.

To address the issues identified, Anglian Water carried out a Wastewater Capacity Study of the Broadholme STW catchment which was reported as ‘Interim Findings’ in September 2007. The report proposes several strategic measures as a solution to the strategic sewerage infrastructure capacity constraints identified in the earlier Water Cycle Strategy Technical Report in order to accommodate the rate of development identified in the submitted North Northamptonshire Core Spatial Strategy. The interim findings propose potential solutions to the strategic sewerage and sewage treatment infrastructure, recognising that these solutions will be phased over time. The submitted waste water strategy therefore needs considering in respect of Anglian Water’s new position in the waste water capacity study.

For the proposed site which would also contribute sewer ‘pinchpoints’, we similarly advise that the occupation of the proposed development is phased in accordance with the delivery of water infrastructure capacity. We advise that the phasing plan follows a proposed scheme for the provision of new and upgraded infrastructure indicated within the ‘Interim Findings’ report, or as may otherwise be agreed by the Local Planning Authority in consultation with the water company and the Environment Agency, if any other environmentally acceptable solution is proposed.

Consequently, the Environment Agency would have no objection to the development on foul drainage grounds, subject to the following planning condition being implemented:

**CONDITION:** Notwithstanding the provisions of sections 94, 98 and 106 of the Water Industry Act 1991, no development shall commence until details of a scheme, including phasing, for the provision of mains foul water drainage on and off site has been submitted to and approved in writing by the LPA. No dwellings shall be occupied until the works have been carried out in accordance with the approved scheme.
REASON: To prevent flooding, pollution and detriment to public amenity through provision of suitable water infrastructure.

The Environment Agency recommend that the LPA is satisfied that the statutory water company (Anglian Water) can confirm the prospects for delivery of infrastructure that the development relies upon for environmental protection.

**Flood Risk and Surface Water Drainage**

The proposed development site is shown to be within Flood Zone 1 ‘low probability’ as detailed on the Environment Agency’s Flood Zone Maps issued to your Authority, and as defined in Table D1 of Planning Policy Statement 25 (PPS25).

The Environment Agency has assessed the submitted FRA against the requirements and general principles contained in Annex E ‘the Assessment of Flood Risk’ of PPS25. We consider that the details in the FRA provided by the applicant are fully compliant with Annex E of PPS25, subject to the imposition of the following condition to any approval of planning permission.

**CONDITION:** Prior to the commencement of development, a 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 before the development is completed.

**REASON:** To prevent the increased risk of flooding to the site and sites surrounding this.

**Groundwater and Contaminated Land**

The Environment Agency have no objections to the proposed development in terms of groundwater and contaminated land providing that the following conditions are appended to any subsequent approval of planning permission:

**CONDITION:** Validation sampling shall be undertaken in the base of the Brickpit Lake and for any areas where underground or above ground storage tanks have been removed. The results of the sampling shall be submitted and approved by the Local Planning Authority.

**REASON:** To protect controlled waters.

**Informative:** The Environment Agency have asked to be consulted on any information submitted to discharge the condition.

**CONDITION:** Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated
with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

1. A preliminary risk assessment which has identified:
   – all previous uses
   – potential contaminants associated with those uses
   – a conceptual model of the site indicating sources, pathways and receptors
   – potentially unacceptable risks arising from contamination at the site.

2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

3. The site investigation results and the detailed risk assessment (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

   Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.

Other Matters
The Environment Agency also provide advice on the use of SUDS, pollution prevention, water resources and sustainability issues including the opportunity to improve the landscape, visual amenity, ecology and wildlife value of the proposed site and surrounding area for the benefit of existing and proposed communities.

The Environment Agency would encourage the development of a document outlining the proposed environmental enhancement and maintenance of schemes implemented by this development.

Green Infrastructure
The Environment Agency refers to the River Nene Regional Park’s (RNRP) Green Infrastructure Strategy and the opportunity for linking communities to multi-functional green spaces.
Waste
The Environment Agency refers to the need for a Waste Audit and Waste Management Facilities Strategy.

Sustainable Construction
The Environment Agency recommends that the new Code of Sustainable Homes should be followed.

Energy and Resource Efficiency
The sustainable use of resources and the increased use of recycled minerals should be considered in supporting the planned growth.

The siting, layout, orientation and location of the development should be considered so as to maximise resource efficiency. Units should be designed and sited to maximise use of natural resources including natural lighting and ventilation, and to reduce heat loss. For example, constructing south-facing dwellings, with larger south-facing windows and smaller north-facing windows to reduce heat loss, or position dwellings to reduce the effect of cool northerly and northwesterly winds.

4. Anglian Water – two letters have been received from Anglian Water, the first dated 30 June and second 25 July 2008. In the latter letter, Anglian Water advise that they are not a statutory consultee for planning applications and that they have no objection to the grant of planning permission. They have, however, recommended certain informatives and planning conditions. Anglian Water advise that appropriate infrastructure works relevant to the development site will be installed as and when the development starts to progress.

5. East Midlands Regional Assembly – the application is the first phase in the development of a previously developed site which has been allocated for mixed use development in the existing Local Plan. As such it does not raise any issues in relation to conformity of the regional spatial strategy.

6. East Midlands Development Agency – subject to the proposal being in line with planning policies and wider growth needs for the area, achieving high levels of quality build and design that contribute to a sustainable community EMDA supports the application and recommends approval.

7. Natural England – originally objected to the application on grounds that they required further information on mitigation measures to avoid a detrimental impact on the County Wildlife Site (CWS) and assurance that bats and reptiles would not be affected or that potential effects would be avoided or satisfactorily mitigated.

Natural England have sent a further letter following additional information received from Faber Maunsell, namely the Lake Restoration Vision Document and a letter dated 10 June 2008 responding to the queries and concerns we raised in our initial consultation response (9 May 2008). They have the following comments to make:
The detail contained within the Vision Document has helped to clarify many of the issues Natural England had regarding the restoration/enhancement of the pond, the functions the pond will deliver as part of the proposals and the need for long term management and monitoring. They note the requirement for a management plan which has been highlighted within the document and would consider this essential to ensure that this area is managed for its intended benefits. This should be secured by way of a planning condition requiring that the plan is submitted to and approved by the Local Authority before any development commences.

In their initial response they were concerned that the level of detail contained within the Environmental Statement (ES) was insufficient to be able to ascertain that there would be no detrimental impact on the local reptile population(s). However, having now had sight of the full Ecological Survey Report they are satisfied that the proposals outlined in Chapter 2 should be sufficient to mitigate any potential impacts on local reptile populations. A detailed mitigation strategy will be required prior to the commencement of works, however, they would consider that this further level of detail can be secured via a planning condition.

Similarly, whilst they would usually expect to see the results of all surveys submitted and any necessary mitigation measures outlined prior to the determination of the application, they believe that the proposals to survey for bats immediately prior to the demolition of buildings is acceptable in this case. The Ecological Survey Report demonstrates that detailed bat surveys were undertaken on the site and there is a clear intention that if bats are discovered in the buildings to be demolished, that appropriate mitigation will be employed. They therefore consider that this requirement can be dealt with via a planning condition.

Based on the above, Natural England have no objection to this application subject to appropriately worded conditions being attached to any permission granted. Please find below suggested wordings for the conditions relating to bats and reptiles:

- No demolition works shall take place until a further survey has been carried out to determine the presence of bats within the existing buildings where evidence of bats have previously been recorded. Full details of the findings of these surveys, along with a working design, methods statement and timetable of works to mitigate any undue effects to any bats found on the site shall be submitted to and approved with the Local Planning Authority. Development shall be carried out in accordance with the approved details and within 12 months of the surveys being carried out.

- Before development commences a working design, methods statement and timetable of works to mitigate any undue adverse effects to reptiles (as outlined in the Chapter 2 of the Ecological Survey Report) shall be submitted to and agreed with the Local Authority and shall be carried out as part of the development.

8. Wellingborough Civic Society – the Society do not wish this development to go ahead before the road structure has been improved dramatically. One of the major works that should already be in place is the Midland Road, Elsden
Road, Senwick Road Junction. The long planned outer Relief Road would do much to improve the situation and should be completed before any more major development.

9. E-on Central Networks – no objection.

10. Northamptonshire North Police Area Crime Prevention Design Officer – advice given on measures to ensure security by design.

11. Health and Safety Executive – no objection.

12. Northamptonshire NHS – the capacity of the PCT will need to be expanded and they will inevitably experience serious funding gaps and/or workforce shortages. The population generated from the development will require a range of health care facilities and the NHS have requested a Section 106 Contribution to commission additional primary care and secondary care services during the funding gap period. The development is of a size that would warrant a rapid Health Impact Assessment.


- Concern that development does not include a balanced mix of housing.
- All homes should be built to the ‘lifetime homes’ standard.
- 5% of new market housing should be designed as wheelchair accessible.
- Failure to provide acceptable level of affordable housing would be contrary to Policy 15 of the CSS. Affordable housing to be “pepper potted” across the site.
- Implementation strategy for provision of community facilities and affordable housing to be agreed.
- Plans need to demonstrate how the development will link into the wider Green Infrastructure Network.
- Footpath/cycle link between Mill Road and Finedon Road should be secured as part of the Phase 1 development.
- Waste Minimisation Strategy must be developed.
- Imaginative public art and street furniture.
- A Sustainability and Energy Efficiency Statement needs to be developed.
- Location of the play facility to be specified with information of the type of facility to be provided.
14. BCW Housing Strategy – following the production of the North Northamptonshire Strategic Housing Market Assessment (NNSHMA) the Borough Council will seek to ensure that:

- the mix of housing on site will contribute to the creation of mixed communities having regard to the proportion of households that require market affordable housing.

- the size of the mix of affordable housing should be predominantly 1 and 2 bedroom type (32% and 62% respectfully). The need for 3 and 4 bedroom properties is estimated at 9% and 17% respectively.

- 5% of new market housing should be designed as wheelchair accessible.

- 15% of open market housing should be low cost, which is additional to the affordable housing.

- 30% of provision should be affordable housing to include 25% social rented and 5% intermediate. This should be provided either as individual units scattered throughout the development or else in clusters.

15. Network Rail – no objection subject to certain requirements and conditions.

16. BCW Landscape Officer - The proposal involves quite a bold landscape scheme with attention to the wildlife aspect as the site contains a county wildlife site. The Wildlife Trust have been generally supportive of the aspiration to provide a setting for people to engage with a more natural environment despite the issues they have with details of the submission.

Some cross sections have been provided but I am still concerned at the steepness of the main bank to which the existing vegetation clings with what is proposed round it. The tree survey identifies the main block as being worthy of retention, but about half of it would be removed. There may be a knock on effect with trees being exposed on a new edge. Many of the trees are unremarkable in themselves, but their amenity value is in the massing. The pressure of so many people living around the woodland would be likely have a detrimental effect and there might be more erosion with run off. Attention would need to be paid to the detail of supplementary planting and protection zones around the trees to be retained all of which would be more challenging because of the dramatic topography. The trees which were protected by a tree preservation order are shown as being retained but would require protective fencing during construction works.

The Council would be concerned about adopting the main amenity space round the lake. Success or failure would depend on the implementation of a good management plan.
This is a derelict site at present hidden away between the back of Eastfield Road and the railway line and it is a bold vision to transform it while retaining and enhancing the best of its present features.

17. North Northants Badger Group - no comments to make

18. The Wildlife Trust for Northamptonshire – have the following comments to make:

Appendix 6.1 Pond Restoration Strategy
This additional documentation, which is heavily referred to in the other documents, is missing from the pack of documents that I was provided with. The Pond Restoration Strategy is likely to answer some of the unknowns that I outline below. This document is key to the development, and without it I believe that there is insufficient evidence to decide this planning application. I will revise my comments on receipt of this document.

Location of the Café
The Impact Assessment in Table 5.1 recommends that the café is located at one end of the lake to allow habitat with limited or no access to be incorporated. This does not appear to be the case according to the plans for the site.

Methods for the works on the lake
The recommended mitigation measures in Table 5.1 include several options for the methods to be used for dredging and enlarging the lake. I am of the opinion that these methods should be planned and approved before the planning application as a whole is decided.

Conservation Management Plan
Also referred to in the Impact Assessment is a long-term management plan, which is vital to ensure that the biodiversity of the site is protected and enhanced in perpetuity. This should be produced and approved when the final plans for the site are confirmed.

- **PPS 9 (August 2005):** Key Principle 1(ii) (on page 3) states “…planning decisions should aim to maintain, and enhance, restore or add to biodiversity…” and paragraph 14 (page 14) states that when considering proposals local authorities should maximise opportunities for building-in beneficial biodiversity features as part of good design.

- **RSS8, Policy 1, Core Objective g)** To achieve a ‘step change’ increase in the level of the Region’s biodiversity through: the management and extension of habitats to secure net gains in biodiversity; and ensuring that no net loss of priority habitats or species is allowed to occur.

Green Infrastructure
The Phase 1 Habitat Plan (45525/IPEE/101) of the existing site shows directions through which green infrastructure corridors should link this development with the
wider landscape. From the Illustrative Masterplan these corridors appear sufficient to the east of the site, connecting with the wildlife site on the railway embankment. However, to the north and west these green infrastructure corridors are absent from the Masterplan.

Green Infrastructure can be delivered through a planned network of multifunctional green spaces and inter-connecting links, which are designed, developed and managed to meet the environmental, social and economic, needs of communities. For many species of wildlife, the practical impact of climate change is that their ‘climate space’ (the climatic zone within which they live) will change, and for a number of species is already changing. The appreciation of Green Infrastructure, particularly natural habitat networks, at an early stage in the design of a development will ensure that the movement of biodiversity is not impeded, and will therefore allow the landscape to adapt to climate change.

- **Planning for Climate Change** supplement to PPS1 sets out how planning should take into account the unavoidable consequences of climate change (adaptation). One of the key planning objectives that relates to this is to “sustain biodiversity, and in doing so recognise that the distribution of habitats and species will be affected by climate change.”

- **Planning Sustainable Communities** (April 2005) has been produced on behalf of the Milton Keynes and South Midlands Environment and Quality of Life sub-group. It describes benefits of Green Infrastructure for both wildlife and people, and gives examples of some relevant case studies.

- **RSS8, Policy 3, Promoting Better Design:** The layout, design and construction of new development should take account of the need to “develop ‘green infrastructure’ networks and provide for the enhancement of biodiversity and landscape quality”.

- **RSS8, Policy 27, Regional Priorities for Environmental and Green Infrastructure:** ensure that the provision and design of new Environmental Infrastructure is considered and its delivery planned through environmental capacity analysis at the same time as other infrastructure requirements.

**Construction Guidelines**

A series of construction guidelines should be produced that acknowledge the biodiversity value of the area in the centre of the development site (Old Brickpit Lake), the surrounding potential Wildlife Site (site number 986) and associated habitat.

In particular, our concerns are as follows:

1. Unauthorised vehicular traffic not to enter the designated site area.
2. Avoid dumping or storage of materials on the area of the designated site both during and after the construction phase.
3. Avoid the possibility of pollutants and contaminants, including soil run off, from entering the site.

BAP Habitats
The mitigation proposed in the Impact Assessment includes the incorporation of valuable habitats such as wildflower meadows, hedges, and taller scrub. These habitats are missing from the current plans, which only incorporate the pond, woodland and ornamental trees. A range of these additional habitats is required to mitigate for the loss of scrub, grassland and tall ruderal vegetation from the site. A mosaic of these habitats could contribute towards providing green infrastructure through the site.

Plant species
One plant that is rare in Northamptonshire (white water-lily) and three plant species that are only occasionally found in the county (scarlet pimpernel, hedgerow cranesbill and pendulous (drooping) sedge) were identified during the survey. Following good practice construction guidelines, incorporating existing habitat into the development designs, and putting in place a long-term management plan should ensure the persistence of these plants on site.

Aquatic Invertebrate survey
The aquatic invertebrate survey (section 6.72 in the Environmental Statement) was insufficient for a proposal of this kind. The invertebrates that were found in the lake were, in some cases, only identified to sub-class (Oligochaeta - worms), or family level (Coenagrionidae – family of damselflies). This survey gives very little species specific information, and therefore the importance of the invertebrate fauna in the lake is unknown, as is the impact of the development upon it.

19. BCW Conservation Officer – no comment received
20. BCW Environment Protection – no comment received
21. BCW Energy Efficiency Officer – no comment received
22. BCW Amenity Services – no comment received
23. BCW Property Services – no comment received
24. CABE – no comment received
25. GOEM – no comment received
26. North Northants Joint Planning Unit – no comment received
27. NCC Archaeology – no comment received
28. NCC Minerals and Waste Planning – no comment received
29. NCC Growth Management (Policy) – no comment received
30. Northamptonshire Fire and Rescue Service – no comment received
31. Wellingborough Chamber Trade of Commerce - no comment received
32. Wellingborough Town Centre Partnership – no comment received
33. CARSAG – There is the problem of parking, of improvements for pedestrians and cyclists, and of course increased road use and the long term impact on the area.

The Travel Plan is laudable sounding.

The Traffic Report that gives hundreds of pages of blindingly confusing detail, then jumps to the conclusion that there will be very little impact from hundreds of extra cars and with various remedial actions there will be no problem, without saying what the remedial actions must be.

The abolition of street parking in Mill Road to allow junction site lines (two options). So what if this causes problems for existing residents?

The addition of traffic lights at the Mill Road/Eastfield Road junction, this will now mean stopping nearly every time.

What are the modifications to Finedon Road/Rixon Road roundabout?

What are the proposals for improving the Midland Road/Elsden Road/Senwick Drive junction?

Is land to be safeguarded for inner north-south relief road for Elsden Road?

The Traffic Plan indicates that in one locality, traffic noise will increase by 30%, but no measures are proposed to address this.

It is not considered that there is sufficient width along Mill Road and Elsden Road for the proposed cycle paths.

Lack of information to support the adequacy and frequency of proposed bus routes passing near the site.

Concerns regarding the stability and pollution levels associated with the brownfield portions of the site.

34. Neighbours -

No. 199 Mill Road – requested further information to the issues raised below before potentially objecting.

- The occupier being a disabled person, is concerned how the proposed new residential parking may affect existing parking on Mill Road
- What is meant by ‘public open space hard landscape’ that provides access to proposed parking
• Occupier owns strip of land behind 195 to 209 Mill Road, will my right of access to this land be retained
• What type of traffic is to use proposed access between 209 and 211 Mill Road
• Provision of 32 new parking spaces to compensate the losses along Mill Road are inadequate
• Traffic calming measures are ill thought and detrimental to local residents.

No. 49 Eastfield Road – NO OBJECTION but, raised following queries:-
• Are the buildings to the rear of 47 to 53 Eastfield Road to be 3 or 4 storey?
• No floor level or ridge heights are quoted for buildings

No. 93 Eastfield Road – DO NOT OBJECT but, raise the following points:-
• New development will cause an increase in traffic along Eastfield Road to the detriment of the surrounding environment.
• The formation of new junctions and accesses to serve the development to the west of Eastfield Road and this proposed development is excessive.
• Modern design of buildings proposed is different from the design proposed in the earlier Eastfield Road planning application.
• This proposal of 500+ houses for Phase 1 implies that the whole scheme will be doubled to 1000 houses for the whole master plan site area
• Does not provide enough social housing as per government requirements.
• Development will have adverse impact on school, medical, dental, water, sewage, gas and electrical services in area.
• A new bypass and restriction on traffic along Eastfield Road is required to make development acceptable.

No. 43 Eastfield Road - am concerned about the development because:-
• Density of housing proposed will cause overcrowding in the area
• New residential and industrial development will increase volume of traffic along Finedon, Elsden and Eastfield Roads
• Construct an eastern ring-road before development starts
• Night, air and noise pollution will increase with the increase in traffic and road calming measures proposed.
• Loss of wildlife and hedgerows.

No. 23 Eastfield Road - OBJECT and our concerns are:-
• Development will further increase traffic nuisance along Eastfield Road.
• Loss of allotment gardens.
• Retention of deep lake on site poses a danger to children.
• Mud on road from construction traffic.

No. 95 Eastfield Road - DO NOT OBJECT but, raise the following points:-
• New development will cause an increase in traffic along Eastfield Road to the detriment of the surrounding environment.
• The formation of new junctions and accesses to serve the development to the west of Eastfield Road and this proposed development is excessive.
• Modern design of buildings proposed is different from the design proposed in the earlier Eastfield Road planning application.
• This proposal of 500+ houses for Phase 1 implies that the whole scheme will be doubled to 1000 houses for the whole master plan site area.
• Does not provide enough social housing as per government requirements.
• Development will have adverse impact on school, medical, dental, water, sewage, gas and electrical services in area.
• A new bypass and restriction on traffic along Eastfield Road is required to make development acceptable.

No. 21 Eastfield Road  - OBJECT on the following grounds:-
• Development will increase the current over-congestion of traffic along Eastfield/Elsden Roads. A relief road must be built BEFORE any more development is allowed.
• Improve road network to ease congestion before building anymore houses.

ASSESSMENT:
Principle of the Development
The proposed development has been assessed in relation to the planning policy framework as well as other material considerations.

The main issues to be considered are as follows:

• Principle of the development
• Dwelling mix and density
• Affordable housing
• Size and type of retail uses
• Size and type of commercial uses
• Size and type of community facilities
• Character and Design
• Sustainability
• Open space and landscaping issues
• Impact on neighbouring amenities
• Parking, traffic, access and highway issues
• Drainage issues
• Planning obligations.

Eastfield Urban Quarter (EUQ) is a key brownfield regeneration opportunity within the Wellingborough East Strategic Development Area (WEast) – a 360 hectare site that was identified in the County Structure Plan and the Wellingborough Local Plan (Policy U20) for a major new urban extension for Wellingborough.

Policy U14 of the Local Plan proposes a regulated development programme for WEAST, taking up previously developed land first, in an outward expansion of the existing built-up area. In order to concur with this policy, the proposed development of
EUQ should if possible commence in advance of the proposals on greenfield sites outside the existing urban area.

The previous industrial and warehouse quarrying uses have now ceased with some of the buildings demolished. The site in its current very poor condition presents a serious safety problem in terms of being an area of unsupervised wasteland with the lake and steep banks of the former quarry being a potential danger for children and adults alike. The site also attracts unsocial activities and was the scene of a serious recent crime. There is no doubt that this site is in urgent need of development with the existing site being both visually and socially unappealing to the local community.

The Government have also given strong support for the development of this site with the Planning Inspector at the Local Plan Inquiry emphasising the opportunities for a major improvement to the environmental quality of this rundown area to provide new housing in an accessible and potentially attractive location. In addition a significant Government grant was given to the Council for the demolition of buildings and remediation of the site.

In February 2006 the Council approved a Development Brief setting out the proposals for the development of the EUQ. The requirements of the Brief have been taken into account in preparing the scheme and although the proposals seek a more intensive form of development than shown in the Development Brief with an emphasis on a flatted form of development rather than housing the general principles of the proposed development, which incorporates significant planning benefits for the regeneration of the area, are reflected in the scheme proposals.

Outline planning permission is now sought for a comprehensive mixed-use development at the southern end of the Eastfield Urban Quarter site which is intended to form the first phase of the eventual development of the whole site. The application for the whole site has been put on hold due to the impact this would have on the local and wider highway network. The Phase 1 scheme is a stand alone comprehensive redevelopment scheme but one which will not prejudice the future development of the remainder of the site.

The proposed scheme includes residential, live/work, commercial uses (B1 and B8), retail (A1 –A5), community uses and recreation provision and also includes the provision of a new public park centred around an enlarged and enhanced lake at the base of the former quarry. The woodland area on the western banks of the quarry will be enhanced and extended and a series of paths including an adventure path for children will be provided. The lake will form part of a proposed sustainable urban drainage system (SUDS) but is also designed to be a haven for aquatic invertebrates and plants. Most of the existing woodland area on the banks of the quarry will be retained and extended to retain its value as a haven for birds and other wildlife whilst also creating an attractive setting to the lake and parkland area. The only exception is where part of the woodland will be removed to provide open views from the proposed piazza at higher level so that the park becomes an integral part of the development.

The Phase 1 proposals also include a Green Classroom and café which will be positioned at the edge of the lake. This will provide an important educational facility
available for use by schools as well as open to the general public to learn about the local ecology, landscape and sustainability aspects of the lake, park and woodland.

The proposal has been developed through discussions with Wellingborough Council, Northamptonshire County Council and Northamptonshire Wildlife Trust together with other statutory and non-statutory consultees including the Environment Agency and Anglian Water.

The Phase 1 proposals have also addressed issues which have been raised by the local community who were involved in the preparation of the Council’s development brief for the area and the proposals by Bee Bee Developments for the development of the whole of the EUQ site.

Dwelling Mix and Density
A total of 540 residential units and 27 live-work units are proposed. These will be constructed in a blend of styles and building types.

The accommodation comprises 33 three or four bedroom houses, 55 three bedroom flats, 244 two bedroom flats and 208 one bedroom flats. There are also 27 live/work units which would provide in total residential accommodation for 1,255 people. A significant proportion i.e. 61% of the units provide for family accommodation in units of two or more bedrooms and the proposals will also provide an element of affordable housing the details of which will be set out in a Section 106 Agreement.

The masterplan of the approved development brief was based on a scheme comprising 350 dwelling units with 80% of the units in the form of houses and 20% flats. In addition 11 live/work units were proposed. This would result in an estimated occupancy level of 1,282 people. The application scheme proposes a higher number of overall units but with the higher proportion of flats to houses the occupancy rate would in fact be lower, 1,255 people compared to 1,282 people for the approved development brief scheme.

For ease of calculation and comparison between the development brief scheme and the first phase of the application it has been assumed that three and four bedroom houses will on average accommodate four persons, one and two bedroom flats would on average accommodate two persons and the live/work units would on average accommodate two persons living at the premises.

The proposed scheme accommodating less people than that resulting from the approved development brief would result in less infrastructure requirements and lower traffic movements. The proposed scheme also results in a reduction in surface water run off with the sustainable drainage proposal resulting in a reduced rate of flow to the existing drainage network.

The density of the proposed development based on 540 dwellings and 27 live-work units with a net site area of 8.9 hectares (89,000m2) and 1598 habitable rooms would be 62 dwellings per hectare or 179 habitable rooms per hectare. It is considered that this density is appropriate having regard to the type of development and the sustainable location of the site.
Concerns have been raised about the excessive number of flats being proposed. However, this site with its proximity to the station is particularly suitable for a mainly flatted development and there is a particular need in Wellingborough for small unit accommodation suitable for single people, couples and the elderly.

The scheme is not designed to serve solely the needs of young professional people who would be out at work during the day. It is expected to provide accommodation for a good mix of young people, the middle aged and elderly. In addition to residential units there are 27 live/work units and a good variety of commercial premises ensuring that throughout the day and evening there will be “eyes on the street”. The need for balanced communities must be examined in the context of the whole town, not just on a particular site which in this case is particularly suitable for a mainly flatted development.

**Affordable Housing**

Policy 15 of the North Northamptonshire Core Spatial Strategy sets out the Council’s policies for delivering sustainable residential communities and requires delivery of a balanced mix of housing types and tenures. To meet local need and to ensure that a percentage of all new development is genuinely affordable, affordable housing provision is to be provided in line with meeting a target of 30% of housing being affordable. The policy for sustainable urban extensions (Policy 16) also requires provision for a broad balance and range of housing choice, including both market and affordable housing.

As 30% is not currently financially viable, the applicants have agreed to provide at least 10% affordable housing on site but to increase this to 20% if the value of the properties increase prior to the implementation of the development or higher levels of housing grant are made available. The lower provision of affordable housing has been justified on the basis of a feasibility appraisal that demonstrates that with the cost of the brownfield land already purchased (at existing use value) and high costs of the development the scheme would be uneconomic and therefore un-implementable if the Council were to insist on higher levels of affordable housing provision. The development appraisal has been compiled by Drivers Jonas on behalf or the Borough Council to ensure its independence. The high costs of the development include the costs of decontaminating a brownfield site and extensive remediation and restoration works as well as providing a new community park within the former quarry area.

The provision of 10% affordable housing is based on a value for the affordable housing of £154 per sq ft (75% of open market value at £200 per sq ft). If grant funding is available and a registered social landlord is able to offer a higher value for the affordable housing, say £175 per sq ft, it is estimated that this would enable 20% affordable housing to be provided. Between these two values the amount of affordable housing will be based on a pro rata calculation. Provision has also been offered if values increase after the start of development, for a 30% overage payment to the Council for values above £250 per sq ft.

The applicants have advised that the affordable housing will be provided in two stages with half of the provision made in the first stage of development and the remainder on completion of the scheme.

Details of the size, tenure of affordable housing units and location will be subject to the approval of the local planning authority at the reserved matters stage.
The applicant’s Feasibility Appraisal has been examined by Drivers Jonas acting on behalf of the North Northamptonshire Development Company (NNDC). Drivers Jonas have confirmed that the feasibility appraisal is sound and that based on existing values the scheme is not able to support more than 10% affordable housing.

The current proposals, which would ensure provision of a minimum of 10% affordable housing but with more affordable housing provided if values should rise, is considered to be the most pragmatic solution in these circumstances and this is supported by the NNDC.

This approach is also consistent with Government Guidance which requires local authorities to undertake an informed assessment of the economic viability of any threshold and proportions of affordable housing proposed, including the likely impact upon overall levels of housing delivery and creating mixed communities.

The Council’s SPG XI on Affordable Housing (July 2004) states that the mix of affordable housing will vary between sites depending upon their location and the point in time at which a planning application is submitted. It is also stated that the decision of affordable housing to be built should reflect local housing need and individual site suitability and must be a matter for discussion and agreement between the parties involved.

**Retail Uses**
Small convenience retailing units are proposed to meet the demand from the households who are living on the site as well as providing a convenient facility for local residents.

The number, size and type of units are not likely to compete with the shopping facilities offered in Wellingborough Town Centre and the proposed development is likely to have a beneficial impact on the town centre in terms of comparison goods sales and other town centre services as it will increase the number of people living in the catchment area.

**Commercial Uses**
The former commercial properties were low quality industrial floorspace that was substandard for the needs of the users. The proposal provides 635 sq m of ground floor office space at the northern part of the Phase 1 site, with views over the pond and parkland area. The site is not a prime location for a large office user and the units are designed to provide small to medium units appropriate for local businesses. The site also accommodates 27 live/work units aiming to provide for further accommodation for start up and small businesses. The employment proposals accord with the development brief and would contribute to achieving a highly sustainable, mixed use and balanced community.

**Community Facilities**
The scheme proposes a variety of community uses including a Green Classroom/café, crèche, gymnasium, health and fitness centre and meeting rooms. The proposed Green Classroom is intended for use as an educational facility for use by local schools and the local community. This facility is designed to improve awareness about biodiversity and
ecological systems which will help to ensure the protection of the natural habitats and the attractive parkland, lake and woodland area.

The crèche would provide a learning and care facility for young toddlers of pre school age, providing a facility available for existing and new residents in the area.

The proposed community facilities to include a gymnasium, health and fitness centre with opportunity to provide meeting rooms would also provide a positive contribution for the local community.

**Character and Design**
The detailed design will be the subject of a reserved matters condition. However, the Architects have produced illustrative drawings to demonstrate the indicative layout and design of the buildings which are being proposed. They have also prepared a Design and Access Statement which sets out the design concept and explains how the proposed development will fit in with the context of the local area and respect the height, scale and design of surrounding buildings and the existing townscape.

The masterplan identifies a simple grid system of public routes through the site with access from the existing access to Ambron House on Eastfield Road. Two existing accesses on Mill Road will also be used. This road layout also to be used for pedestrians and cyclists will provide a good level of permeability and connectivity through the site.

The applicant has been asked whether a pedestrian/cycle route could be connected through to Finedon Road as part of Phase 1 and they have no objection to this providing the owners of the allotments through which it would pass have no objection. This is a matter which will need to be the subject of separate negotiations with the allotment owners in due course but we do not consider it appropriate to require this as a condition.

The proposed buildings adjacent to the existing residential properties will be low-rise three storey buildings. These buildings will be a similar in scale to the adjacent residential properties. They will act as a buffer between the existing dwellings and the higher 4 and 5 storey residential buildings towards the centre of the site and along the eastern boundary.

The site from Eastfield Road on the west side to the lake and parkland area to the north east falls in level by approximately 17 metres. The proposed built form follows the existing site contours and defines the edge of the proposed parkland. Views across the parkland area will be possible from the central piazza and from the buildings which are located on the higher ground to the south of the lake. Buildings along the eastern boundary will benefit from the long distance views across the railway to the countryside beyond. It is intended to utilise the natural fall in level to create a development which maintains a roof level similar to the Eastfield Road houses. The apartment buildings define the edge of the street and provide an urban public side to the roads and private aspect to the landscaped courtyards in the centre of the apartment blocks.

Close to the Eastfield Road entrance is the landscaped piazza with shops, cafés and other small scale commercial uses are located at ground floor. This overlooks the lake
and adjoining parkland. The piazza will provide an active focal point for the development with the ground floor retail, restaurant and café uses being able to spill out onto the terraced area during periods of warm and dry weather.

The proposed contemporary design is considered appropriate having regard to the site’s setting on the edge of the urban area and proximity to the railway and the station. The development will be highly visible when approaching Wellingborough by road from the east or by train when travelling to or from Kettering.

**Sustainability**

A Sustainability Appraisal is included with the application and it will be seen from this that the scheme scores highly in relation to Sustainability Credentials.

The development will be designed to achieve a minimum of “very good” BREEAM and EcoHomes rating in accordance with the Council’s Supplementary Planning Guidance. The site has been registered as an EcoHomes site with the BRE and will not therefore need to be assessed against the requirements of the Code for Sustainable Homes. The buildings will be designed to maximise energy efficiency including the use of passive solar gain wherever possible. Energy for the Green Classroom/café will be provided by solar panels and/or ground source heat pump.

Transport is also anticipated to be energy efficient due to the sustainable modes of transport being promoted on site and its location within easy walking distance of the site, bus services and the town centre.

Recycling facilities will also be available on site.

**Landscaping**

A Landscape Strategy for the site is contained in the Design and Access Statement. The proposals for the lake, wood and parkland areas is a major benefit of the proposed development. It is considered that this will provide an excellent asset for the local community who will be able to enjoy the recreation and leisure facilities provided. The landscaped and woodland paths down to the lake will offer a facility which can also be enjoyed by disabled persons and the café and Green Classroom will provide an attractive destination to be used for leisure and education purposes.

The area allocated to open space and landscaping (6.6 hectares) exceeds the area for open space required on the development brief. This requires 4.9 hectares allocated for open space over the entire EUQ site. The open space provision comprising the provision of a community park is also intended to serve the future needs of the proposed residential and commercial development of the remainder of the EUQ site.

An important aspect of the design concept is the creation of a series of linked open spaces that retain where possible important existing features and habitats. This new network of open space will encourage pedestrian movement by allowing people to access most of the site. The landscape parkland centred on the former quarry pit forms the focus of the site. The enlarged lake will be designed to expand outwards in times of wet weather and provide an interesting changing landscape. The lake, parkland and Green Classroom/café forms the heart of the scheme which can be accessed via a series of pathways which will include paths suitable for wheelchair users.
Private landscape spaces will vary depending on building type and location. Semiprivate landscaped community areas will be provided for each apartment block. All of the apartments have balconies or roof terraces overlooking these spaces. The proposed houses and live/work mews buildings have private back gardens.

Wildlife Protection and Enhancement
The area around the quarry is allocated as a County Wildlife Site and discussions have been held with Natural England and Northamptonshire Wildlife Trust on measures required to protect and enhance the existing wildlife and to provide measures to ensure the provision of wildlife corridors.

Assuming that adequately designed wildlife corridors are incorporated into the final design of the site, there is the potential to connect the CWS with other habitats outside the site boundary (i.e. the allotments and the railway embankment (this provides a continuous corridor along the eastern edge of the site)).

Drainage Issues
The Environment Agency have advised that they are actively promoting water infrastructure services planning to secure delivery of sustainable development and have pointed out that the Broadholme Sewage Treatment Works is nearing its capacity. To address the issues identified Anglian Water have carried out a Wastewater Capacity Study which proposes several strategic measures as a solution to the strategic sewerage infrastructure capacity constrains previously identified. The interim findings propose potential solutions to the sewerage and sewage treatment infrastructure which will be phased over time. The Environment Agency have no objection to the scheme but recommended that the local authority contact Anglian Water to confirm the prospects for the delivery of the infrastructure required for this development.

Anglian Water have now advised that they have no objection to the scheme and have confirmed that appropriate infrastructure works will be installed as and when the development starts to progress.

Parking, Traffic, Access and Highway Issues
The scheme proposes 834 car parking spaces to serve the proposed development together with 32 spaces provided at the rear of the Mill Road properties for existing residents. The proposals also provide for 574 cycle parking spaces.

A Transport Assessment and proposed Travel Plan have been prepared. The Transport Assessment assesses the impact of the development both on the completion of Phase 1 and with background growth to the year 2021. The Transport Assessment has been examined by the Highway Authority who concur with the conclusion provided in the assessment subject to matters of detail that can be resolved through conditions.

The results of the analysis indicate that subject to mitigation measures at a number of key junctions within the vicinity of the site, the impact of Phase 1 can be accommodated without increasing queues and delays for existing road users.

The junction improvements proposed as part of the scheme include:
• Improvements to the Eastfield Road access to include widening the access and providing a pedestrian refuge.
• Improvements to the Mill Road access.
• Signalisation of the Eastfield Road/Mill Road junction.
• Signalisation of the Senwick Road/Midland Road/Elsden Road junction.

The proposed development would have minimum impact on the Senwick Road, Midland Road and Elsden Road junction (i.e. only 2% impact) and the proposed signalisation of this junction goes beyond the improvements necessary to cater for the increased traffic of the Phase 1 proposals. However, as this junction is already at capacity with congestion occurring at the peak hours signalisation of this junction would result in a significant improvement to traffic flows in this area. Signalisation is required prior to the implementation of the first Phase of the Stanton Cross development. However, there may be delay in this development and the applicants are willing to bring forward these junction improvements as part of the EUQ development enabling significant improvements in traffic flows even with the additional traffic associated with the Phase 1 scheme.

It is proposed to carry out a range of improvements and measures to encourage the use of more sustainable modes of transport. These include:

• Provision of attractive cycle routes with connections to the wider cycle network.
• Car parking to be at a level which will discourage multi car ownership with car parking at basement level making it less convenient for short journeys.
• Improved pedestrian facilities with mainly car free areas at ground level and pedestrian routes through the site to provide good connections to the town centre, local bus stops and the railway station.
• Improvement of the pedestrian route to the station access at the eastern end of Mill Road.
• Adoption of a Travel Plan to be managed by a Sustainable Travel Manager.
• A free 12 month bus travel pass for all residents of the scheme.
• Extending Plus Bus.
• Managing employment facilities.

It is acknowledged by the Highway Authority that the package of measures/works to be included within the S106 agreement are substantial and offer significant benefits to both the future occupiers of the development and the existing users of the highway network within its vicinity. For this reason, the Highway Authority recommends the application be approved subject to the provision of a S106 Agreement and conditions.

There are still a number of detailed matters that need to be agreed with the applicant. However, these can be resolved either during the S106 negotiations or at the detailed application stage. Therefore, the Highway Authority recommends that the application be approved subject to the provision of a S106 Agreement and conditions.
Impact on Neighbouring Amenity
The scheme has been designed to avoid harm to the amenity of the occupiers of neighbouring and nearby properties.

The proposals have been the subject of public consultation and amendments were made to the scheme to avoid harmful impact due to visual dominance, overlooking or loss of privacy.

The scheme proposes a maximum of 3-storey buildings adjacent to properties on Eastfield Road with the height of the buildings not exceeding those of existing residential properties.

The distance between existing and proposed properties accords with the Council’s normal standards and the proposed mainly residential and live/work units will not result in any significant levels of noise which might have occurred with the former industrial and commercial uses.

The scheme will not result in any significant increase in traffic when compared to the previous uses on the site and the proposals will remove problems formerly associated with heavy goods vehicles particularly in relation to the previous industrial uses along Mill Road. Improvements and traffic calming measures are proposed along Mill Road which is to become an important pedestrian and cycle route for Wellingborough East. This will result in the loss of some existing on-street car parking. However, the spaces lost will be replaced by a dedicated car park for Mill Road residents being provided as part of the scheme.

The scheme also includes improvements to the pedestrian route leading from Mill Road to the station which will benefit residents living in this area.

Residents who have responded to the consultation have expressed concern about increased traffic movements and the need to improve the existing local and wider road network.

The Transport Assessment does demonstrate that the number of vehicular movements can be safely accommodated within the local network with the mitigation measures for improvement to junctions including bringing forward the improvements to the Senwick Road/Midland Road/Elsden Road junction which creates the main problems in this area.

The scheme also provides a large strip of land along the eastern boundary to facilitate the future north-south link road which will form part of the wider strategic highway network and to contribute towards the costs of the design of this road which can be implemented at the later stages of the development of the EUQ site. The Highway Authority has confirmed that the north-south link is not required for Phase 1.

Planning Obligations
The applicant has agreed to enter into a Section 106 Agreement which would secure the following planning obligations:
1. Provision of at least 10% affordable housing on site with an increase of up to 20% provision if grant funding is available and the registered social landlord is able to offer higher values for the affordable housing than those assessed as part of the feasibility study. The assessment is based on £154 per sq ft (75% of open market value of £200 per sq ft). If values increase to £175 per sq ft 20% affordable housing will be provided. Between these two values the affordable housing will be based on a pro rata calculation. Provision has also been offered if values increase after the start of development, for a 30% average payment to the Council for values above £250 per sq ft.

2. The provision of local highway and junction improvements, traffic management, pedestrian facility movements, public transport, home zone/traffic calming and Travel Plan measures as set out in the report under Highway Authority response.

3. Detailed design and management plan for areas of public open space, SUDS and ecological protection and enhancement.

4. A comprehensive ecological management plan to protect and enhance habitats of important invertebrate species.

5. A long term management programme for the maintenance of the proposed sustainable drainage system, including means of controlling invasive spaces and means of delivery.

6. Detailed design and management plan for the green classroom/café if required as part of the proposed development.

7. The Developer to be responsible for the maintenance of areas of open space and parkland or to pay a commuted sum to the local authority if maintenance by the authority is proposed.

**RECOMMENDATION:**
That the issue of planning permission is delegated to the proper officer subject to conditions and the prior signing of a S106 agreement

1. a. Details of the design, external appearance of the buildings and the landscaping of the site (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the local planning authority before any development begins, and the development shall be carried out as approved.

   b. Application for approval of the reserved matters shall be made to the local planning authority before the expiration of three years from the date of this permission.
2. The development hereby permitted shall be begun before the expiration of two years from the date of approval of the last of the reserved matters to be approved.

3. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the occupation of the buildings or the completion of the development, whichever is the sooner; and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the local planning authority gives written consent to any variation.

4. Development shall not begin until details of the following have been submitted and approved in writing by the local planning authority, and shall be carried out in accordance with the approved details before the buildings are occupied, and the relevant works shall be retained hereafter:
   a. boundary enclosures (to include retention and adoption of the existing front boundary walls and renovation/reinstatement of the gates);
   b. windows, including materials, method of opening and detailed drawings and including measures to protect the dwellings from rail traffic noise;
   c. means of surface water drainage, including measures to delay and control the surface water discharged from the site and to prevent pollution of groundwater and/or surface waters, in accordance with the principles of sustainable drainage systems;
   d. means of disposal of sewerage including means of connecting to the local sewerage system;
   e. arrangements for storage of refuse and recyclable materials;
   f. drainpipe specification;
   g. cycle parking comprising secure, covered storage facilities;
   h. car parking layout including means of access and circulation. Parking areas to be designed to Safer Parking Award standard;
   i. CCTV and ANPR systems to monitor routes into the development and be linked to the Wellingborough Council system.
   j. external lighting within the site;
   k. details of public art and street furniture;
   l. the proposed slab levels of the buildings and the existing site levels;
   m. a scheme of energy efficiency measures and the generation of renewable energy
   n. 5% of dwellings capable of occupation by wheelchair users and XX5) dwellings designed as "lifetime homes";
   o. measures to minimise the risk of crime and meet the specific security needs of the development having regard to "Secured by Design".
   p. the location and type of play equipment
5. No building shall be occupied until the car parking spaces designed to serve the needs of the occupants and visitors of the building have been laid out in accordance with details to be submitted to and approved in writing by the local planning authority and such space shall not thereafter be used for any purpose other than the parking and manoeuvring of vehicles.

6. Details of long-term landscape and conservation management plan shall be submitted to and approved in writing by the local planning authority before the development is commenced.

7. No demolition works shall take place until a further survey has been carried out to determine the presence of bats within the existing buildings where evidence of bats have previously been recorded. Full details of the findings of these surveys, along with a working design, methods statement and timetable of works to mitigate and undue effects to any bats found on the site 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 within 12 months of the surveys being carried out.

8. Before development commences a working design, methods statement and timetable of works to mitigate any undue adverse effects to reptiles (as outlined in the Chapter 2 of the submitted Ecological Surveys Report, dated August 2006) shall be submitted to and agreed in writing by the local planning authority and shall be carried out as part of the development.

9. An implementation strategy for the provision of the landscaped park and community facilities shall be submitted to and approved in writing by the local planning authority prior to the implementation of the development.

10. a. Prior to commencement of development, a plan shall be submitted to and approved in writing by the local planning authority showing the location and extent of the affordable housing unit and the said units shall be constructed in accordance with the approved plan (subject to such variations as the local planning authority may approve).

b. The affordable housing will comprise at least 10% of total number of the units with the mix being predominantly 1 and 2 bedroom type (32% and 62% respectively). Additional affordable units should be of 3 and 4 bedrooms, or other such mix as the local planning authority may approve.

c. No more than 50% of the non-affordable housing units shall be occupied until:

(i) the developer has entered into a binding contract with a registered social landlord for the transfer of the freehold or the grant of one or more long leases of affordable housing units at a peppercorn rent for a term of at least 125 years; and

(ii) The affordable housing units have been built to practical completion

11. Notwithstanding the plans submitted, all roads, footpaths, cycle ways and verges shall be designed and constructed in accordance with details to be
submitted to and approved in writing by both the local planning authority and the Highway Authority. Details shall accord with the standards contained within the Northamptonshire County Council document "Design Guide for Residential Roads" and Manual for Streets published by Department for Transport.

12. Provision shall be made to accommodate all site operative's, visitors and construction vehicles loading, off loading, parking and turning within the site during the construction period, in accordance with details to be submitted to and agreed in writing by the local planning authority.

13. Adequate precautions shall be taken during the construction period to prevent the deposit of mud and other similar debris on the adjacent public highways in accordance with details to be submitted to and approved in writing by the local planning authority prior to the commencement of development.

14. No development shall take place until a Travel Plan has been submitted to and agreed in writing by the Highways Agency acting on behalf of the Secretary of State. Such a Travel Plan shall operate in accordance with delivery mechanisms approved by the local planning authority in consultation with the Highways Agency.

15. Notwithstanding the provisions of sections 94, 98, and 106 of the Water Industry Act 1991, no development shall commence until details of a scheme, including phasing, for the provision of mains foul water drainage on and off site has been submitted to and approved in writing by the local planning authority. No dwellings shall be occupied until the works have been carried out in accordance with the approved scheme.

16. Prior to the commencement of development, a 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 before development is completed. The surface water drainage scheme shall include the following information:

   a) Include sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development;

   b) Details of the management and long term maintenance and/or adoption of every component of the proposed drainage scheme after completion; and

   c) Details of the absolute necessity of a pumped surface water drainage discharge system, including reasoning for a gravity-fed system not being feasible. If sufficient reasoning can not be provided, it will be expected that a pumped surface water drainage discharge system will not be implemented.

   d) Confirmation is required of the permeability of the base of the proposed retention basin/balancing pond which will
be produced form the enlargement of the existing Brickpit Lake. Clarification is required on whether this feature will have an impermeable base, naturally or through the introduction of a liner or it is proposed that water will drain through the base of the feature, as well as to the outfalls to the surface water sewer.

17. Validation sampling shall be undertaken in the base of the Brickpit Lake and for any areas where underground or above ground storage tanks have been removed. The results of the sampling shall be submitted and approved in writing to the local planning authority.

18. Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the local planning authority), the following components of a scheme to deal with the risks associated with contamination of the site shall be submitted to and approved, in writing, by the local planning authority:
   a. A preliminary risk assessment which has identified:
      - all previous uses
      - potential contaminants associated with those uses
      - a conceptual model of the site indicating sources, pathways and receptors
      - Potentially unacceptable risks arising from contamination at the site.
   b. a site investigation scheme, based on (1) to provide information for a detailed assessment of a risk to all receptors that may be affected, including those off site.
   c. The site investigation results and the detailed risk assessment (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
   d. a verification plan provision details of the data that will be collected in order to demonstrate that the works set out in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

19. A Waste Audit and Waste Management Facilities Strategy shall be submitted to and approved in writing by the local planning authority prior to the implementation of the proposed development.

20. Notwithstanding the provisions of sections (94, 98 and 106*) of the Water Industry Act 1991, no development shall commence until details of a scheme,
including phasing, for the satisfactory provision of sufficient capacity within the public sewerage system to meet the needs of the approved development has been submitted to and approved in writing by the local planning authority. No dwellings shall be occupied until all the works have been carried out in accordance with the scheme so approved unless otherwise approved in writing by the local planning authority.

21. The developer must provide a suitable trespass proof fence adjacent to Network Rail’s boundary (minimum approx 1.8m high) and make provision for its future maintenance and renewal. Network Rail’s existing fencing/wall must not be removed or damaged.

22. Prior to the development of the site a scheme of noise insulation measures for the dwellings to be constructed adjacent to the railway shall be submitted to and adopted in writing by the local planning authority. The agreed scheme shall be implemented to the approval of the local planning authority prior to the occupation of any of the dwellings.

23. No development shall take place unless a construction management plan has been submitted to and approved in writing by the local planning authority. The construction management plan shall include provisions to address the following:-
   a) No unauthorised vehicular traffic shall enter the designated potential Wildlife Site area (as referenced by the Wildlife Trust as site number 986);
   b) No deposit or storage of materials shall take place on the designated potential Wildlife Site area (as referenced by The Wildlife Trust as site number 986);
   c) No release of pollutants or contaminants including soil run off, shall occur on to the designated potential Wildlife Site (as referenced by The Wildlife Trust as site number 986)

Reasons:
1. In accordance with the Planning and Compulsory Purchase Act 2004.
2. In accordance with the Planning and Compulsory Purchase Act 2004
3. In the interests of visual amenity.
4. a. In the interests of the security, safety and convenience of the occupants of the properties.
b. In the interests of visual amenity.
c. In the interests of environmental sustainability.
d. In the interests of public health.
e. In the interests of environmental sustainability.
f. In the interests of visual amenity.
g. In the interests of security.
h. In the interest of highway safety and the convenience of the users of the car park.
i. In the interests of security.
j. In the interest of amenity and security.
k. In the interests of visual amenity.
l. In the interests of visual amenity.
m. In the interests of environmental sustainability.
n. In the interests of providing access to all.
o. In the interest of security.

p. In the interest of play equipment provision.

5. In the interests of highway safety and the convenience of the occupiers of the building.

6. In the interests of visual amenity and to ensure biodiversity of the site is protected and enhanced in perpetuity.

7. To protect wildlife and assist the long term protection and enhancement of the CWS.

8. To protect wildlife and assist the long term protection and enhancement of the CWS.

9. To ensure implementation of the park and community facilities which form part of the proposed development.

10. To assist in meeting the housing needs of the local planning authority.

11. In the interests of highway safety.

12. To safeguard the free and safe flow of traffic on the adjoining highway.

13. In the interests of amenity and highway safety.

14. To ensure that the A45 trunk road continues to serve its purpose as part of a national system of routes for through traffic in accordance with Section 10(2) of the Highways Act 1980 by minimising disruption on the trunk road from traffic entering and emerging from the application site and in the interests of road safety.

15. To prevent flooding, pollution and detriment to public amenity through provision of suitable water infrastructure.

16. To prevent the increased risk of flooding to the site and sites surrounding this.

17. To protect controlled waters.

Informative: The Environment Agency request to be consulted

18. To protect controlled waters.

19. In the interest of environmental sustainability.

20. To prevent environmental and amenity problems arising from flooding.

21. To protect the security of the railway

22. To ensure adequate domestic acoustic insulation.

23. To ensure adequate protection of the designated potential Wildlife Site (as referenced by the Wildlife Trust as site number 986)

INFORMATIVES:

1. Anglian Water has assets close to or crossing this site or there are assets subject to an adoption agreement. Therefore the site layout should take this into account and accommodate those assets within either prospectively adoptable highways or public open space. If this is not practicable then the applicant will need to ask for the assets to be diverted under Section 185 of the Water Industry Act 1991, or, in the case of apparatus under an adoption agreement, liaise with the owners of the apparatus. It should be noted that the diversion works should normally be completed before development can commence.

2. There is sufficient water resource capacity to supply this development. However, in line with national and regional government policy Anglian Water would wish to see measures taken by the developer to ensure that buildings are constructed to high water efficiency standards. This can be achieved through the
design of efficient plumbing systems and the installation of water efficient fixtures and appliances in line with the Code for Sustainable Homes. This will minimise the growth in demand for water from the new development and help to ensure the sustainable use of our regions water resources.

3. Method statements may require to be submitted to Network Rail’s Territory Outside Parties Engineer at the below address for approval prior to works commencing on site. Where appropriate an asset protection agreement will have to entered into. Where any works cannot be carried out in a “fail-safe” manner, it will be necessary to restrict those works to period when the railway is closed to rail traffic i.e. “possession” which must be booked via Network Rail’s Territory Outside Parties Engineer and are subject to a minimum prior notice period for booking of 20 weeks. Generally if excavations/pilling/buildings are to be located within 10m of the railway boundary a method statement should be submitted for NR approval.

4. Consideration should be given to ensure that the construction and subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of, or, encroaching upon Network Rail’s adjacent land, and therefore all/any building should be situated at least 2 metres from Network Rail’s boundary. This will allow construction and future maintenance to be carried out from the applicants land, thus avoiding provision and costs of railway lock-out protection, supervision and other facilities necessary when working from or on railway land. The Developer should be aware that any development for residential use adjacent to an operational railway may result in neighbour issues arising. Consequently every endeavour should be made by the developer to provide adequate soundproofing for each dwelling.

5. Where tree/shrubs are to be planted adjacent to the railway boundary these shrubs should be positioned at a minimum distance greater than their predicted mature height from the boundary. Certain broad leaf deciduous species should not be planted adjacent to the railway boundary. Network Rail would wish to be involved in the approval of any landscaping scheme adjacent to the railway.

6. Where new lighting is to be erected adjacent to the operational railway the potential for train drivers to be dazzled must be eliminated. In addition the location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. Detail of any external lighting should be provided as a condition if not already indicated on the application.

7. All surface and foul water arising from the proposed works must be collected and diverted away from Network Rail property. In the absence of detailed plans all soakaways must be located so as to discharge away from the railway infrastructure.

8. All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail’s property, must at all times be carried out in a “fail-safe” manner such that in the event of mishandling, collapse or failure, no materials or plan are capable if falling within 3.0m of the nearest rail of the
adjacent railway line, or where the railway is electrified, within 3.0m of overhead electrical equipment or supports.

9. All excavations/earthworks carried out in the vicinity of Network Rail property/structures must be designed and executed such that no interference with the integrity of that property/structure can occur.

10. Security of the railway boundary will require to be maintained at all times. If the works require temporary or permanent alterations to the mutual boundary the applicant must contact Network Rail’s Territory Parties Engineer.

Network Rail is required to recover all reasonable costs associated with facilitating works in relation to railway land.

The method statement will need to be agreed with:

Network Rail’s Territory Outside Parties Engineer
2nd Floor, George Stephenson House
Toft Green
York YO1 6JT

**REASONS FOR APPROVAL**

The Planning System: General Principles (ODPM, 2005) advises that local planning authorities must determine planning applications in accordance with the statutory Development Plan, unless material considerations indicate otherwise. It is considered that the proposed development accords with the adopted Development Plan, in particular policies 1,5,6,7,8,9,10,11,12,13,14 & 15 of the North Northamptonshire Joint Core Spatial Strategy and with saved Policies G2,G16, G18,G25, H8, S1, S2,L5,L6,L7,T6, U14 & U20 of the adopted Wellingborough Local Plan. Furthermore, the grant of planning permission will add materially to the supply of available housing land in accordance with PPS3 Housing requirements. There are considered to be no substantive reasons for refusing planning permission.
BOROUGH COUNCIL OF WELLINGBOROUGH

AGENDA ITEM

Planning Committee

20/08/2008

Report of the Deputy Chief Executive

APPLICATION REF: WP/2008/0189/F

PROPOSAL: Add 2 storey extension and convert house into 4 flats-amended location plan received.

LOCATION: 2 George Street, Wellingborough. NN8 4RB

APPLICANT: Mr Mayur Rajani.

The application comes before the Planning Committee for determination due to four letters of objection being received by neighbouring residents.

PROPOSAL AND DESCRIPTION OF SITE:

The site is located 260m north of Wellingborough Bus ‘station’ although is outside of the designated Town Centre of Wellingborough, albeit by the width of a road. The property was constructed in the inter-war period. The property is fairly dominant in the area due to its relative size and its proximity at the intersection of Alliance Terrace and George Street. The road receives little through-traffic. The proposal is as above.

RELEVANT PLANNING HISTORY:

No planning history.

NATIONAL AND LOCAL PLANNING POLICY:

North Northamptonshire Core Spatial Strategy: 13
Borough Council of Wellingborough Local Plan Policy: T6
County Structure Plan: GS5
Supplementary Planning Guidance: IV, V and VIII
National Guidance: PPS 1 & 3

SUMMARY OF REPLIES TO CONSULTATIONS/REPRESENTATIONS RECEIVED:

1. Highways (NCC) - recommends that the highway standards and planning conditions set out in the NCC document ‘Minor Planning Applications that have an effect on the highway’ be applied to this application.

2. Third Party objections summary:

• Devalue property.
• Not in-keeping with the present dwelling.
Parking concerns.
Overlooking to rear gardens.
Noise impact.
The build will require access onto adjoining land and concerns over encroachment onto land under neighbour’s ownership.
Loss of light.

ASSESSMENT:
Principle of the Development
The property is located in an area designated in the Borough Council of Wellingborough Local Plan as residential and given the scale of the building lends itself to conversion to additional units. The loss of a large dwelling property is not considered to represent a precedent as the dwelling is fairly unique in terms of size and adaptability compared with the surroundings dwellings.

Impact on Neighbours Amenities
The property is to go no further forward than the existing dwelling therefore represents no additional loss of light or privacy to fronting dwellings, although there is a window proposed in the roof space this is for light inundation purposes only. The dwelling attached to the southern elevation (2b George Street) cannot view any of the proposed development due to its location to the northern elevation of the property and will therefore also have no loss of light issues to the rear of the dwellings on Kings Street.

Although the dwelling is going closer to the neighbour to the north-east at first floor level due to the obtuse orientation of the property there are considered to be no loss of light issues any more than currently exists from the property towards no. 2a or to the rear elevations of the dwellings on New Street. The proposal also involves the construction of a dormer window to the rear elevation of the dwelling, it is acknowledged that this will increase the possibility of overlooking due to the increase in height but given the obtuse angling of the property to all of the surrounding dwellings there is not considered to be any significant loss of privacy above what currently exists from the first floor rear windows. In any event the dormer window could be constructed under the dwellings existing permitted development rights without planning permission required. There are no windows proposed in the side elevation with no. 2a. Any potential loss of noise inundation to neighbouring dwellings is considered to be the same as the existing situation. Noise inundation to units within the conversion is dealt with under part (E) of building regulations and are therefore not considered.

It is not necessary to remove permitted development rights or prevent windows in the side elevation as if approved the units have no permitted development rights and so will require permission in any event.

It is considered therefore that due primarily to the orientation of the development and the dwelling as a whole together with its existing impact on neighbours there are no detrimental effects upon neighbours in accordance with North Northamptonshire Core Spatial Strategy Policy 13 (I).

Impact on appearance and setting of the property and the area
The vernacular within the area is mostly of terrace properties although at this particular location/junction the character is less uniform with relatively newly built dwellings
attached to the south as well as a ‘block’ of 12 flats to the north-west. The property is fairly prominent in the area given its position at the junction of Alliance Terrace and George Street. The dwelling however was presumably, given the materials used and general design constructed at a similar time as the terraced dwellings surrounding but is unique in terms of its bulk and not being part of a terrace. It is considered therefore that provided the setting and general appearance of the dwelling is unaffected then the proposal is acceptable.

The proposed development involves the demolition of a sub-standard side garage and the erection of a two storey element to the same height and frontage as the existing and detailing to the eaves and windows that reflect the existing. The proposal also involves a small fronting single storey extension; this does not detract from the existing scale and overall appearance of the property. The development also includes a rear dormer, whilst this feature is not common to the front elevations in the area the dwellings to the rear which front New Street do have such features therefore a 2nd floor element in the area is common.

It is therefore considered that due to the general lack of continuity in terms of design, scale and bulk of dwellings at this location and the proposed development reflecting the appearance of the existing the development is in accordance with North Northamptonshire Core Spatial Strategy Policy 13 (h-i).

**Highway/Parking Implications**

Whilst the immediate vicinity is not overly congested it is an area for concern, nevertheless PPS 3 and the North Northamptonshire Core Spatial Strategy Policy promote the use of a reduction in the amount of parking provision with an aim to reduce car ownership in favour of more sustainable forms of transport. Policy 13 (k) of the North Northamptonshire Core Spatial Strategy reads: ‘Development should:… Allow for travel to home, shops, work and school on foot and by cycle and public transport’. It is considered that due to the property being located within 260m of the Wellingborough Train terminus and Town Core and within 150m of the main town cycle route (Policy T6 in the Borough Council of Wellingborough Local Plan) as well as being 20 minutes walk from a national train route that in this instance the provision of no parking requirements is acceptable. It is also appreciated that there remains a limited provision for on-street parking, which is common in this area. The proposed units comprise of 3 no. 1 bed flats and 1 no. 2 beds, it is therefore likely to attract single person occupation rather than families and are therefore not expected to generate a significantly high traffic volume. The highways authority has expressed no concerns.

**Amenity Space**

The property unit is accompanied by rear garden land convenient for the storage of bicycles and the hanging of clothes for example, SPG VIII illustrates the importance attached to provide such space.

**Other Considerations**

There are no implication with respect to adverse crime implication and no impact upon biodiversity on the site.
Response to Third Parties
The concerns raised with respect to overlooking, loss of light, parking, noise and the character of the development are considered above. The plans indicate no encroachment onto neighbouring dwellings and the concerns over property devaluation are no considered to be of a material planning consideration.

Summary
Due primarily to no impact upon neighbours of sufficient detriment and the setting of the property and the area being maintained together with its proximity to the transport links and the Town Core negating the need for parking provision the development is considered to be in accordance with the above policy documents and recommended for approval with appropriate conditions.

RECOMMENDATION:
Approve with conditions.

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>The development shall be begun not later than the expiration of three years beginning with the date of this permission.</td>
</tr>
<tr>
<td>2.</td>
<td>The external walls and roof of the extension shall be constructed with materials of the same type, texture and colour as the external walls and roof of the existing building.</td>
</tr>
<tr>
<td>3.</td>
<td>Prior to the commencement of the development full details including plans for refuse bin storage shall be submitted to and approved in writing by the local planning authority.</td>
</tr>
</tbody>
</table>

Reasons:
1. Required to be imposed pursuant to S51 of the Planning and Compulsory Purchase Act 2004.
2. In the interests of amenity.
3. In the interests of amenity.

INFORMATIVE/S
1. Pursuant to Section 38 (6) of the Planning and Compulsory Purchase Act 2004, the proposed development complies with the applicable development plan policies and there are no other material considerations that would constitute sustainable grounds for refusal. These include specifically the following policies: GS5 of the Northamptonshire County Structure Plan and 13 of the North Northamptonshire Core Spatial Strategy.
2. The applicant is advised that this decision relates to the following drawing numbers received on the date shown:
   Drawing Number: NN255-07-76 C & NN255-07-76 B
   Date Received: 09 June 2008
BOROUGH COUNCIL OF WELLINGBOROUGH

AGENDA ITEM

Planning Committee 20/08/2008

Report of the Deputy Chief Executive

APPLICATION REF: WP/2008/0257/FM

PROPOSAL: The erection of two rows of small industrial units, comprising 11 no. in total. Use classes B1 or B2 or B8.

LOCATION: 7-9 Mallard Close, Earls Barton. NN6 0JF

APPLICANT: Mantrek Limited.

NOTE: In June this year, the Committee considered an application for the erection of two rows of small industrial units, comprising 11 no. in total. Use classes B1 or B2 or B8 on this site and resolved to grant planning permission subject to the conditions recommended in the report, with a proviso that condition 6 be modified as follows:

The B2 and B8 uses together with all activities within the open curtilage of the site including servicing, loading and unloading associated with the B1, B2 and B8 uses in respect of units 4, 5, 6 and 7 shall not take place outside the hours of 08:00 to 18:00 hours Monday to Friday and in respect of units 1, 2, 3, 8, 9, 10, and 11 shall not take place outside the hours of 08:00 to 20:00 hours Monday to Friday and for all the units 08:00 to 13:00 hours on Saturdays. There shall be no B2 and B8 activities and all outside operations on Sundays and Bank Holidays.

The applicants have queried the wording of the condition. In particular, they consider that since B1 activities by definition are compatible with residential use, they should be exempt from the restrictions in terms of the hours and days of operation.

It should be borne in mind that these are small industrial units and any unit that is occupied for B1 purposes would be unlikely to generate disturbance and nuisance to the detriment of the nearby residential amenity. Furthermore, the additional condition that has been imposed in respect of acoustic barrier would offer additional safeguards to the neighbouring residential amenities. It is considered that this condition in so far as it includes B1 element is unnecessarily restrictive and would most certainly affect the marketability of the units. It does not meet the tests set out in Circular 11/95 and in the circumstances, it is recommended that the condition be amended as follows:
The B2 and B8 uses and their associated activities within the open curtilage of the site including servicing, loading and unloading within units 4, 5, 6 and 7 shall not take place outside the hours of 08:00 to 18:00 hours Monday to Friday and in respect of units 1, 2, 3, 8, 9, 10, and 11 (if occupied for B2 and B8 purposes) shall not take place outside the hours of 08:00 to 20:00 hours Monday to Friday and for all the units occupied for B2 and B8 purposes, 08:00 to 13:00 hours on Saturdays. There shall be no B2 and B8 activities and associated outside operations on Sundays and Bank Holidays.
REPORT

BOROUGH COUNCIL OF WELLINGBOROUGH

AGENDA ITEM

Planning Committee 25/06/2008

Report of the Deputy Chief Executive

APPLICATION REF: WP/2008/0257/FM

PROPOSAL: The erection of two rows of small industrial units, comprising 11 no. in total. Use classes B1 or B2 or B8.

LOCATION: 7-9 Mallard Close, Earls Barton.

APPLICANT: Mantrek Limited.

Councillor Lucy Payne has asked for Committee consideration and a site viewing. The application has also attracted significant local opposition.

PROPOSAL AND DESCRIPTION OF SITE:
The applications site, measuring about 0.35 hectare, lies on the southern side of Mallard Close within the Earls Barton Industrial Estate as designated in the Wellingborough Local Plan. The site is currently partially used for the temporary storage of mobile homes belonging to a nearby manufacturer within the estate. The site is bounded by a chainlink fence to the west and to the south by a palisade fence, which separates the site from the rear gardens of dwellings fronting King Street.

Consent is sought to erect 2 rows of 11 small industrial units to be used for either B1, B2 or B8 uses. Vehicular and pedestrian accesses are off Mallard Close, with servicing spaces provided in front and within the proposed industrial units. The existing mature trees at the southern boundary of the site, adjacent to King Street dwellings would be retained and new trees planted to provide additional screening.

RELEVANT PLANNING HISTORY:
WP/1998/0359 Permission granted for the use of the site for open storage of caravans and mobile homes with condition to restrict movements on the southern part of the site to between 08:00 and 18:00 hours Monday to Friday and till 13:00 hours on Saturday.

NATIONAL AND LOCAL PLANNING POLICY:
Planning Policy Statement 1 – Delivering Sustainable Development
Planning Policy Guidance Note 4 – Industrial and Commercial Development
Regional Spatial Strategy 8 for East Midlands and the Alterations published in March 2005
SUMMARY OF REPLIES TO CONSULTATIONS/REPRESENTATIONS RECEIVED:
1. NCC Highways – the access from Mallard Close must be constructed and highway surfaces over the frontage of the site reinstated in accordance with the specification of the County Council.
2. NCC Education – no financial contribution required.
4. Environmental Protection – there are a variety of uses proposed in the application including industrial and warehouse uses. There is the potential for noise from the buildings and from vehicular traffic and for pollution from lighting to affect the adjoining properties. The nature of the impact is difficult to anticipate as the future individual unit users are not known and in any event will change over time. Given the proximity of the houses, it is recommended that some measures be included in any approval to limit potential impacts. These could include specifying which uses can be sited closest to the boundary; limitation on the hours of use and extra protection, including acoustic type fence at the boundary.
5. Petition signed by 16 King Street residents and individual letters of objection received. Summary of grounds of objection are:
   - The proposed industrial units will exacerbate the noise levels and smell nuisance already caused by the existing industrial units;
   - Blockage of light;
   - Loss of privacy
   - Unrestricted working hours – impact on living conditions;
   - Pollution;
   - Inappropriate building height; and
   - Devaluation of properties

ASSESSMENT:
Principle of Development
Policy E1 of the Local Plan supports industrial development within defined Industrial Estates and therefore, the proposed development is acceptable in principle.

Design, Character and Appearance
The design of the proposed buildings is satisfactory. The appearance is typical of the industrial units and comprises silver/dark cladding materials, with goosewing grey roof cladding.
Amenity Impact
The proposed buildings are at a significant distance from the common boundary with the residential dwellings on King Street. The boundary already contains mature trees that screen the site from these properties. Additional tree planting is indicated on the plan that offers additional safeguards to the residential properties.

It appears that the residents’ main concern relates to the unrestricted use of the industrial units. With the agreement of the Environmental Health Officer, it is recommended that the B2 B8 elements of the proposal be restricted to certain hours of the day and excluding Sundays and Bank Holidays. It would be unreasonable to restrict the B1 activities because by definition, these are light industrial activities that can take place alongside residential use, without adverse impact on amenities. Nevertheless, even activities associated with B1 use that take place within the open curtilage of the site ought to be restricted. It is also recommended that a condition that restricts windows or other openings on the southern elevations of the buildings facing the rear of King Street houses be imposed.

Although the individual uses are not specified on the plans, it will be unreasonable to impose a condition suggested by Environmental Health in relation to designation of uses within the buildings. The proposal is within a defined Employment Area, where all industrial uses are acceptable in principle. Even the uses are designated, they could change with or without consent in time. In the unlikely event that an application for a change of use from one industrial use to the other would be refused, such a condition is unreasonable and would not pass the tests in Circular 11/95.

There are floodlights indicated above the entrance doors in the submitted plans. However, these are directed downwards to prevent undesirable spillage onto the neighbouring properties. This notwithstanding, additional external lighting should be controlled by condition.

The parking and servicing provisions on site are also satisfactory and so is the access arrangement.

RECOMMENDATION:
Grant planning permission subject to the following conditions:

1. The development shall be begun not later than the expiration of 3 years beginning with the date of this permission.
2. The proposed trees and shrubs shown on the approved drawings shall be planted during the planting season immediately following the completion of the building operations or within any such longer period as may be agreed in writing by the local planning authority. The planted trees and shrubs shall be maintained continuously for a period of 5 years, during which time if they are dead, dying or defective, they shall be replaced.
3. The car parking and servicing spaces shown on the approved drawings shall be provided before the occupation of the dwellings and shall thereafter be kept free from obstruction and shall be retained for parking purposes for the operators/occupiers of the development and their visitors.
4. The access to the site from Mallard Close shall be constructed and highway surfaces over the frontage of the site reinstated in accordance with the specification of the Northamptonshire County Council.

5. Details of the proposed slab levels of the approved buildings and the existing site levels shall be submitted to and approved in writing by the local planning authority prior to the commencement of the development and the development shall be completed in accordance with the approved slab levels.

6. The B2 and B8 uses together with all activities within the open curtilage of the site including servicing, loading and unloading associated with the B1, B2 and B8 uses in respect of units 4, 5, 6 and 7 shall not take place outside the hours of 08:00 to 18:00 hours Monday to Friday and in respect of units 1, 2, 3, 8, 9, 10, and 11 shall not take place outside the hours of 08:00 to 20:00 hours Monday to Friday and for all the units 08:00 to 13:00 hours on Saturdays. There shall be no B2 and B8 activities and all outside operations on Sundays and Bank Holidays.

7. Prior to the commencement of the uses hereby approved, all external plant and machinery required by the uses shall be enclosed and soundproofed in accordance with a scheme previously submitted to and approved in writing by the local planning authority and such measures shall be installed before the plant and machinery is first used and shall be permanently retained thereafter unless otherwise agreed in writing by the local planning authority.

8. Unless otherwise agreed in writing, no external lighting, other than those already approved as part of this scheme, shall be provided within the development.

9. There shall be no windows or other openings inserted in the south elevations of the approved buildings facing the rear of King Street dwellings without the prior written approval of the local planning authority.

10. Prior to the occupation of the development, the perimeter fence shall be upgraded to be a secure weld mesh or expanded metal apart from the palisade at the front of the site.

11. Details of an acoustic barrier and fencing at the boundary between the proposed development and the adjacent dwellings shall be submitted to and approved in writing by the local planning authority prior to the commencement of the development. The works shall be carried out in accordance with the approved details.

Reasons:
1. Required to be imposed pursuant to Section 51 of the Planning and Compulsory Purchase Act 2004.
2. To secure a satisfactorily appearance for the development in the interest of visual amenity and in the interest of the amenities of the neighbouring residential occupiers.
3. To ensure adequate off-street parking provision and in order to prevent additional parking on the public highway, which could be detrimental to amenity and prejudicial to safety.
4. In the interests of pedestrian and highway safety.
5. In the interests of the amenities of the neighbouring residential occupiers.
6. In the interests of the amenities of the neighbouring residential occupiers.
7. In the interests of the amenities of the neighbouring residential occupiers.
8. In the interests of the amenities of the neighbouring residential occupiers.
9. In the interests of the amenities of the neighbouring residential occupiers.
10. The existing chain link fence will offer no protection from intruders to the site therefore increasing the crime on the premises and the estate. The estate in the past been subject to Police operations due to the amount of commercial crime. If this fence is not upgraded it will only add to the crime levels in the area.

11. In the interest of the amenities of nearby residential occupiers.

INFORMATIVE/S

1. Pursuant to Section 38(6) of the Planning and Compulsory Purchase Act 2004, the proposed development complies with the applicable development plan policies and there are no other material considerations that would constitute sustainable grounds for refusal. These include specifically the following policies: G1, G4, E1 and UE1 of the adopted Wellingborough Local Plan; GS5 of the adopted Northamptonshire Structure Plan.

2. The applicant is advised that this decision relates to the following drawing numbers received on the dates shown:

<table>
<thead>
<tr>
<th>Drawing Numbers</th>
<th>Date Received</th>
</tr>
</thead>
<tbody>
<tr>
<td>01 &amp; 02A</td>
<td>25/04/2008 &amp; 01/05/2008</td>
</tr>
</tbody>
</table>
BOROUGH COUNCIL OF WELLINGBOROUGH  AGENDA ITEM

Planning Committee  20/08/2008

Report of the Deputy Chief Executive

APPLICATION REF:  WP/2008/0348/F

PROPOSAL:  Demolition of existing dwelling and erection of four dwellings and garages, widening of existing vehicular access.

LOCATION:  1 Hardwater Road, Great Doddington, Wellingborough. NN29 7TB

APPLICANT:  C P Property Developments.

This application comes before the planning committee for determination due to the level of third party objections.

PROPOSAL AND DESCRIPTION OF SITE:
The site is a corner plot located on the western village boundary of Great Doddington, the proposal is as above.

RELEVANT PLANNING HISTORY:
No relevant history.

NATIONAL AND LOCAL PLANNING POLICY:
North Northamptonshire Core Spatial Strategy Policy (CSS):  13 & 14
Borough Council of Wellingborough Local Plan Policy:  G4
County Structure Plan Policy:  GS5
Supplementary Planning Guidance:  II, IV, V and VIII
National Guidance:  PPS 1 and PPS 3

SUMMARY OF REPLIES TO CONSULTATIONS/REPRESENTATIONS RECEIVED:
1.  Highways (NCC) -

"It is appropriate for access to the proposed development to be by way of a shared private drive having a width of 4.5m for a distance of 10m from the highway boundary. Vehicle to vehicle visibility of 2m x 215m, relating to a highway subject to the national speed limit, and pedestrian to vehicle visibility of 2m x 2m above a height of 0.6m must be provided and maintained on both side of the point of access."
The vehicular crossing must be construction in accordance with the specification of Northamptonshire County Council to the standard detail given at drawing no. SD 11/8/2R in the document Estate Road Construction. To prevent loose material being carried onto the public highway at least the first 5m of the private drive, in rear of the highway boundary must be hard-paved. Adequate provision must be made to prevent the unregulated discharge of surface water from the driveway to the highway.

To provide access other than by private car between the site and the community of Great Doddington it is considered appropriate for a footway 1.5m wide to be provided between the existing facility in Earls Barton Road and the point of entry into the site. The whole of the works, including the repositioning of street furniture or the apparatus of statutory undertakers, must be carried out in accordance with the specification of Northamptonshire County Council, and by way of a suitable agreement, at the expense of the applicant.

In connection with these operations it may be necessary for land in the ownership of the applicant, over which part of the footway will be required to be constructed, to be dedicated as highway maintainable at the public expense and for adjacent growth from hedges to shrubs to be cut back and henceforth maintained to present obstruction to visibility or movement.

The applicant should be advised to seek the advice of the appropriate officer of the Borough Council of Wellingborough on refuse collection aspects of the application.

Environmental Protection Dept:

Identifies that further assessment is required and that appropriate conditions be attached to any approval.

2. Third Party objections -

“I am most concerned about the proposed development of 1 Hardwater Road. Why knock down a perfectly good home and replace it with 4 new properties other than greed? The present house stands on a plot which had mature gardens in a very pleasant situation. The applicant has already felled EIGHTEEN beautiful mature trees which is in itself a criminal act in these ecological times when everyone is so concerned with the environment. I feel that the applicant must feel he has his planning application "in the bag" to have done this. But I am rather more concerned about the safety issues. This plot stands at an extremely busy and dangerous junction. In fact the road at this junction has been designated a "red route". To permit the building of three more houses exiting onto this junction with a minimum of 8 cars (at least 2 per property) would be foolhardy to say the least. Accidents at this junction are already a regular occurrence and the addition of all these extra cars would exacerbate the problems of an already dangerous situation. I have lived just round the corner in Earls Barton for over twenty years and have seen the number and seriousness of these accidents increase over the years and I am sure that it is only a matter of time before someone is killed. I would suggest
that, if Mr C P Developments feels that he must demolish a perfectly good house, that he replaces it with just one house not four as this would be over development of the plot of land.”

7 Hardwater Road, Great Doddington:

“We object to this development for a number of reasons;
1. The location of the site is on a notoriously hazardous accident spot and an increase in the number of vehicles pulling in at the top of the road on a blind bend would cause further problems.
2. The development is not in keeping with the nature of the other dwellings on this road.
3. The site is on the edge of a conservation area and overlooks fields and the development would detract from its present rural nature and spoil the view from the road above it.
4. Previous proposals of a similar nature on this road have been rejected on the above grounds.
5. Services to the plot are unsuitable for such a large development (no sewerage).
6. Increase in noise, disturbance and nuisance to the neighbouring property.
7. The existing house is of special architectural interest.”

7 Hardwater Road, Great Doddington:

“1. We consider this proposal to be a gross over-development taking into account the area and nearby properties.
2. Hardwater Road/Earls Barton Road just been given red route status potentially 8 cars entering and leaving the site at peak times would merely add to already dire situation.
3. Hardwater Road is the route to the countryside and this development would be an eyesore.
4. 15 plus mature trees have been felled prior to the planning application being submitted.
5. Noise levels from such a development would significantly increase.
6. Hardwater Road is not on the main sewage system we feel that an addition of 3 septic tanks is unacceptable.
7. The proposed development plot 4 would over shadow our bungalow denying us the privilege of light.
8. A precedent would be created potentially allowing the other residence to develop their sites thus changing the whole character of the area.
9. The proposed development extends beyond the front building line of the existing dwelling.
10. The existing dwelling is of significant unique architectural interest and should not be demolished.

We implore the council to reject this outlandish proposal"
99 Earls Barton Road, Great Doddington

“Whilst we are prepared to accept the principle of redevelopment on this site we do wish to register our strong objection to the application in its current form. Our objections are of both a general and plot-specific nature.

General Objections
We would question whether a development of this scale is in keeping with the general surroundings, form and character of the village. The surrounding properties fronting Earls Barton Road and Hardwater Road are all substantial individual dwellings on substantial plots. The proposal seeks to create four family dwellings on the plot currently occupied by one dwelling more in keeping with those around it. This type of development breaks with the vernacular and we would suggest a reduction in the number of dwellings would create a more balanced and compatible development in keeping with the surroundings.

We would add that the junction of Hardwater Road and Earls Barton Road is a notorious accident blackspot, due to the incline at the junction. No exact records have been kept but in the five years that we have lived at this address we estimate an accident has occurred on average every six months, many requiring ambulance attendance. Traffic backs up daily at rush hour times and the likely increase in traffic in and out of the proposed dwellings will increase the likelihood of accidents occurring.

NOTE: A restructured but similar objection was received from the same contact address.

Specific Objections
Our objections specifically relate to the position and treatment of window openings and balconies as proposed to Plots 3 and 4 of this development and also boundary screening to the site.

By reference to your own records you will clearly see that a condition was attached to the planning consent granted for our property (constructed 2002-2003) that no windows be installed on the elevation facing 1 Hardwater Road and that only obscure glazed openings be allowed on the elevation facing 97 Earls Barton Road. The builder had allowed for two small ground floor feature windows to the south west elevation and he was required to brick these openings in. This can clearly be seen by inspecting our property.

The current application proposes both ground and first floor window openings, terraces and Juliet balconies facing to the north east. This will impact severely on the amenity and privacy enjoyed at our property.

We refer you to your Policy H12, general Guidance Housing layout and Design. Point 4 states:

“Reasonable standards of private amenity for all dwellings”
For the sake of consistency and to ensure no loss of privacy or private amenity we strongly urge the Council to impose conditions ensuring no window openings are allowed in perpetuity to the proposed dwellings (Plots 3 and 4) at either ground or first floor level on the north eastern elevations (facing 99 Earls Barton Road) and further that similarly no terraces or Juliet balconies be allowed to this elevation. Bathroom windows on this elevation would be acceptable but only on with a suitable condition ensuring that they be obscure glazed in perpetuity.

We also have concerns over the treatment of the boundary between our property and the proposed site. The current boundary, owned by us, is a close boarded fence. The proposal seems to indicate that this fence may be retained if suitable or replaced like-for-like. Being only five years old this fence is in good condition and we state categorically that the developers have no right to touch it. Further, we understand that you will require the developers to submit for approval a landscaping plan. You should please ensure that conditions are attached to any consent that the proposed landscaping includes the provision of an evergreen hedge to be planted along the full length of the northern boundary of the site. This condition should include the requirement that once established this hedge should be regularly pruned at a height that will both maintain the privacy of our property, and those to be built, but which will also not restrict the degree of natural light entering our property.

In summary we do not object to the principle of development at this site. In fact we would welcome a suitable development as this would improve the amenity since the area is currently unoccupied, overgrown and untidy. We do have however, and have set out above, objections to certain aspects of the proposal as existing."

3. Great Doddington Parish Council response -

1. It was agreed that demolition of the existing property with a view to redevelopment was acceptable.
2. There are significant concerns as to the potential increase in vehicular traffic movements in and out of the new development having regard to the close proximity to the Hardwater Road/Earls Barton Road crossroads which has recently become part of a Red Route. The Parish Council is in agreement with the proposed alterations to the entrance providing the Highways Authority are in full agreement with the plans submitted and providing that all planning and Highways conditions are met.
3. The Parish Council is aware that the NCC has made recommendations in regard to the provision of a pavement between the development entrance and into Earls Barton Road. It is the Councils wish that this should be a condition of the approval.
4. The consensus of opinion was that due to the size of houses proposed the development should only comprise a total of 3 properties thus reducing the impact in terms of form and character on that part of the village. (Policy G4 of Wellingborough Local Plan 1999).
5. The Parish Council would hope that the roof ridge heights are sympathetic to the surrounding properties in the immediate vicinity.
ASSESSMENT:
Principle of Development
The site is located within the confines of the village boundary of Great Doddington, which is designated as a restricted infill Village. The proposed property is considered to be a site for infilling and is not considered to be a form of tandem development. The site therefore is considered appropriate for development so long as it does not have an impact on the size, form, character and setting of the village and its environs, which is discussed below as well as any other determining factor. The application is therefore in accordance with Policy G4 of the Local Plan. Whilst a recent housing report demonstrates the need for dwellings of this size (3-4 bed) within the Borough Council of Wellingborough no such specific research to Great Doddington has been undertaken, therefore a specific housing need at this location cannot be established.

Loss to neighbours amenities
Open countryside is to the north of the site and due to the separation minimum separation distance of 35m to the property fronting the access (2 Hardwater Road) there are no impacts upon this neighbour. The site slopes generally away to the south-west and will therefore be on a lower slab level than the dwelling to the north-east (99 Earls Barton Road), this coupled with the separation distance of 13m together with significant boundary screening and no windows in the side elevation of no. 99 results in no loss of light or privacy to no. 99 either to the dwelling or the private amenity space. No. 5 the neighbouring bungalow to the south-east of the site is set on a plot depth set further back than the proposed unit (plot 4) bordering the site and has windows to the front aspect that may be affected. It is considered however due to the significant hedge to the shared boundary (3m) that there will be little increase to the loss of light to the nearest fronting window. There are 2 first floor windows to the side of unit 4, these are to two en-suites and therefore can reasonably conditioned to be constructed of obscure glaze and non-opening is required, therefore no loss of privacy associated with the application. Due to the orientation of the properties within the development to one another there is no mutual overlooking or overshadowing. In terms of impact on neighbours the proposal is acceptable.

Impact on the Appearance and Setting of Area
The site is currently occupied by a single dwelling in the centre of the plot and represents no particular architectural significance. The property is set-back from the highway and the plot frontage (22m), the frontage of the plot is characterised by an open soft landscaped frontage with significant boundary vegetation, including large trees which are considered to give important visual amenity, especially due to the location of the site on a corner plot and on the extremities of the village policy line as designated in the Borough Council of Wellingborough Local Plan. The street appearance in terms of property type, scale and character are not considered to be congruous, however the dwellings do generally respect the frontage and are plots of similar size to the development site and contain the significant soft landscaping to the highway frontage.

It is accepted that the site is of sufficient size to be developed and in a different location may attract a much higher density than the one proposed. It is important, however, to determine any application in light of its surroundings and given the importance placed on the location of this particular site the appearance of the site must reflect the street scene and also the bordering open countryside. Policy 13 (h) of the North
Northamptonshire Core Spatial Strategy states: “Development should:… Be of a high standard, architecture and landscaping, respects and enhances the character of its surroundings and is in accordance with the Environmental Character of the area”.

It is accepted the development as proposed is of a high quality in terms of design and sustainability, however the loss of the soft landscaped frontage is not considered to reflect the streets from and appearance and therefore results in the site having the appearance of overdevelopment. Whilst the agent/applicant may argue that this incongruity may be acceptable due to the development plot being on a corner, nevertheless the appearance and density of the existing street must be protected. The soft landscaped frontages together with the boundary treatments act as an attractive point of transition between the adjacent open countryside and the built form of the village. The proposed design does reflect the contemporary design of 2 Hardwater, although the relative ‘openness’ of the site is not replicated in the development, of particular concern is the positioning of unit 1, which virtually flanks the highway and considerably alters the open frontage as well as the significant boundary greenery.

It is therefore considered that although the scheme have many merits particular in terms of the architectural design the density and resulting appearance of the site does not respect or enhance the existing character and appearance of the area and is therefore contrary to Policy 13 (h) of the North Northamptonshire Core Spatial and GS5 of the County Structure Plan.

Highway Concern
Should the application be approved any concerns of the Northamptonshire County Council as the Highways authority can be controlled via conditioning and any creation of a footpath would be entered into by a legal agreement with the applicant. Whilst the concerns with regard the proximity of the access to a fairly significant road-junction is appreciated the speed of traffic is fairly slow and is currently a point of access, albeit for only one dwelling. In any event the highways authority has raised no objection to the scheme on highway grounds and the amount of parking provision within the site is considered sufficient.

Other Considerations
There are no crime implications with regard the application and whilst there may be some concerns with regard the loss of some of the trees and boundary treatments to the boundary it is considered that the biodiversity will remain unaffected.

Response to Representations
The concerns of the highways are discussed above and can be satisfied by conditions or a legal agreement. The third party concerns with respect to highway safety concerns, its impact on the areas existing appearance and any loss of amenities and also the loss of the existing property is discussed above. The comments received with respect to site drainage and sewage system and not considered to be of a material planning consideration.

Conclusion
It is concluded that the development does have a degree of merit, although this is not considered to out-weigh the negative contribution the development would make to the local environ in terms of the appearance of the area, in particular the loss of the set-
back from the highway and the open-countryside beyond and therefore represents overdevelopment.

**RECOMMENDATION:**
Refuse.

1. Due to the proposed layout, scale, location, proximity and orientation of the proposal the development is not considered to respect or enhance the special character of its surroundings and the adjacent open-countryside and would therefore represent overdevelopment. Contrary to The North Northamptonshire Core Spatial Strategy Policy: 13 and County Structure Plan Policy GS5 and The Borough Council of Wellingborough Local Plan Policy: G4. The proposal is also considered to be inconsistent with the advice in PPS 3.

**POLICY G4**

IN THE LIMITED DEVELOPMENT AND RESTRICTED INFILL VILLAGES DEVELOPMENT WILL BE GRANTED PLANNING PERMISSION, SUBJECT TO MORE SPECIFIC POLICIES REGARDING INDIVIDUAL SITES AREAS OR USES, IF IT:

1. IS WITHIN THE VILLAGE POLICY LINES, AS DEFINED ON THE PROPOSALS MAP;

2. WILL NOT, EITHER INDIVIDUALLY OR CUMULATIVELY WITH OTHER PROPOSALS, HAVE AN ADVERSE IMPACT ON THE SIZE, FORM, CHARACTER AND SETTING OF THE VILLAGE AND ITS ENVIRONS.

LIMITED DEVELOPMENT VILLAGES ARE:
EARLS BARTON; FINEDON AND WOLLASTON

RESTRICTED INFILL VILLAGES ARE:
BOZEAT;
ECTON;
GREAT DODDINGTON;
GREAT HARROWDEN;
GRENDON;
HARDWICK;
IRCHESTER;
ISHAM;
LITTLE HARROWDEN;
LITTLE IRCHESTER;
MEARS ASHBY;
ORLINGBURY;
SYWELL EXCLUDING THE OLD VILLAGE; AND
WILBY

Limited development and restricted infill villages are mutually distinguished in other policies below, notably H2 and H3 (housing).
POLICY GS5

IN ORDER TO PROMOTE HIGH QUALITY DESIGN AND SUSTAINABLE DEVELOPMENT, ALL PROPOSALS WILL HAVE REGARD TO THE FOLLOWING CONSIDERATIONS:


- THE NEED TO ENCOURAGE MIXED-USE DEVELOPMENT AND THE RELATIONSHIPS OF DIFFERENT LAND-USE WITH EACH OTHER;

- THE NEED FOR MEASURES FOR PLANNING OUT CRIME; AND

- THE NEED FOR CONSERVATION OF ENERGY, RESOURCES AND THE NATURAL ENVIRONMENT, AND FOR DEVELOPMENTS AND DESIGNS WHICH GIVE PRIORITY TO MEANS OF TRANSPORT OTHER THAN THE PRIVATE CAR.

Policy 13

Development should meet the needs of residents and businesses without compromising the ability of future generations to enjoy the same quality of life that the present generation aspires to. Development should:

Meet needs

a) Incorporate flexible designs for buildings and their settings, including access to amenity space, enabling them to be adapted to future needs and to take into account the needs of all users;

b) Seek to design out antisocial behaviour, crime and reduce the fear of crime by applying the principles of the 'Secured by Design scheme';

c) Maintain and improve the provision of accessible local services and community services, whilst focusing uses that attract a lot of visitors within the town centres;

d) Have a satisfactory means of access and provide for parking, servicing and manoeuvring in accordance with adopted standards;

e) Be designed to take full account of the transport user hierarchy of pedestrian-cyclist-public transport-private vehicle, and incorporate measures to contribute to an overall target of 20% modal shift in developments of over 200 dwellings and elsewhere 5% over the plan period;

f) Not lead to the loss of community facilities, unless it can be demonstrated that they are no longer needed by the community they serve and are not needed for any other community use to that the facility is being relocated and improved to meet the needs of the new and existing community;

g) Not lead to the loss of open space or recreation facilities, unless a site of equivalent quality and accessibility can be provided, services and made available to the community prior to use of the existing site ceasing.
Raise standards
h) Be of a high standard of design, architecture and landscaping, respects and enhances the character of its surroundings and is in accordance with the Environmental Character of the area;
i) Create a strong sense of place by strengthening the distinctive historic and cultural qualities and townscape of the towns and villages through its design, landscaping and use of public art;
j) Be designed to promote healthier lifestyles and for people to be active outside their home and places of work;
k) Allow for travel to home, shops, work and school on foot and by cycle and public transport.

Protect assets
l) Not result in an unacceptable impact on the amenities of neighbouring properties or the wider area, by reason of noise, vibration, smell, light or other pollution, loss of light or overlooking;
m) Be constructed and operated using a minimum amount of non-renewable resources including where possible the reuse of existing structures and materials;
n) No have an adverse impact on the highway network and will not prejudice highway safety;
o) Conserve and enhance the landscape character, historic landscape designated built environmental assets and their settings, and biodiversity of the environment making reference to the Environmental Character Assessment and Green Infrastructure Strategy;
p) Not sterilise known mineral reserves or degrade soil quality;
q) Not cause a risk to (and where possible enhance) the quality of the underlying groundwater or surface water, or increase the risk of flooding on the site or elsewhere, and where possible incorporate Sustainable Drainage Systems (SuDS) and lead to a reduction in flood risk.

INFORMATIVE:
The applicant is advised that this decision relates to the following drawing numbers received on the date shown:

Drawing Number: Date Received:
BOROUGH COUNCIL OF WELLINGBOROUGH

AGENDA ITEM

FOR INFORMATION

Planning Committee 20/08/2008

Report of the Deputy Chief Executive

APPLICATION REF: WP/2008/0180/C

PROPOSAL: Improvement to access track.

LOCATION: Recycling Centre, White Plant, 301 Grendon Road, Earls Barton, Wellingborough. NN6 0RB

APPLICANT: Alibone Recycling Limited.

NOTE:
Approved by Northamptonshire County Council on 20th June 2008 subject to the following condition/s:-

Commencement

1. The development to which this relates must be begun not later than the expiration of three years beginning with the date of this permission.

REASON:

1. To conform with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

Vehicle Cleaning/Mud on the Road

2. No construction vehicle used in connection with the development shall enter the public highway unless its wheels and chassis are clean, to prevent the deposit of mud or other debris.

REASON:

2. In the interest of residential amenity and to safeguard the interests of users of the public highway (Northamptonshire Waste Local Plan (2006) Policy 8 and 15).

Archaeology

3. No development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a
written scheme of investigation which has been submitted by the applicant and approved in writing by the Minerals and Waste Planning Authority.

REASON:


Summary of Reasons for Approval
Planning permission was granted for a Materials Recycling Facility and Waste Transfer Station at Grendon Road, Earls Barton in October 2007 under 07/00027IWAS. Access to the new facility is via an existing track across the intervening field between the field boundary and the facility entrance. Alibone Recycling Limited now wish to increase the width of the access track to a width of 7.3 metres along the full length and have submitted a fresh planning application accordingly. No objections are raised by Wellingborough Borough Council, Earls Barton Parish Councillor the Highway Authority. In consequence it is considered that planning permission should be granted as there are no policy implications and the scheme will have little visual or environmental impact.

The proposed development is considered to be in line with the Development Plan in particular Northamptonshire Waste Local Plan (Adopted March 2006): Policy 1 (Principles for Waste Development); Policy 4 (Development of Local Waste Facilities); Policy 7 (Design); Policy 8 (Traffic and Access); Policy 10 (Natural and Historic Environment - National and International Designations and Protected Species); Policy 11 (Natural and Historic Environment - Local Designations); Policy 15 (Local Amenity); Policy 17 (Waste Transfer, Recovery and Recycling).

Advice Note:
Contractors should be made aware that there is a possibility that protected species may be present. If any are found then work should cease immediately and advice sought from the Minerals and Waste Planning Authority in consultation with Natural England.
# AGRICULTURAL DETERMINATION NOTICE

<table>
<thead>
<tr>
<th>Application No.</th>
<th>Applicants Name</th>
<th>Location of Proposal</th>
<th>Description of Proposal</th>
</tr>
</thead>
<tbody>
<tr>
<td>WP/2008/0338/AG</td>
<td>Mr Keith Badrick</td>
<td>Three Fields Farm,</td>
<td>Prior notification for</td>
</tr>
<tr>
<td></td>
<td></td>
<td>46 Harrold Road,</td>
<td>the erection of a barn.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Bozeat.</td>
<td></td>
</tr>
<tr>
<td>WP/2008/0352/AG</td>
<td>Mr J P Watts</td>
<td>Land adjacent Ferrybank Farm, Northampton Road, Orlingbury, Kettering.</td>
<td>General purpose farm building.</td>
</tr>
</tbody>
</table>
The following applications dealt with under the terms of the Deputy Chief Executive’s delegated powers.

<table>
<thead>
<tr>
<th>Application No.</th>
<th>Decision</th>
<th>Applicant’s Name</th>
<th>Location of Proposal</th>
<th>Description of Proposal</th>
</tr>
</thead>
<tbody>
<tr>
<td>WP/2008/0255/F</td>
<td>AC</td>
<td>Mr M Bennett</td>
<td>27 London Road, Wollaston.</td>
<td>New vehicular access to highway.</td>
</tr>
<tr>
<td>WP/2008/0271/F</td>
<td>AC</td>
<td>Mrs Teresa Kightley, Mr Alan Kightley</td>
<td>61 The Drive, Wellingborough.</td>
<td>Single storey rear and side extension.</td>
</tr>
<tr>
<td>WP/2008/0272/F</td>
<td>APPROVED</td>
<td>Mr Jack Leverton, C/o Better Properties (Investment) Limited</td>
<td>1-3 Farm Road, Wellingborough.</td>
<td>The reorganisation of an existing triple unit to form a single and double unit. Change of use from A1 (shops) to A2 for the double unit (Unit 1).</td>
</tr>
<tr>
<td>WP/2008/0278/F</td>
<td>AC</td>
<td>Mr Michael Quincey</td>
<td>53 Cotswold Drive, Wellingborough.</td>
<td>Erection of a new boundary wall to the side of the property. This will involve the removal of established shrubs and moving the rear access from Bourton Way to the front of the house via the drive.</td>
</tr>
<tr>
<td>Application No.</td>
<td>Decision</td>
<td>Applicant's Name</td>
<td>Location of Proposal</td>
<td></td>
</tr>
<tr>
<td>----------------</td>
<td>----------</td>
<td>----------------------</td>
<td>--------------------------------------------------------------------------------------</td>
<td></td>
</tr>
<tr>
<td>WP/2008/0281/F</td>
<td>APPROVED</td>
<td>NCR Limited</td>
<td>Nene Valley South Service Station, A45 Westbound, Nene Valley Way, Ecton. Installation of ATM.</td>
<td></td>
</tr>
<tr>
<td>WP/2008/0285/F</td>
<td>REFUSED</td>
<td>Mr Michael Peters</td>
<td>Outbuilding at 23 Oxford Street, Wellingborough. Conversion of 2 storey outbuilding to 3 storey residential unit.</td>
<td></td>
</tr>
<tr>
<td>WP/2008/0286/F</td>
<td>AC</td>
<td>Mr D Bradley</td>
<td>28 High Street, Bozeat. Ground floor kitchen extension and internal alterations.</td>
<td></td>
</tr>
<tr>
<td>WP/2008/0292/F</td>
<td>AC</td>
<td>Mrs H Modha</td>
<td>55 Westminster Road, Wellingborough. Single storey extension to the front for disabled person.</td>
<td></td>
</tr>
<tr>
<td>WP/2008/0293/F</td>
<td>AC</td>
<td>Mrs G E Chambers</td>
<td>17 Saxon Rise, Earls Barton. Single storey rear extension and demolition of existing single storey rear area.</td>
<td></td>
</tr>
<tr>
<td>WP/2008/0294/F</td>
<td>AC</td>
<td>Mr Chris Wallis</td>
<td>1 Blacksmiths Yard, Ecton. Extension to existing garage (residential).</td>
<td></td>
</tr>
<tr>
<td>WP/2008/0295/F</td>
<td>REFUSED</td>
<td>Mrs June Miller</td>
<td>Site adjacent 19 Millers Close, Finedon. Proposed two storey detached 3 bed roomed dwelling on vacant site.</td>
<td></td>
</tr>
<tr>
<td>WP/2008/0297/F</td>
<td>AC</td>
<td>Mr P Ratledge</td>
<td>34 Dando Close, Wollaston. Single storey rear to side extension with a modification to the roof space - amended plans.</td>
<td></td>
</tr>
<tr>
<td>WP/2008/0298/F</td>
<td>AC</td>
<td>Mrs Christine Eastcott</td>
<td>54 Gipsy Lane, Irchester. Replacement of existing flat roof with pitched tiled roof and extension to existing garage.</td>
<td></td>
</tr>
<tr>
<td>WP/2008/0299/F</td>
<td>AC</td>
<td>Mr Derek Moody</td>
<td>12 Cordon Crescent, Earls Barton. Proposed single storey rear extension.</td>
<td></td>
</tr>
<tr>
<td>Application No.</td>
<td>Decision</td>
<td>Applicant's Name</td>
<td>Location of Proposal</td>
<td></td>
</tr>
<tr>
<td>----------------</td>
<td>----------</td>
<td>------------------</td>
<td>---------------------------------------------------------------------------------------</td>
<td></td>
</tr>
<tr>
<td>WP/2008/0300/F</td>
<td>APPROVED</td>
<td>Mr Des Irwin</td>
<td>Units 1-9 Sanders Close, Finedon Road Industrial Estate, Wellingborough. Refurbishment of small industrial estate, comprising 9 units involving internal and external alterations.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Sanders Developments Limited</td>
<td></td>
<td></td>
</tr>
<tr>
<td>WP/2008/0302/F</td>
<td>APPROVED</td>
<td>Mr A Biddle</td>
<td>7A Kettering Road, Isham. Erection of 1.8m high stone boundary wall to front including 2 no. stone piers and wrought iron access gates.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>WP/2008/0303/F</td>
<td>AC</td>
<td>Mr Karl Howell</td>
<td>31 Beech Crescent, Irchester. Two storey extension to side of existing dwelling. New replacement garage.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>WP/2008/0304/AV</td>
<td>AC</td>
<td>Mr Nick Hughes</td>
<td>Broad Green Peugeot, 10-16 St Johns Street, Wellingborough. Fascia signage (internally illuminated) and totem sign (externally illuminated).</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>York, Ward &amp; Rowlatt Limited</td>
<td></td>
<td></td>
</tr>
<tr>
<td>WP/2008/0305/F</td>
<td>AC</td>
<td>Mr Vijay Kumar</td>
<td>120 Queensway, Wellingborough. Two storey side extension.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>WP/2008/0306/F</td>
<td>AC</td>
<td>Mr Ian Pateman</td>
<td>4 Poplar Close, Irchester. Two storey side extension.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>WP/2008/0308/F</td>
<td>AC</td>
<td>Ms Jennifer Blackwell</td>
<td>42 Glenfield Drive, Great Doddington. Rear and side garage extensions with garage conversion to existing single storey dwelling house.</td>
<td></td>
</tr>
<tr>
<td>WP/2008/0309/F</td>
<td>AC</td>
<td>Mr and Mrs Vaid</td>
<td>24 Sandy Close, Wellingborough. First floor extension-amended plans.</td>
<td></td>
</tr>
<tr>
<td>Application No.</td>
<td>Decision</td>
<td>Applicant's Name</td>
<td>Location of Proposal</td>
<td></td>
</tr>
<tr>
<td>----------------</td>
<td>------------</td>
<td>-------------------</td>
<td>----------------------</td>
<td></td>
</tr>
<tr>
<td>WP/2008/0314/F</td>
<td>AC</td>
<td>Miss M Keshavji</td>
<td>10 Grant Road,</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Wellingborough.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>First floor extension (side) on existing side extension built approximately 2 years ago.</td>
<td></td>
</tr>
<tr>
<td>WP/2008/0317/LB</td>
<td>AC</td>
<td>Mr G Rait</td>
<td>Manor Farm House, Middle Street, Isham.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Sun room extension.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Erect a conservatory in the rear garden.</td>
<td></td>
</tr>
<tr>
<td>WP/2008/0323/F</td>
<td>AC</td>
<td>Mr Andrew Dawes</td>
<td>5 Buckwell Close, Wellingborough.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Erection of conservatory to rear.</td>
<td></td>
</tr>
<tr>
<td>WP/2008/0324/F</td>
<td>APPROVED</td>
<td>Mr Marshall</td>
<td>11 Aldsworth Close, Wellingborough.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Convert integral garage into habitable room.</td>
<td></td>
</tr>
<tr>
<td>WP/2008/0326/F</td>
<td>AC</td>
<td>Mr Anthony Stevens</td>
<td>Land adjacent 58 Hardwick Road, Wellingborough.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>New detached house (following withdrawal of application WP/2008/0102/F).</td>
<td></td>
</tr>
<tr>
<td>WP/2008/0330/F</td>
<td>AC</td>
<td>Mr Steventon</td>
<td>76 Westminster Road, Wellingborough.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Proposed new conservatory to the rear of the property.</td>
<td></td>
</tr>
<tr>
<td>WP/2008/0332/F</td>
<td>AC</td>
<td>Mrs Diane Moore</td>
<td>21 Grasmere Green, Wordsworth Road, Wellingborough.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Proposed single storey rear extension.</td>
<td></td>
</tr>
<tr>
<td>Application No. Decision</td>
<td>Applicant's Name</td>
<td>Location of Proposal</td>
<td></td>
<td></td>
</tr>
<tr>
<td>--------------------------</td>
<td>------------------------</td>
<td>--------------------------------------------------------------------------------------</td>
<td></td>
<td></td>
</tr>
<tr>
<td>WP/2008/0340/F AC</td>
<td>Blenheim Realty</td>
<td>Land adjacent 114 Westfield Road, Wellingborough. Demolition of existing garage adjacent 114 Westfield Road and the erection of new 4 bed dwelling house. Redesigned proposal with amended highway access following the approval of WP/2008/0031/F.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**BACKGROUND PAPERS**

The background papers for the planning and building applications contained in this report form part of the relevant files appertaining to individual applications as referenced.

Borough Council of Wellingborough, Sustainable Communities, Croyland Abbey, Tithe Barn Road, Wellingborough.
**PLANNING COMMITTEE - BUILDING REGULATION DECISIONS ISSUED**

**APPLICATIONS DEALT WITH**

**APPLICATION DECISIONS**

**BOROUGH OF WELLINGBOROUGH**

**Date: 04/08/2008**

<table>
<thead>
<tr>
<th>Application No.</th>
<th>Name &amp; Address</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>FP/2007/2944/</td>
<td>Mr and Mrs Cox 1 Park Farm Barns Lower Harleston</td>
<td>New build, 4 bed detached timber frame brick skin slate roof.</td>
</tr>
<tr>
<td>FP/2008/0528/</td>
<td>Mrs S Turicchi 17 Mansfield Road Stanwick Northants</td>
<td>Complete refurbishment.</td>
</tr>
<tr>
<td>FP/2008/0590/</td>
<td>T/A Abacus Property Rentals 72a George Street Corby Northants</td>
<td>Proposed single storey extension.</td>
</tr>
<tr>
<td>PS/2008/0641/</td>
<td>East Northants District Council Cedar Drive Thrapston Northants</td>
<td>Two storey extension.</td>
</tr>
<tr>
<td>DI/2008/0645/</td>
<td>Mr and Mrs Martindale 87 The Ridge Great Doddington Northants</td>
<td>Bedroom/bathroom alterations and ramped access.</td>
</tr>
<tr>
<td>Application No.</td>
<td>Name &amp; Address</td>
<td>Description</td>
</tr>
<tr>
<td>----------------</td>
<td>-----------------------------------------------------</td>
<td>--------------------------------------------------</td>
</tr>
<tr>
<td>PS/2008/0704/</td>
<td>Aylesbury Vale District Council</td>
<td>Alterations and extension.</td>
</tr>
<tr>
<td></td>
<td>66 High Street</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Aylesbury</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Bucks</td>
<td></td>
</tr>
<tr>
<td>APPROVED</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PS/2008/0716/</td>
<td>Aylesbury Vale District Council</td>
<td>Alterations and extension.</td>
</tr>
<tr>
<td></td>
<td>66 High Street</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Aylesbury</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Bucks</td>
<td></td>
</tr>
<tr>
<td>APPROVED</td>
<td></td>
<td></td>
</tr>
<tr>
<td>DI/2008/0721/</td>
<td>Mr Shawn Martin</td>
<td>L/A shower.</td>
</tr>
<tr>
<td></td>
<td>The Old Stone Factory</td>
<td></td>
</tr>
<tr>
<td></td>
<td>4 Shirley Road</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Rushden</td>
<td></td>
</tr>
<tr>
<td>ACCEPTED</td>
<td></td>
<td></td>
</tr>
<tr>
<td>FP/2008/0730/</td>
<td>Mr and Mrs M Saunders</td>
<td>Proposed dwelling.</td>
</tr>
<tr>
<td></td>
<td>78 Doddington Road</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Earls Barton</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Northants</td>
<td></td>
</tr>
<tr>
<td>APPROVED C</td>
<td></td>
<td></td>
</tr>
<tr>
<td>FP/2008/0740/</td>
<td>Hawes Developments</td>
<td>New dwelling.</td>
</tr>
<tr>
<td></td>
<td>Ivenstone</td>
<td></td>
</tr>
<tr>
<td></td>
<td>33 St Lukes Close</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Spratton</td>
<td></td>
</tr>
<tr>
<td>APPROVED C</td>
<td></td>
<td></td>
</tr>
<tr>
<td>FP/2008/0759/</td>
<td>Mr and Mrs Abazi</td>
<td>Two storey side extension and internal alterations.</td>
</tr>
<tr>
<td></td>
<td>22 Grange Road</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Wellingborough</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Northants</td>
<td></td>
</tr>
<tr>
<td>APPROVED C</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
PLANNING COMMITTEE - BUILDING REGULATION DECISIONS ISSUED
APPLICATIONS DEALT WITH

APPLICATION DECISIONS BOROUGH OF WELLINGBOROUGH Date: 04/08/2008

<table>
<thead>
<tr>
<th>Application No.</th>
<th>Name &amp; Address</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>FP/2008/0764/</td>
<td>A Howard 96 Northampton Road Wellingborough Northants</td>
<td>Re-construction of sun lounge to improve thermal efficiency.</td>
</tr>
<tr>
<td>BN/2008/0778/</td>
<td>Mr R T Dodd 1 Manor Close Great Harrowden Wellingborough</td>
<td>Extend width of existing garage.</td>
</tr>
<tr>
<td>BN/2008/1024/</td>
<td>Mrs P McMillan 10 Hatfield Close Wellingborough Northants</td>
<td>First floor extension.</td>
</tr>
<tr>
<td>PS/2008/1025/</td>
<td>Daventry District Council Lodge Road Daventry Northants</td>
<td>Drainage improvements, fire containment works and alterations to I.C.T room.</td>
</tr>
<tr>
<td>DI/2008/1029/</td>
<td>Mrs Smith 13 Baker Crescent Irchester</td>
<td>Disabled level access shower.</td>
</tr>
<tr>
<td>BN/2008/1031/</td>
<td>Manhar Pranlal Shah and Ragini Manhar Shah 56 Torrington Road Wellingborough Northants</td>
<td>Re-roofing like for like covering, bring roof insulation up to current standards.</td>
</tr>
<tr>
<td>Application No.</td>
<td>Name &amp; Address</td>
<td>Description</td>
</tr>
<tr>
<td>----------------</td>
<td>------------------------------</td>
<td>--------------------------------------------------</td>
</tr>
<tr>
<td>BN/2008/1032/</td>
<td>Darren Cripps, 50 Eastfield Crescent, Finedon, Northants</td>
<td>Garage (attached) converted to a usable room.</td>
</tr>
<tr>
<td>BN/2008/1035/</td>
<td>Mr Frazer Arnott and Miss Rachael Houghton, 10 Spring Gardens, Earls Barton, Northants</td>
<td>Internal alterations.</td>
</tr>
<tr>
<td>BN/2008/1036/</td>
<td>Roy Hill, 91 Nest Lane, Wellingborough, Northants</td>
<td>Loft conversion.</td>
</tr>
<tr>
<td>DI/2008/1037/</td>
<td>Mrs Pragji Ashleigh, 29 Finedon Road, Wellingborough</td>
<td>Convert part of bedroom into a shower room.</td>
</tr>
<tr>
<td>FP/2008/1038/</td>
<td>Mr Mark Fenton, 13 Kettering Road, Isham, Northants</td>
<td>Extension of existing workshop to form garage.</td>
</tr>
<tr>
<td>FP/2008/1040/</td>
<td>Dr and Mrs M Fairlie, Debdale, Spring Farm, Earls Barton Road, Great Doddington</td>
<td>Two storey house extension and re-build existing garage.</td>
</tr>
</tbody>
</table>
### PLANNING COMMITTEE - BUILDING REGULATION DECISIONS ISSUED

### APPLICATIONS DEALT WITH

<table>
<thead>
<tr>
<th>Application No.</th>
<th>Name &amp; Address</th>
<th>Description</th>
</tr>
</thead>
</table>
| BN/2008/1041/   | Mrs J B H Harris  
16 Hilltop Road  
Little Harrowden  
Wellingborough | Remove wall between reception rooms and insert RSJ. |
| BN/2008/1042/   | Mr Robert Nichols  
22 Peartree Close  
Bozeat  
Northants | Domestic recovering, like for like roofing. |
| WI/2008/1048/   | Mr and Mrs Reid  
8 Ryehill Close  
Isham N  
Northamptonshire | 11 UPVC windows 4 UPVC doors. |
| WI/2008/1049/   | Michele Gallucci and Michelle Allebone  
27 Weavers Road  
Wellingborough | Replacement of windows and door to lounge, hall, W.C., landing, bedroom 1 and bedroom 3. |
| DI/2008/1055/   | Mrs Pateman  
80 Townsend Close  
Wellingborough  
Northants | L/A bathroom |
| BN/2008/1062/   | Mr and Mrs N Krantz  
109 Overstone Road  
Sywell  
Northants | Single storey extension with bathroom to the rear of existing extension. |
<table>
<thead>
<tr>
<th>Application No.</th>
<th>Name &amp; Address</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>BN/2008/1066/</td>
<td>Mr Peter and Mrs Monika Puk</td>
<td>To make suitable access from hallway through to garage by fitting fire rated door and frame to existing partition wall.</td>
</tr>
<tr>
<td>ACCEPTED</td>
<td>4 Leighton Close</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Wellingborough</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Northants</td>
<td></td>
</tr>
<tr>
<td>BN/2008/1067/</td>
<td>Nigel Probert</td>
<td>To convert garage into a spare living room/bedroom (into habitable room).</td>
</tr>
<tr>
<td>ACCEPTED</td>
<td>6 Weir Close</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Wellingborough</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Northants</td>
<td></td>
</tr>
<tr>
<td>FP/2008/1068/</td>
<td>Mr I Houghton</td>
<td>Internal alterations.</td>
</tr>
<tr>
<td>APPROVED C</td>
<td>171 Station Road</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Earls Barton</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Northants</td>
<td></td>
</tr>
<tr>
<td>BN/2008/1073/</td>
<td>Mr M Dhanji and Mrs B Dhanji</td>
<td>Garage conversion.</td>
</tr>
<tr>
<td>ACCEPTED</td>
<td>2 The Fairway</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Redhill Grange</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Wellingborough</td>
<td></td>
</tr>
<tr>
<td>FN/2008/1067/</td>
<td>Mr D Norman</td>
<td>Garage attic conversion.</td>
</tr>
<tr>
<td>APPROVED C</td>
<td>10 Warners Hill</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Bozeat</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Wellingborough</td>
<td></td>
</tr>
<tr>
<td>BN/2008/1077/</td>
<td>Ms Pascale Williams</td>
<td>Complete roof re-slate, like for like materials.</td>
</tr>
<tr>
<td>ACCEPTED</td>
<td>5 Whitehall Ray Park Avenue</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Maidenhead</td>
<td></td>
</tr>
</tbody>
</table>
### Application Decisions

**Borough of Wellingborough**

**Date:** 04/08/2008

<table>
<thead>
<tr>
<th>Application No.</th>
<th>Name &amp; Address</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>FP/2008/1078/</td>
<td>Mr A Pagliuca 139 Gold Street</td>
<td>Single storey rear extension forming kitchen - diner and bedroom.</td>
</tr>
<tr>
<td></td>
<td>Wellingborough Northants</td>
<td></td>
</tr>
<tr>
<td><strong>APPROVED C</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DI/2008/1083/</td>
<td>Mrs Brayfield Hardwick Road</td>
<td>Level access shower.</td>
</tr>
<tr>
<td><strong>ACCEPTED</strong></td>
<td>Little Harrowden Wellingborough</td>
<td></td>
</tr>
<tr>
<td>DI/2008/1084/</td>
<td>Mrs Davis Masefield Close</td>
<td>Convert 1st floor toilet/bathroom into a shower room and convert part of ground floor study into a toilet.</td>
</tr>
<tr>
<td><strong>ACCEPTED</strong></td>
<td>Wellingborough</td>
<td></td>
</tr>
<tr>
<td>BN/2008/1087/</td>
<td>Mr Keith Giles Medway Drive</td>
<td>Knocking down wall between kitchen and breakfast room to create larger kitchen.</td>
</tr>
<tr>
<td><strong>ACCEPTED</strong></td>
<td>Wellingborough</td>
<td></td>
</tr>
<tr>
<td>BN/2008/1088/</td>
<td>Mr and Mrs J Monaghan Pytchley Road</td>
<td>Opening from kitchen to conservatory, external folding doors. Remove existing door.</td>
</tr>
<tr>
<td><strong>ACCEPTED</strong></td>
<td>Orlingbury Wellingborough</td>
<td></td>
</tr>
<tr>
<td>BN/2008/1094/</td>
<td>Mr David Snape Mill Road</td>
<td>Ground floor conversion of existing outside WC to inside shower room.</td>
</tr>
<tr>
<td><strong>ACCEPTED</strong></td>
<td>Wellingborough</td>
<td></td>
</tr>
</tbody>
</table>
### Application No.

<table>
<thead>
<tr>
<th>Application No.</th>
<th>Name &amp; Address</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>BN/2008/1095/</td>
<td>Mr and Mrs Lemaister North Street</td>
<td>Remove internal wall, laying new concrete floors.</td>
</tr>
<tr>
<td>ACCEPTED</td>
<td>Wellingborough</td>
<td></td>
</tr>
</tbody>
</table>