

BOROUGH COUNCIL OF WELLINGBOROUGH

Planning Committee -

10 June 2020

Report of the Principal Planning Manager

WP/17/00525/REM Site R4B Glenvale Park, Niort Way, Wellingborough

Northamptonshire Highways

The Development Management Engineer is aware that this application has gone through many iterations and revisions, has received the comments of various officers and the layout is probably as good as can be expected. The Development Management Engineer is content that the highway layout will be subject to technical approval before the adoptable layout receives approval and have no further comments on highway aspects of the proposal.

Northamptonshire police

We are satisfied that all the recommended suggestions made have been met.

Northamptonshire Fire Officer

Advise that there are 'no powers to object' to the proposed bin store enclosures serving the Mews Houses.

Senior landscape consultant Place Services on behalf of JPDU

Has confirmed the amended boundary treatment plan, providing a brick wall in lieu of close boarded fencing to the side and rear of plot 38 and rear of plots 39/40, 22 and 13/32 are acceptable.

Principal Urban Designer Place Services on behalf of JPDU

- Notes that the blue brick course shown in the plans has been retained and would prefer this feature to be replaced with a protruding or rotated soldier course brick detailing instead of the same colour as the predominant brick. The blue brick has no logical reason for inclusion. This applies to all the house types proposed for this development.

Please note the 4 bands of blue bricks are proposed on the ground floor of each dwelling throughout the whole development. The banding is a consistent feature and 3D header feature panels are proposed on plots 1 – 6 inclusive, plots 33 and 37.

- Support the wider use of materials and colours. Recommend that a condition is imposed requiring samples of buff and red bricks to be used.

- N.B. Drawing number lag/2819/pa/006 Rev A (proposed refuse/garden layout) received 20 May 2020 shows the garden depth and total square area of garden size for each dwelling. The gardens, in review, could be considered appropriately sized given the more 'urban' nature that this parcel should have been aspiring to, and its proximity to open space.

- Ground floor private amenity space has been added to the mews block which is supported from both a design and landscape perspective.

- A distance of 27 metres back to back from the care home to plot 36 has been indicated, with a slightly reduced distance in actual distance to the flank elevation of plot 37 - which given the care home is proposing to have rooms in the projecting bay (believed to be lounge rooms) would ideally be 25 metres instead of the 23 metres shown. However, provided that a robust landscape and boundary treatment scheme is included on this sensitive edge, the harm caused by this reduction beyond the ideal requirement could be mitigated.

- Parking should be restricted to no more than four spaces before a landscaped break. Whilst this is largely the case, there is still one incidence of this in the parking run opposite the terraced properties serving plots 34 to 36 on the northern side of the development. It is considered that given the lack of opportunity to add additional landscaping in this area, this could be deemed acceptable.

Remain highly concerned regarding the lack of connection from the local centre car park to the shared driveway serving plots 21, 22 and 23 which would aid in pedestrian permeability and reduce the sense of a 'dead end' created by the parking lot.

It appears that little has been done to further enhance the elevations of units 20, 22, 23 and 30 so previous comment pertaining to the relatively bland and uninteresting elevation still remains.

It appears that little has been done to enhance the elevations of units 31 and 32 so previous comment pertaining to the relatively bland and uninteresting elevation still remains. This is a missed opportunity to create an attractive built edge to the green space and unfortunately the proposed building is an unattractive and basic.

Units 33 and 37 have had some brick detailing added between the fenestration of ground and first floor which is limited in extent but acceptable beyond previous iterations.

Would have like to have seen the introduction of gable on forms of housing these have not been introduced to the scheme.

The bays on plots 2, 3, 4, 5 now appear to be larger than previous iterations, however the brick type remains the same across all of the properties in this run, so comment that there would be benefit in changing the brick for the two end units still remains.

The Mews building elevations have been improved through the use of hardieplank to the balcony recesses and the brick detail which has been applied to some elevations. There are still have concern that the building does not have the presence that would be deemed appropriate for a building overlooking the key hard landscaped space – this could have been addressed through a positive and iterative design process and could have included design tweaks such as changes to the roofline to give the property more presence, however it is considered that the proposal as it stands is likely to be unlikely to be further altered and improved.

The garage doors are basic but reflect a common colour theme so this is acceptable.

Condition 1

The following drawing number will be added under this condition:

lag/2819/pa/003 Rev C (site location plan) received 10 June 2020;

WP/20/00131/VAR Former HM Prison, Millers Park, Wellingborough

Cllr Skitrall has sought clarification on the following in relation to the access:

The Arup report is pretty vague and the application does not contain details of the predicted traffic volumes and timings.

The flows into and out of the prison are likely to occur predominantly at shift changes and during visiting hours but I cannot find a traffic assessment to give context for this. In order to minimise emissions from vehicles it is necessary to minimise the time that vehicles are kept waiting.

1. Will the lights be programmed to reflect the times of the prison traffic flows giving more time to through traffic at other times?
2. What is the proposed sequence for the lights?
3. Can a northbound vehicle wait in the centre of the road to turn into the prison and while doing so trigger a need to halt southbound traffic?

Officer' response:

The principle of traffic generation / vehicle movements was tested and accepted at outline planning permission stage. It is not necessary to revisit that as part of this variation application. It is for this reason that the Arup report is presented as a Transport Assessment Addendum; it is supplementary to the Transport Assessment that was submitted with the outline planning application and should be read alongside that. For the avoidance of doubt, the proposed signalised arrangement has been designed having regard to the accepted traffic flows that were established at outline planning permission stage.

Turning to the specific questions that have been raised, the Ministry of Justice respond as follows.

1.Programming of traffic signals

The maximum traffic green light times will be timetabled to reflect changing traffic flow peaks during the day. Longer periods of green lights to the prison access road would be incorporated into the timetabling at those times which will see a peak in prison traffic, as established by the Transport Assessment submitted with the outline application.

2.Sequencing

The proposed signals will run as follows:-

Stage 1: B573 Doddington Road northbound and southbound; and
Stage 2: Prison access road

3.Northbound right-turning traffic –

The Transport Assessment submitted with the outline planning application established the likely flows from around the network. Kier / Arup have concluded, with reference to that accepted analysis, that the amount of vehicles expected to arrive in a northbound direction, needing to turn right into the prison, would not trigger the need for a dedicated right turn green arrow (with southbound stopped on red). In other words, southbound signals would remain on green, and northbound traffic would wait for a safe gap in which to complete the manoeuvre.

On a final point, it must be emphasised that the local highway authority has reviewed the proposals and has confirmed that it is content with the proposed arrangement and the way it will operate.