

Additional Planning Committee

Tuesday 22 December 2015 at 7pm

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

1. Apologies for absence.
- I 2. Declarations of interest (completed forms to be handed to the committee clerk).
- I 3. Applications for planning permission.*
4. Any other items that the Chairman decides are urgent.

*The reports on this agenda include summaries of representations that have been received in response to consultation under the Planning Acts and in accordance with the provisions in the Town and Country Planning (Development Management Procedure) Order 2015. Full transcripts and copies of the disclosable representations can be obtained from the Council's website: <http://www.wellingborough.gov.uk/viewplanningapplications> and are also obtainable from the planning case files, which are available for inspection on request by ringing 01933 231568.

John T Campbell
Chief Executive

Date issued: 14 December 2015.

I Enclosed.

For further information about this agenda, please contact Fiona Hubbard on 01933 231519 or Fhubbard@wellingborough.gov.uk.



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INVESTOR IN PEOPLE

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If you wish to address the committee on an agenda item you can register by:

- completing the form on the council's website at www.wellingborough.gov.uk/speakersform; or
- completing the appropriate form which is available at reception desks or
- contacting Fiona Hubbard as detailed above.

Membership: Councillor Morrall (Chairman), Councillor Ward (Vice Chairman), Councillors Aslam, Bell, Ekins, Griffiths, Hallam, G Lawman, Lloyd, Maguire and Scarborough (11).

DECLARATIONS OF INTEREST UNDER THE CODE OF CONDUCT

When the Chairman calls for declarations of interest in matters to be considered at the meeting you must declare orally:

- any relevant 'Registrable Interest' that is **not** in the register of interests,
- any relevant 'Other Interest'.

Registrable interests in the register of interests do not need to be declared orally to the meeting.

Members are reminded that if they have a registrable Interest that is a disclosable pecuniary interest in any matter to be considered at the meeting they cannot participate, or participate further, in any discussion of the matter at the meeting; or participate in any vote, or further vote, taken on the matter at the meeting unless they have first obtained a dispensation from the Monitoring Officer in advance of the meeting.

An extract from the Code of Conduct relating to declarations of interest is printed on the reverse of this form.

Please write down your interests in the table below. If you have no registrable interests to declare, please state 'none' on the form. You are still required to declare your interest orally at the meeting.

Councillor name:			
Committee/date/ minute number	Title	Type of interest (please tick)	Reason for interest
		<input type="checkbox"/> Registerable <input type="checkbox"/> DPI <input type="checkbox"/> Other	
		<input type="checkbox"/> Registerable <input type="checkbox"/> DPI <input type="checkbox"/> Other	
		<input type="checkbox"/> Registerable <input type="checkbox"/> DPI <input type="checkbox"/> Other	
		<input type="checkbox"/> Registerable <input type="checkbox"/> DPI <input type="checkbox"/> Other	
		<input type="checkbox"/> Registerable <input type="checkbox"/> DPI <input type="checkbox"/> Other	
		<input type="checkbox"/> Registerable <input type="checkbox"/> DPI <input type="checkbox"/> Other	
Please place this completed declaration form in the basket (on the table next to the exit) at the end of the meeting to ensure your declaration is recorded accurately.			

Part 2 – Interests**4 Registerable Interests**

- 4.1 You must within 28 days of this Code being adopted by or applied to the authority; or your election or appointment to office (where that is later), notify the Monitoring Officer in writing of the details of your interests within the following categories, for inclusion in the authority's register of interests:
- 4.1.1 any disclosable pecuniary interests you are required to disclose. You have a disclosable pecuniary interest if it is of a description specified in regulations made by the Secretary of State (see Appendix A) and either:
- (a) it is an interest of yours, or
 - (b) it is an interest of:
 - (i) your spouse or civil partner;
 - (ii) a person with whom you are living as husband and wife, or
 - (iii) a person with whom you are living as if you were civil partners
 and you are aware that that other person has the interest.
- 4.1.2 details of any body of which you are a member or in a position of general control or management and to which you are appointed or nominated by your authority
- 4.1.3 details of any body exercising functions of a public nature, any body directed to charitable purposes or any body one of whose principal purposes includes the influence of public opinion or policy (including any political party or trade union), of which you are:
- (a) a member, or
 - (b) in a position of general control or management;
- 4.2 You are expected to ensure that your register of interests is kept up to date and notify the Monitoring Officer in writing within 28 days of becoming aware of any change in respect of your disclosable pecuniary interests and other registerable interests.
- 4.3 You may inform the Monitoring Officer if you consider that disclosure of the details of the interest could lead to you, or a person connected with you, being subject to violence or intimidation. If the Monitoring Officer agrees with your view, the interest is treated as a "sensitive interest" for the purposes of the Code
- 4.4 If a sensitive interest is entered in the authority's register, copies of the register that are made available for inspection, and any published version of the register, will not include details of the interest (but may state you have an interest the details of which are withheld).

5 Disclosure of Interests and Participation at Meetings

- 5.1 If you attend a meeting and
- 5.1.1 have and are or become aware, or should reasonably be aware, that you have an interest of the type described in paragraph 4.1 above in any matter to be considered, or being considered, at that meeting, and
- 5.1.2 the interest is not entered in the authority's register of members' interests, you should (and must if the interest is a disclosable pecuniary interest) disclose to the meeting the fact that you have an interest in that matter and the nature of that interest, at or before the consideration of the item of business or as soon as the interest becomes apparent.
- 5.2 Where your interest is a "sensitive interest" for the purposes of the Code, you need not disclose the details of the sensitive interest to the meeting, but merely the fact that you have an interest in the matter concerned.
- 5.3 If you have and are aware or become aware, or should reasonably be aware, that you have
- 5.3.1 a disclosable pecuniary interest in any matter to be considered, or being considered, at a meeting, or
- 5.3.2 any other registerable interest in any matter to be considered, or being considered, at a meeting, and
- (a) the matter to be considered, or being considered, at that meeting:
 - (i) affects your financial position or the financial position of a person or body through whom the interest arises; or
 - (ii) relates to the determining of any approval, consent, licence, permission or registration in relation to you or any person through whom the interest arises, and
 - (b) the interest is one which a member of the public with knowledge of the relevant facts would reasonably regard as so significant that it is likely to prejudice your judgment of the public interest¹,
- you should not, and must not if the interest is a disclosable pecuniary interest,:
- 5.3.3 participate, or participate further, in any discussion of the matter at the meeting other than to the extent permitted by the authority's Procedure Rules in respect of registerable interests other than disclosable pecuniary interests²; or
- 5.3.4 participate in any vote, or further vote, taken on the matter at the meeting unless you have first obtained a dispensation from the Monitoring Officer in advance of the meeting.
- In addition, if the authority's Procedure Rules require you to leave the room where the meeting is held while any discussion or voting on the matter takes place, you must do so.
- 5.4 "Meeting" means any meeting organised by or on behalf of the authority, including:
- 5.4.1 any meeting of the authority, or a committee or sub-committee of the authority (including joint committees and joint sub-committees)
 - 5.4.2 meetings of working parties
 - 5.4.3 any briefing by officers (e.g. to political groups or lead advisers); and
 - 5.4.4 any site visit to do with business of the authority
- 5.5 If you seek to discuss with an officer a matter that, if it were to be considered at a meeting of the authority, you would not be able to participate in the discussion of, or voting on, by virtue of the matter relating to a registerable interest of yours, you are expected to inform the officer of that interest in advance of any discussion and accept that the officer has discretion as to whether or not to discuss the matter with you; save that he or she cannot treat you less favourably than he or she would treat a member of the public wishing to discuss a matter of the same type.

6 Other Interests

- 6.1 In addition to the requirements of Paragraph 5, where you have an interest described in paragraph 6.3 below in any business of the authority, and
- 6.1.1 where you are aware or ought reasonably to be aware of the existence of that interest, and
- 6.1.2 you attend a meeting of the authority at which the business is considered, you are expected to disclose to that meeting the existence and nature of that interest at the commencement of that consideration, or when the interest becomes apparent.
- 6.2 Where your interest is a "sensitive interest" for the purposes of this Code, you need not disclose the details of the sensitive interest to the meeting, but merely the fact that you have an interest in the matter concerned.
- 6.3 You have an interest for the purposes of paragraph 6.1 of this Code where:
- 6.3.1 a decision in relation to that matter might reasonably be regarded as affecting the well-being or financial standing of you or a member of your family or a person or body with whom you have a close association to a greater extent than it would affect the majority of the Council Tax payers, ratepayers or inhabitants of the ward or electoral area for which you have been elected or otherwise of the authority's administrative area, or

¹ A registerable interest that satisfies the tests in paragraphs 5.3.2 (a) and (b) shall be known as a prejudicial interest for the purpose of declarations of interest at a meeting.

² These rules are to the effect that if the matter is one on which an ordinary member of the public would be allowed to address the meeting you are provided with the same opportunity. If an ordinary member of the public is not allowed to speak on the matter, you cannot do so.

- 6.3.2 it relates to or is likely to affect any of the interests listed in the Table in the Appendix A to this Code, but in respect of a member of your family (other than a "relevant person") or a person with whom you have a close association and you are aware that that other person has the interest and that interest is not a disclosable pecuniary interest or any interest you should register in accordance with paragraph 4 of this Code.
- 6.4 If the matter to be considered, or being considered, at that meeting:
- 6.4.1 affects your financial position or the financial position of a person or body through whom the interest arises ;or
- 6.4.2 relates to the determining of any approval, consent, licence, permission or registration in relation to you or any person through whom the interest arises, **and**
- 6.4.3 the interest is one which a member of the public with knowledge of the relevant facts would reasonably regard as so significant that it is likely to prejudice your judgment of the public interest³,
- you should not:
- 6.4.4 participate, or participate further, in any discussion of the matter at the meeting other than to the extent permitted by the authority's Procedure Rules for such interests⁴; or
- 6.4.5 participate in any vote, or further vote, taken on the matter at the meeting
- unless you have first obtained a dispensation from the Monitoring Officer in advance of the meeting.
- In addition, if the authority's Procedure Rules require you to leave the room where the meeting is held while any discussion or voting on the matter takes place, you must do so.
- 6.5 If you seek to discuss with an officer a matter that, if it were to be considered at a meeting of the authority, you would not be able to participate in the discussion of, or voting on, by virtue of the matter relating to an interest of yours of the type described in paragraph 6.3, you are expected to inform the officer of that interest in advance of any discussion and accept that the officer has discretion as to whether or not to discuss the matter with you; save that he or she cannot treat you less favourably than he or she would treat a member of the public wishing to discuss a matter of the same type.

Appendix A

Disclosable Pecuniary Interests

The duties to register, disclose and not to participate in respect of any matter in which a member has a Disclosable Pecuniary Interest (DPI) are set out in Chapter 7 of the Localism Act 2011. Breaches of the rules relating to DPIs may lead to criminal sanctions being imposed.

Chapter 7 of the Localism Act 2011 provides that a pecuniary interest is a "disclosable pecuniary interest" in relation to a member (M), if it is of a description specified in regulations made by the Secretary of State and either:

- (a) it is an interest of M's, or
- (b) it is an interest of:
 - (i) M's spouse or civil partner,
 - (ii) a person with whom M is living as husband and wife, or
 - (iii) a person with whom M is living as if they were civil partners,

and M is aware that that other person has the interest.

DPIs are defined in The Relevant Authorities (Disclosable Pecuniary Interests) Regulations 2012 (SI No. 1464) as follows:

<i>Interest</i>	<i>Prescribed description</i>
Employment, office, trade profession or vocation	Any employment, office, trade, profession or vocation carried on for profit or gain.
Sponsorship	Any payment or provision of any other financial benefit (other than from the relevant authority) made or provided within the relevant period in respect of any expenses incurred by M in carrying out duties as a member, or towards the election expenses of M. This includes any payment or financial benefit from a trade union within the meaning of the Trade Union and Labour Relations (Consolidation) Act 1992).
Contracts	Any contract which is made between the relevant person (or a body in which the relevant person has a beneficial interest) and the relevant authority— (a) under which goods or services are to be provided or works are to be executed; and (b) which has not been fully discharged.
Land	Any beneficial interest in land which is within the area of the relevant authority.
Licences	Any licence (alone or jointly with others) to occupy land in the area of the relevant authority for a month or longer.
Corporate tenancies	Any tenancy where (to M's knowledge)— (a) the landlord is the relevant authority; and (b) the tenant is a body in which the relevant person has a beneficial interest.
Securities	Any beneficial interest in securities of a body where— (a) that body (to M's knowledge) has a place of business or land in the area of the relevant authority; and (b) either— (i) the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body; or (ii) if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which the relevant person has a beneficial interest exceeds one hundredth of the total issued share capital of that class.

For this purpose:

"the Act" means the Localism Act 2011;

"body in which the relevant person has a beneficial interest" means a firm in which the relevant person is a partner or a body corporate of which the relevant person is a director, or in the securities of which the relevant person has a beneficial interest;

"director" includes a member of the committee of management of an industrial and provident society;

"land" excludes an easement, servitude, interest or right in or over land which does not carry with it a right for the relevant person (alone or jointly with another) to occupy the land or to receive income;

"M" means a member of a relevant authority;

"member" includes a co-opted member;

"relevant authority" means the authority of which M is a member;

"relevant period" means the period of 12 months ending with the day on which M gives a notification for the purposes of section 30(1) or 31(7), as the case may be, of the Act;

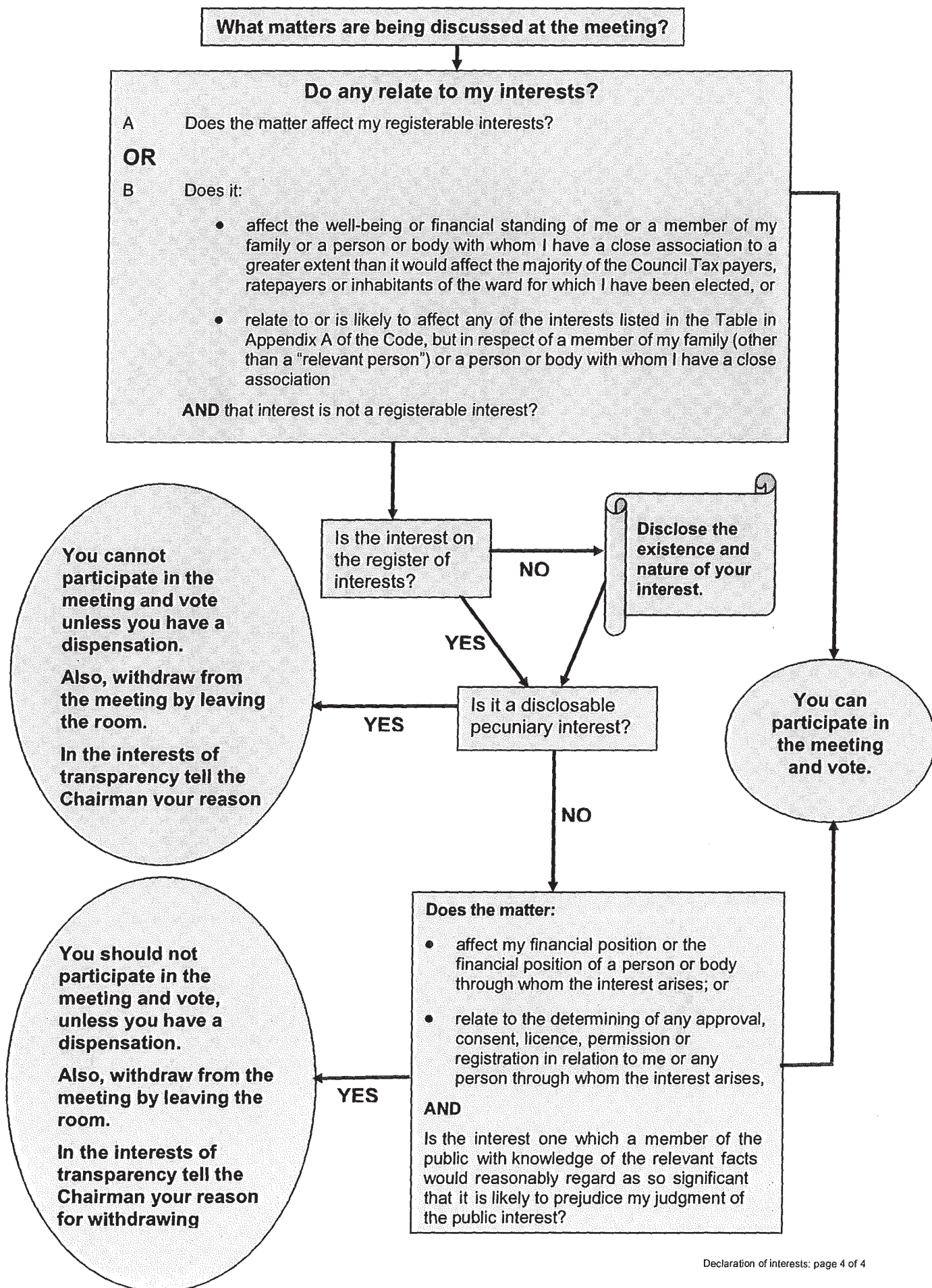
"relevant person" means M or M's spouse or civil partner, a person with whom M is living as husband and wife, or a person with whom M is living as if they were civil partners;

"securities" means shares, debentures, debenture stock, loan stock, bonds, units of a collective investment scheme within the meaning of the Financial Services and Markets Act 2000 and other securities of any description, other than money deposited with a building society.

³ An *other interest* that satisfies the tests in paragraphs 6.4.1 to 6.4.3 shall also be known as a prejudicial interest for the purpose of declarations of interest at a meeting.

⁴ These rules are to the effect that if the matter is one on which an ordinary member of the public would be allowed to address the meeting you are provided with the same opportunity. If an ordinary member of the public is not allowed to speak on the matter, you cannot do so.

DECLARING INTERESTS FLOWCHART – QUESTIONS TO ASK YOURSELF



Agenda item **3**

**Borough Council of Wellingborough
Planning Committee
Tuesday 22 December 2015 at 7.00 pm
Council Chamber, Swanspool House**

INDEX

Application	Location	Page No.
WP/15/00481/OUT	Land off Irthlingborough Road Wellingborough and within parish of Finedon Wellingborough Northamptonshire	1
WP/15/00605/VAR	Land between Finedon Road & The Railway, Neilson's Sidings and land north of Finedon Road (Bovis) Finedon Road Wellingborough Northamptonshire	32

BOROUGH COUNCIL OF WELLINGBOROUGH

Planning Committee

22 December 2015

Report of the Head of Planning and Local Development

Case Officer Erica Buchanan

WP/15/00481/OUT

Date received	Date valid	Overall Expiry	Ward	Parish
27 July 2015	27 July 2015	26 October 2015	Finedon	Finedon

Applicant C/o Paul Boatman - Projects Director

Agent Mr Mark Rose

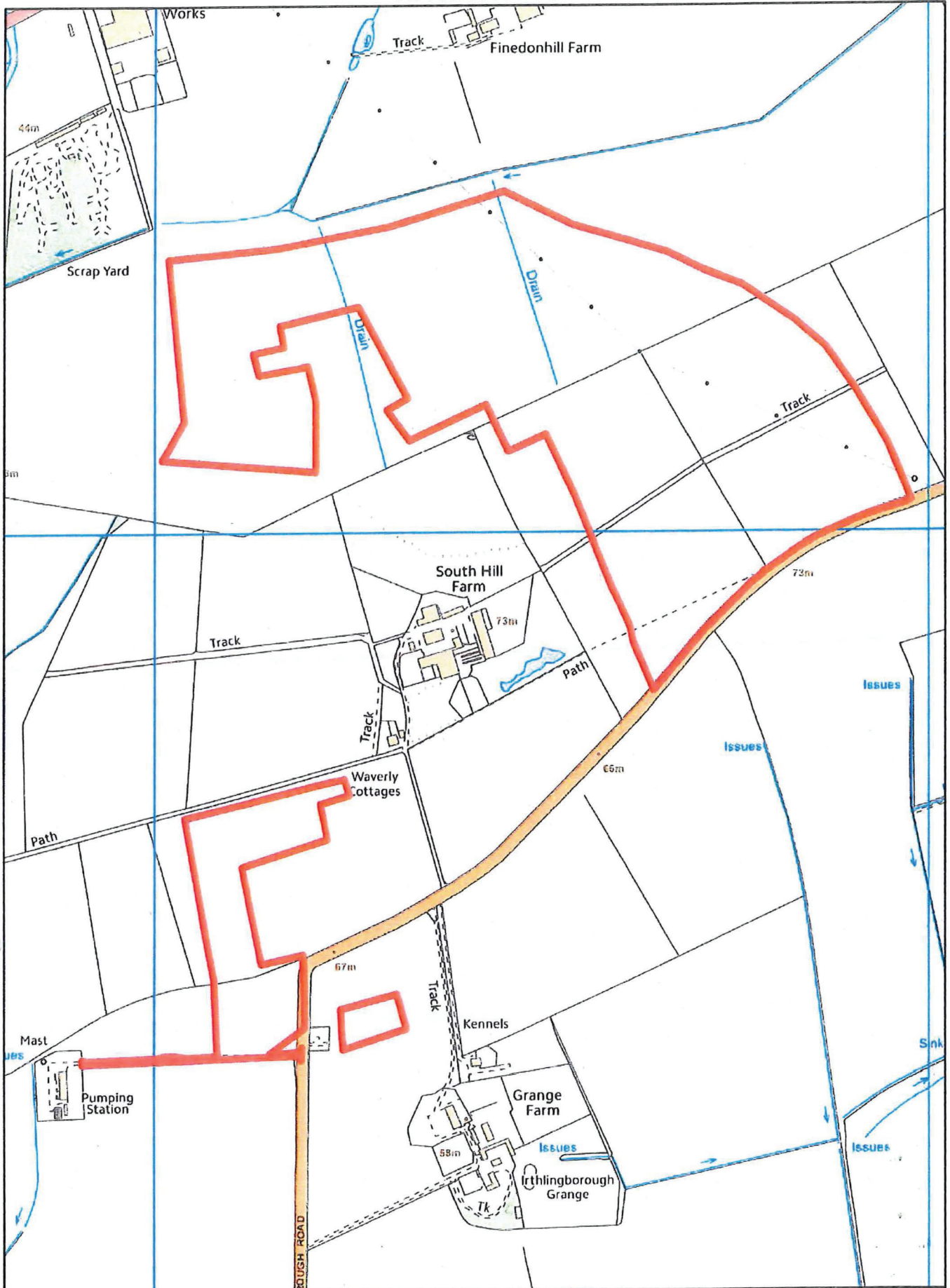
Location Land off Irthlingborough Road Wellingborough and within parish of Finedon Wellingborough Northamptonshire

Proposal Outline application with all matters reserved for the development of 550 dwellings (Use Class C3) in addition to 231 committed dwellings under planning permission ref: WP/2004/0600/O, extension of committed primary school to 3 Form Entry, relocation of committed burial ground, plus formal and informal public open space including sports and children's play areas and associated infrastructure including highways, landscaping and sustainable urban drainage system

PLANNING HISTORY

WP/14/00475/REM	Approved with conditions	17.09.2014
	Amendment of part of the approved route 2 for the scheme and landscaping to that part	
WP/14/00717/CND	Application withdrawn/undetermined	03.03.2015
	Details submitted pursuant to conditions 40 and 41 (archaeology) of planning permission ref: WP/2004/0600 - superseded by discharge of condition application ref: WP/15/00133/CND received 03.03.2015	
WP/15/00133/CND	Part discharged	24.04.2015
	Details submitted pursuant to condition 40 (archaeology) for the first sub-phase of planning permission ref: WP/2004/0600/O	
WP/15/00135/CND	Fully discharged	02.06.2015
	Details submitted pursuant to condition 23 (Environmental - land and soils (part)) of first sub-phase of development of planning permission ref: WP/2004/0600/O	
WP/15/00190/CND	Determination pending.	
	Details submitted pursuant to condition 55 (utilities strategy) of planning permission ref: WP/2004/0600	

WP/15/00481/OUT



Borough Council of
Wellingborough



Scale:
1:6,100


Built Environment

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Ordnance Survey 100018894.

Cities Revealed
Aerial Photography copyright:
GeoMapping PLC 1999

Legend

 WP/15/00481/OUT - Land off Irthlingborough Road Wellingborough
and within parish of Finedon Wellingborough

000225

WP/15/00191/CND	Fully discharged Details submitted pursuant to conditions 32 (mitigation scheme re badgers) and 34 (detailed method statement re trees/bat roosts) of planning permission ref: WP/2004/0600	25.08.2015
WP/15/00197/CND	Part discharged Details submitted pursuant to condition 42 (part) (noise mitigation proposals) and 45 (noise from kennels) of planning permission ref: WP/2004/0600	02.07.2015
WP/15/00481/OUT	Determination pending. Outline application with all matters reserved for the development of 550 dwellings (Use Class C3) in addition to 231 committed dwellings under planning permission ref: WP/2004/0600/O, extension of committed primary school to 3 Form Entry, relocation of committed burial ground, plus formal and informal public open space including sports and children's play areas and associated infrastructure including highways, landscaping and sustainable urban drainage system	
WP/15/00510/REM	Approved with conditions Reserved matters application pursuant to outline planning permission ref: WP/2004/0600 to determine appearance, landscaping, layout and scale for the erection of 230 dwellings for residential use along with all roads, sewers, garages, open space, landscaping and all ancillary works	07.10.2015
WP/15/00605/VAR	Determination pending. Section 73 application for the variation/removal of conditions 5 (reserved matters link to masterplan), 7 (development in accordance with stated plans), 8 (development in accordance with ES), 9 (max development parameters), 10 (phasing), 15 (highways works & phasing), 16 (travel plan phasing), 25, 26, 28, 31, 32 and 34 (ecology mitigation), 27 (compensation areas), 35 (structure landscape strategy), 38 (landscape mitigation), 42 and 44 (noise mitigation), 45 (kennels) and 49 (construction management plan) of planning permission ref: WP/2004/0600 - Mixed use development including 87ha of residential development; B1, B2 and B8 development, new public transport links (buses), new and enhanced walking and cycling routes and facilities, Country Park, Neighbourhood Centre, 2 Secondary local centres, construction of access roads, bridges and highway structures, footways, footpaths, bridleways; and associated works and facilities.	

WP/15/00680/CND	Determination pending. Details submitted pursuant to conditions 14 (public footpath routes), 18 (flood water phasing plan, 19 (flood mitigation works) and 24 (soil reuse strategy) of planning permission ref: WP/2004/0600/OUT	
WP/2008/0420	Application withdrawn/undetermined Variation of conditions 9, 35, 43 and 44, deletion of condition 45 of planning permission WP/2004/0600/O for the mixed use development including 87 ha of residential development; B1, B2 and B8 development, new public transport links (buses), new and enhanced walking and cycling routes and facilities, country park, neighbourhood centre, 2 secondary local centres, construction of access roads, bridges and highway structures, footways, footpaths, bridleways; and associated works and facilities	28.01.2009
WU/1951/0019	Deemed approved Proposed high and low voltage electric lines to supply Irthlingborough Grange, South View Farm, Broadholme, Stone Cross and cottages	26.08.1951
WP/2004/0600	Approved subject to S106 Legal Agreement Mixed use development including 87ha of residential development; B1, B2 and B8 development, new public transport links (buses), new and enhanced walking and cycling routes and facilities, Country Park, Neighbourhood Centre, 2 Secondary local centres, construction of access roads, bridges and highway structures, footways, footpaths, bridleways; and associated works and facilities.	28.01.2008
BW/1988/0666	Approved with conditions Construction of single carriageway eastern relief road	30.01.1989
BW/1979/0341	Refused Construction and installation of roads and sewers to service proposed industrial development	31.07.1979
WP/2004/0730	Approved with conditions Construction of a new single carriageway road from the eastern end of Midland Road (B572) across the railway and River Isle. The road will eventually serve as a primary access route to the proposed mixed use development east of Wellingborough.	07.12.2005

Reason(s) for Committee consideration:

This is a major development exceeding the threshold of delegated authority in the constitution

THE SITE AND SURROUNDINGS

The application site lies in open countryside within the Stanton Cross committed development site that encompasses approximately 339ha of green and brownfield land to the east of Wellingborough. The application site comprises approximately 31.39ha of arable farmland and improved grassland to the north and east of South Hill Farm.

The outline planning application site is made up of sections of seven fields within a tract of farmland to the north and east of South Hill Farm. Most field compartments are in arable use, except one that is improved grassland.

Field boundaries are native hedgerows, typically managed at a height of 1-2 metres and dominated by elm, elder and hawthorn. A small number of trees within the hedgerows include ash and oak. Small ditches run alongside two of the hedgerows and a double hedge forms the boundary between two of the fields.

BACKGROUND AND THE APPLICATION PROPOSAL

The site forms the main part of a Strategic Development Area (SDA) allocated in The Borough Council of Wellingborough Local Plan also specifically referred to in the adopted North Northamptonshire Joint Core Strategy designated as Wellingborough East (WEAST).

Planning consent for the WEAST development was granted in January 2008 for mixed use development including 87ha of residential development: B1, B2, and B8 development, new public transport links (buses), new enhanced walking and cycling facilities, country park, neighbourhood centre, 2 secondary local centres, construction of access roads, bridges and highway structures, footways, footpaths, bridleways and associated works and facilities (WP/2004/0600). (The committed scheme).

The outline planning application site comprises 3 parcels of land, totalling 31.39ha of agricultural land that is entirely located within the committed Stanton Cross development site and is located towards the eastern periphery of the committed development site, close to the proposed link road between Finedon Road and Irthlingborough Road.

The current application seeks outline consent for the development of an additional 550 dwellings on land that in the 2008 Masterplan had previously been:

- identified for mixed use development (residential and business (B1) use) around the neighbourhood centre and Ise local centre (3.77ha including 0.75ha of B1 use, and 2ha including 0.4ha of B1 use respectively);
- identified for employment development (B1) north of the Ise local centre (3ha);
- reserved for future residential development and retained in existing use to the east of the Ise local centre (3.48ha and 1.43ha); and
- reserved for the development of a secondary school (10.24ha including 4ha of sports pitches).

The application site also includes the proposed burial ground, northern allotments and a LEAP located on the ridgeline, and the primary school site, a NEAP and recreation area adjacent to the Ise local centre in the committed development scheme.

The proposal includes the following elements:

- Residential development of up to an additional 550 dwellings on approximately 15.58ha at a density of approximately 35dph (giving a total of 781 dwellings with the 231 dwellings already committed in the former mixed use areas);
- Primary school (3 form entry on 2.4ha);
- Non-pitch sports (0.2ha);
- Sports pitches (4ha);
- NEAP (0.56ha) & LEAP (0.36ha);
- Allotments (1.53ha); and
- Burial ground (0.5ha).

Associated infrastructure (e.g. roads and utilities), informal green space and landscaping will be provided within the development areas and the residual application area.

The primary school site has been relocated and extended from a 2 form entry to a 3 form entry school, to support the additional proposed residential dwellings, and now extends into the green corridor to the north. The public open space has been reconfigured accordingly.

The burial ground, allotments and LEAP are all re-provided together with the sports pitches in the eastern part of the application area, adjacent to the proposed link road between Finedon Road and Irthlingborough Road.

A new site for the development of a secondary school will now be reserved to the east of that link road (however, as before the secondary school does not form part of the planning application).

Masterplan 2015 and S73 Application

The proposed application has been submitted to ensure the scheme's viability and facilitate the full development of Stanton Cross at the earliest opportunity. This has resulted in a number of changes proposed to the permitted scheme as set out in the approved 2008 Stanton Cross masterplan.

These changes are summarised in the 2015 Stanton Cross masterplan that underpins both this application and the interlinked Section 73 planning application which seeks to amend some of the conditions attached to the existing outline planning permission (WP/2004/0600): refer to separate report.

The 2015 masterplan includes the development of this current proposal for the additional 550 dwellings, and notably the deferment of the provision of the northern access road (Route 6) and eastern access road (Route 7).

The 2015 masterplan is a further evolution of the 2008 masterplan based on the same development concept and core principles, and will still provide a comprehensive and viable development and landscape framework to guide the future development of the site as a whole.

The 2008 masterplan emphasises the existing radial structure of the town, and that remains the case in the 2015 masterplan. It proposes to utilise the existing and

proposed transport routes and to enhance the existing landscape structure in such a manner that the development appears to be a natural and, therefore, fully integrated mixed-use extension to the town. The additional 550 dwellings proposed in this planning application will, therefore, be a fully integrated extension to the committed scheme

The 2015 masterplan continues to provide a comprehensive and viable land use, transport and landscape framework for the sustainable development of Stanton Cross.

NATIONAL GUIDANCE, DEVELOPMENT PLAN POLICY AND SUPPLEMENTARY PLANNING DOCUMENTS/GUIDANCE

National Planning Policy Framework (NPPF)

Planning Practice Guidance

Technical Guidance to the National Planning Policy Framework

North Northamptonshire Core Spatial Strategy (NNCSS)

Policies:

- 1 (Strengthening the Network of Settlements)
- 2 (Connecting North Northamptonshire with Surrounding Areas)
- 3 (Connecting the Urban Core)
- 4 (Enhancing Local Connections)
- 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)
- 13 (General Sustainable Development Principles)
- 14 (Energy Efficiency and Sustainable Construction)
- 15 (Sustainable Housing Provision)
- 16 (Sustainable Urban Extension)

Wellingborough Local Plan (LP)

Policies:

- G2 (Flood Protection)
- G25 (Implementation and Monitoring)
- U14 (Wellingborough EAST - General Provisions)
- U17 (Wellingborough EAST- Land Between Finedon Road and the Railway)

Minerals and Waste Local plan (MWLP)

Policies

- 30 (Sustainable design and use of resources)
- 31 (Co-location of waste management facilities with new Development)
- 32 (Mineral safeguarding area)

Pre-Submission Plan - North Northamptonshire Joint Core Strategy (JCS)

Policies:

- 1 (Presumption in favour of Sustainable Development)
- 2 (Historic Environment)

- 3 (Landscape Character)
- 4 (Biodiversity and Geodiversity)
- 5 (Water Environment, Resources and Flood Risk Management)
- 6 (Development on Brownfield Land and Land Affected by Contamination)
- 7 (Community Services and Facilities)
- 8 (North Northamptonshire Place Shaping Principles)
- 9 (Sustainable Buildings and Allowable Solutions)
- 10 (Provision of Infrastructure)
- 11 Network of Urban and Rural Areas
- 15 (Well Connected Towns, Villages and Neighbourhoods)
- 16 (Connecting the Network of Settlements)
- 17 (North Northamptonshire's Strategic Connections)
- 19 The Delivery of Green Infrastructure Special policy areas
- 20 (Nene and Ise Valleys)
- 22 (Delivering Economic Prosperity)
- 23 (Distribution of New Jobs)
- 24 (Logistics)
- 26 (Renewable Energy)
- 28 (Housing Requirements and Strategic Opportunities)
- 29 (Distribution of New Homes)
- 30 (Housing Mix and Tenure)

Supplementary Planning Documents/Guidance:

Northamptonshire Minerals and Waste Development Framework; Development and Implementation Principles,
 Upper Nene Valley Gravel Pits Special Protection Area
 Sustainable Design
 Biodiversity SPD
 Planning Out Crime
 Parking

WEAST Development Framework
 WEAST Neighbourhood Centre Brief 2004
 WEAST Neighbourhood Centre Urban Design Code
 WEAST Station Island

Planning Update 25 March 2015 (Written Statement to Parliament)

SUMMARY OF REPLIES TO CONSULTATIONS/REPRESENTATIONS RECEIVED

1. Redundant Pipelines - the Redundant Pipelines - Land Powers Defence Act 1958, may be affected by your proposals and any development and most intrusive activities within a redundant pipeline would require specific consent for a wayleave from the Secretary of State for Defence. Wayleaves are generally 6 metres wide and bestride the pipeline 3 metres on either side and can incorporate other associated redundant pipelines facilities. Any work or activity should not commence without first contacting the Redundant Pipelines Operator for advice and, if required Section 16 Consent.

2. Anglian Water - drainage strategy needed surface water/FRA is unacceptable - suggest condition requiring drainage strategy (foul and surface water).

3. **Northants Police** - updated Master Plan 2015 lack of information to crime prevention through environmental design Informative/conditions to be included.
4. **Environment Agency** - no objection subject to conditions.
5. **BCW Housing** - affordable housing should be in accordance with Strategic Housing Market Assessment with 100% Lifetime Homes and 5% Wheelchair accessible.
6. **Highways England** - initial response suggested that the application should be considered with S73 application. No objection following that assessment.
7. **Natural England** - no objection.
8. **Historic England** - no objections recommend the authority is guided by County Archaeological Advisor.
9. **NCC Archaeology** - no objection subject to condition.
10. **NCC Principal Projects Officer** - suggested landscape proposals.
11. **Network Rail** - no observations.
12. **NCC SUDs** - NCC SUDs initial objection as FRA not in accordance with NPPF technical guidance - objection removed following submission of additional information - approve subject to conditions.
13. **NCC Minerals** - part of the identified site (to the north) is located within a sand and gravel Minerals Safeguarding Area (MSA). Therefore prior to any development taking place, the applicant should demonstrate how it meets Policy 32 of the Northamptonshire Minerals and Waste Local Plan (MWLP) (adopted October 2014).

The applicant should demonstrate that significant sterilisation of proven mineral resources will not occur as a result of the development. If this cannot be demonstrated, prior extraction will be sought where practicable.

14. **NCC Waste** - prior to any development taking place, the applicant should demonstrate how it meets Policies 30 and 31 of the Northamptonshire Minerals and Waste Local Plan (MWLP) (adopted October 2014) which seeks to utilise the efficient use of resources in both the construction phase and its operation and encourages the integration of waste management facilities in areas of significant new development.

No objection subject to conditions relating to waste management.

15. **Stagecoach** - no objection subject to revised public transport strategy.

16. **JPU** - the general principle of infilling the reserve areas, and of more housing is acceptable, and indeed was always envisaged. However, there are concerns about how the additional housing is bolted on to the existing masterplan, as it will make the blocks of housing very large without the relief of additional green routes, ped/cycle connections.

Ensure that the conditions on the approval allow for both a design code to cover the new areas and for further work on both the route structure and the green infrastructure to ensure that the opportunities to ensure the strategic function for both movement and landscape are not lost.

17. North Northants Badgers Group - raises concern for implication of Sett 5 and register a holding objection until the impact on sett 5 or any sett to the east of the proposed Finedon Road/Irthlingborough Road link road is assessed and any mitigation identified and agreed.

18. East Northants - no objection- emphasis on traffic calming measures along Wellingborough Road.

19. Finedon Parish Council - the Parish Council has objected due to over development and intrusion of the countryside and coalescence it will cause to Finedon.

S106 Requests

20. NCC Key services - request S106 monies towards education, fire and rescue and libraries in accordance with the adopted Planning Obligations Framework and Guidance Document 2015, which follows the tests of paragraph 204 of the National Planning Policy Framework, and is therefore relevant to this planning application.

21. BCW housing - should the development be considered acceptable the affordable housing units should reflect the mix in the SHMA (2015) and the requirements of the Council's Housing Register with 100% to meet Lifetime Homes standards and 5% to be fully wheelchair accessible.

The mix based on 20% affordable housing ie: 110 units should be as follows:-

- 85 social or affordable rent - 50 x 1 bed, 20 x 2 bed, 13 x 3 bed, 2 x 4 bed
- 25 shared ownership - 2 or 3 bed houses

The affordable housing should be located in clusters comprising between 12 and 18 units and the S106 should include a copy of the Council's Allocation Policy and the standard Nomination Agreement.

22. Sport England - no objection subject to contribution for sports facilities.

ASSESSMENT AND REASONED JUSTIFICATION

The proposal raises the following main issues:

- Conformity with the development plan and material considerations;
- Environmental Impact Assessment;
- Effect on the character and appearance of the surrounding area;
- Employment;
- Housing;
- Flood Risk;
- Effect on landscape visual amenity;
- Public Open space;
- Effect on heritage assets;
- Effect on ecology and wildlife;
- Effect/impact on highway;

- Noise;
- Air quality;
- Sufficiency of the planning obligations to secure community benefits and mitigate existing infrastructure.

Conformity with the Development Plan and Material Considerations

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that *"If regard is to be had to the development plan for the purposes of any determination to be made under the Planning Acts, the determination must be made in accordance with the development plan unless material considerations indicate otherwise"*.

The NPPF sets out the government's planning policy for England and is a material consideration. Paragraph 14 states that a presumption in favour of sustainable development should be seen as a golden thread running through both plan making and decision-taking.

Paragraph 17 stresses the primary emphasis of the NPPF is that local plans and decisions on planning applications should reflect the 'presumption in favour of sustainable development'.

A key aim of the NPPF is to boost significantly the supply of housing and at Section 6 "Delivering a wide choice of high quality homes" sets out the government's expectations of local planning authorities on delivering the supply of housing and Paragraph 49 requires that housing applications are considered in the context of the presumption in favour of sustainable development.

Policy U14 and U17 of the local plan are specific for the development at Stanton Cross (referred to as Wellingborough East in the local plan). Policy 14 of the local plan requires development in the SUE to be in accordance with the adopted SPG for the area. It also sets out key principles based on: safe and convenient access links between all parts of the area; reduced dependency on the private car; prevention of flood risk; protection of the character of the countryside and wildlife habitats by retaining important trees and hedges; and ensuring a regulated programme of development.

The application site sits entirely within the Wellingborough East SDA identified on the BWLP Proposals Map and specifically within the Policy U17: Land between Finedon Road and the Railway area, which forms the core of Wellingborough East where a mixed-use development of residential, employment, leisure, community facilities and a high level of infrastructure provision is supported by the adopted policy. The application site also sits entirely within the boundary of the committed Stanton Cross development site that was granted planning permission in 2008. The principle of development on the site has, therefore, already been firmly established.

The additional residential development would accord with wider spatial and sustainability objectives of the extant and emerging Development Plan for the area, notably Joint Core Strategy Policy 29 that seeks to direct strategic housing development to Wellingborough as one of the key Growth Towns, and help to "significantly boost the supply of housing" in accordance with the NPPF.

The 2015 Masterplan referred to above continues to provide a comprehensive and viable land use, transport and landscape framework for the sustainable development of

Stanton Cross (including the additional development that is proposed), which will deliver a complementary mix of residential, employment, community and leisure development in accordance with the Local Plan site allocation policies and NNCSS Policies 13 and 16, and JCS Policies 7 and 8.

Part of the identified site (to the north) is located within the sand and gravel Minerals Safeguarding Area (MSA). Policy 32 relates specifically to the MSAs ensuring that they are protected from sterilisation by incompatible non-mineral development. The MWLP Proposals Map highlights that the mineral safeguarding area subject to Policy 32 includes the Ise and Nene Valleys.

In terms of this application only a small part of the site to the west of the Neighbourhood Centre and to the north and west of the Ise Local Centre are included in the designated area. Therefore it is considered that significant sterilization would not occur and it is apparent that given the small size of the areas it would clearly not be practicable to undertake any extraction.

Furthermore, as highlighted below there is an overriding need for this development to occur. Indeed, these areas are already committed for development without any limitation in this regard under the existing planning permission, and this "fall back" position is an important material consideration. The proposed development, therefore, accords with MWLP Policy 32

Environmental Impact Assessment

A Screening Opinion has been carried out for this planning application. The local planning authority has adopted the screening opinion that as the development site is within a committed development scheme and that the original outline application for Stanton Cross in 2004 was accompanied by an Environmental Statement (ES) setting out the findings of a comprehensive EIA of the committed development scheme (including the application site). It is considered that the potential impact on natural resources and the environment from the proposal would not be to a level, sufficient to undertake a full Environmental Impact Assessment and therefore it is considered that this development is not an EIA development. However, the application was accompanied by a full suite of technical and environmental assessments that addressed the matters considered below. The application proposals were also considered within the 2015 Environmental Statement Supplement submitted with the Section 73 application (see separate report).

Effect on the Character and Appearance of the Surrounding Area

The Design and Access Statement (DAS) that accompanies the outline planning application sets out an ambition to deliver a high quality development as advocated by the NPPF and the Core Strategy and Local Plan policies set out above. The development proposals as set out in the DAS have evolved through an iterative masterplanning exercise that has taken into account the requirements of the various technical and environmental assessments, as well as best urban and landscape design practice. The proposals have also responded to direct consultation feedback from BCW, NCC and other consultees. The Masterplan as explained in the DAS, therefore, continues to provide a comprehensive and viable land use, transport and landscape framework for the sustainable development of the wider scheme to deliver a complementary mix of residential, employment, community and leisure development in a manner that the development appears to be a natural and, therefore, fully integrated

extension to town.

Consequently, the application proposals will deliver a high quality housing development that respects its relationship with Wellingborough and sensitive environmental and cultural features, and uses the site in an effective and efficient manner to create a high quality distinctive development with a clear sense of place.

The outline planning application proposals are principally located within the Ise Valley and the Ridge character areas defined in the Masterplan Report approved within the 2008 planning permission, but some of the reallocation of the mixed use development also takes place in the Neighbourhood Centre character area (which has already been the subject of a detailed Design Code).

The appearance of the housing is a reserved matter, but the DAS highlights how the additional residential development areas fit into the overarching framework for the wider Stanton Cross scheme, and the key characteristics of these areas reflect the approach approved for the committed scheme.

The JPU have highlighted some concerns in relation to the Masterplan. However, the applicants have already added the additional walking/cycling route to the Country Park that they are seeking. That is reflected in the 2015 Masterplan and DAS. Moreover, the connections between the development parcels are identified in Figures 15 and 26 in the DAS. It is also important to note that this is an outline application and these matters can be further addressed at the detailed design stage. The JPU have proposed that is secured through a condition requiring a Design Code, and the applicants have agreed to that given that there is already a similar required in the existing outline planning permission.

As such the development proposals accord with the policies identified above, notably NNCS Policy 13 and JCS Policy 8.

Employment

The committed Stanton Cross scheme was prepared in response to historic employment land allocation requirements in the local plan that did not reflect identified employment sector needs or job growth requirements. This has resulted in a potential significant over provision of employment land in the borough compared to current identified needs, notably in B1 office and B8 warehouse and distribution development. As such the proposal is to reallocate the areas identified for B1 use in the committed scheme for the provision of additional residential development, in order to ensure the viability of the overall development.

The proposed development, therefore, results in a reallocation of a total of 4.15ha committed employment (B1 business and light industrial use) land from the 2008 masterplan, which includes 3ha to the north of the Ise Valley local centre and 0.4ha in the mixed use area adjacent to it, and 0.75ha in the mixed use area close to the neighbourhood centre. This results in a reduction in the committed employment floorspace of 21,924m².

The proposed employment sites within the 2015 masterplan still provide a variety of employment development opportunities to meet the identified development requirements and respond to market demand in the area. A balanced mix of office and

light industry (B1), general industry (B2) and warehouse and distribution (B8) will be delivered. All of the sites have good links to the primary road network and are accessible by modes other than the car, and are well related to the proposed residential areas to ensure labour supply accessibility. They are also of sufficient scale to ensure that the critical mass of the development required to make the development viable and sustainable, is delivered.

The revised scheme as a whole would still deliver 7,000 jobs. JCS Policy 23 seeks to set a minimum net job growth target of 6,100 jobs for the borough in the period 2011-31 and it is anticipated that only 65% (circa. 4,000) of those are to come from B class employment development. The changes in the employment areas embodied in the 2015 Masterplan would also result in an improved juxtaposition between the proposed residential and employment development around the Ise Valley Local Centre.

The application seeks to change the use of parts of the scheme previously identified in the 2008 masterplan as "mixed use" to residential. The change results in the reduction of total employment land from 51, 36 ha to 40.86 ha, comprising 6.25ha of B8 (distribution and warehousing) and 4.25 ha of B1 (Offices). The overall supply of B1/2 uses will remain unchanged at 12.81 ha.

NNCSS Policy 8 (Delivering Economic Prosperity) seeks to maintain a broad balance of homes and jobs and to create a more diverse economic base. NNCSS policy 11 (Distribution of Jobs) confirms the quantity and quality of existing employment sites and allocations will be reviewed against identified job creation targets. A total of 12,400 jobs are required in Wellingborough (including 1,120 in general industry, 1,870 in distribution and 3,260 in offices). Policy 11 (Distribution of jobs) of the Core Spatial Strategy (CSS) seeks to safeguard existing employment sites, allowing for alternative uses if it can be demonstrated that there won't be an adverse impact on the overall supply and quality of employment land in the borough, and/or that the proposal would resolve existing land use conflicts. Policy 23 (Distribution of new jobs) of the emerging Joint Core Strategy (JCS) supports the delivery of the scale and mix of development identified in the masterplans of the Sustainable Urban Extensions (SUEs). This policy can now be afforded material weight in terms of paragraph 216 of the National Planning Policy Framework (NPPF) because the plan is now at an advanced stage (examination) and there are no unresolved objections in respect of this policy.

The council has undertaken an Employment Land Review (ELR) to assess the suitability and sufficiency of employment land to meet the future need for employment land in the borough for the period 2011-2031. The ELR demonstrates that the council has more than double the amount of committed employment land than is required. It identifies a significant surplus of committed employment land in the region of 70 hectares.

The loss of committed employment land (approximately 10 hectares) is unlikely to have an adverse impact on either the overall supply/quality of employment land in the borough due to the recent evidence of the ELR or the proposed mix of employment uses in the overall scheme. As such, the proposal is acceptable in terms of the NNCSS policy 16 and policy 22 criterion (c) of the JCS.

The additional residential development would accord with wider spatial and sustainability objectives of the extant and emerging development plan for the area, and

whilst there would be a consequent loss of some committed employment development, the Stanton Cross scheme would still provide more B class employment jobs than the requirement identified in the review of the Core Strategy.

Housing

This site is identified as a Sustainable Urban Extension (SUE) in the Core Spatial Strategy (CSS) and as such is one of the key sites necessary to deliver the overall spatial strategy for North Northamptonshire. The NPPF aims to significantly boost housing supply. The provision of additional housing on the site is therefore supported. .

Policy 16 of the CSS sets out a requirement for all the SUEs to be master planned to ensure that they function as sustainable neighbourhoods which integrate physically and socially into the existing towns. Policies U14 and U17 of the local plan set key principles for the site which are supplemented by the SPGs.

The housing mix should be designed to provide a broad balance and range of housing types, sizes and tenures to meet local needs, consistent with the requirements of CSS Policies 15 and 16 and the NPPF. Policy 30 of the JCS sets out the most up-to-date position in regard to the SHMA. There is a target of 30% affordable housing subject to viability, the mix and tenure to be agreed. There is a need to meet the specialised housing requirements of older households and provision of designated, sheltered or extra care accommodation is encouraged as well as options such as bungalows.

The committed Stanton Cross scheme makes up a very substantial part of the overall identified housing land supply (approx. 54%) in the Borough, and is therefore, critical to meeting the overall housing need / requirements identified for the Borough and the town in the period to 2031 in the JCS (7,000 and 5,750 dwellings respectively, 2,500 of those in the period to 2021). It also forms an important part of the Borough's 5 year land supply in accordance with the NPPF, NNCSS Policies 7 and 10, and JCS Policies 28 and 29.

This outline planning application seeks permission for the development of an additional 550 dwellings on unused and committed employment land in within the Stanton Cross development scheme to ensure the viability of the wider Stanton Cross committed development and expedite its delivery. Once the already committed residential development in the former mixed use areas (231 dwellings) is taken into account, the outline application site will provide a total of 781 dwellings. Therefore, in terms of the overall Stanton Cross development the total number of dwellings provided will be 3,750.

It is considered that by ensuring the viability of Stanton Cross and facilitating its prompt delivery, the additional residential development will help to ensure that the overall housing needs are met within the plan period. The additional residential development will make a valuable contribution to meeting identified housing needs in the town and to boost the supply of housing in accordance with the NPPF.

This approach accords with part 1(c) of JCS Policy 11, which refers to the potential provision of growth over and above that provided for in Policy 28. Paragraph 5.10 refers to future growth being accommodated in the expansion of the SUEs stating that "subject to detailed assessment, the expansion of the principal SUEs is likely to make best use of infrastructure investment and support the viability of these developments". This approach is also advocated by the NNCSS which refers (at paras

1.21, 3.66 and 3.67) to the potential to deliver a greater scale of development than that already committed in the Wellingborough East SUE, and furthermore, that priority would be given "to expanding existing Sustainable Urban Extensions at the broad locations identified by this strategy" beyond the NNCSS's plan period.

LP Policy H8 establishes a requirement to provide affordable housing in housing developments. Affordable Housing SPG (July 2004) expands on policy H8 and highlights a target of 27% affordable housing, and a particular need for social rented and shared ownership housing. More recently NNCSS Policy 15 (Sustainable Housing Provision) seeks a balanced mix of housing types and tenures in future housing provision in the area, including 30% affordable housing provision and 100% lifetime home provision.

JCS Policy 30 (Housing Mix and Tenure) seeks provision of a mix of dwelling sizes and tenures to cater for current and forecast accommodation needs. The policy requires house types to reflect the need to accommodate smaller households and meet the National Accessibility Standards. It states affordable housing provision in Wellingborough will remain at 30% and will be provided on site unless the developer can demonstrate exceptional circumstances. It also seeks the provision of housing for the elderly within the strategic urban extensions.

The application proposals will be able to provide a full range of housing sizes, types and tenures to ensure the development of a balanced and sustainable community in accordance with NNCSS Policies 15 and 16 and JCS Policy 30. That will include "invisible" affordable housing provided in small clusters but integrated throughout the wider site.

It is expected that the Stanton Cross scheme as a whole (including the additional 550 dwellings which are the subject of this application) will deliver up to 20% of the total housing provision as affordable housing. However, the precise amount will depend on the viability of each phase of development, and will therefore, take into account other infrastructure provision being provided at that point. That will mean that the scale of provision is lower in the initial phases and higher in the later phases of development.

The provision of affordable housing will be secured through a single Section 106 Agreement that relates to both this application and the Section 73 application for the wider scheme. The Section 106 Agreement will set the overall target and the mechanism for an on-going review as the individual phases come forward.

Flood Risk

The Flood Risk Assessment submitted with the application (FRA) confirms that the majority of the development is within Flood Zone 1 with a small area within Flood Zone 2. It states that following the river restoration works (river re-alignment proposed within the previous outline application for the overall WEAST development), the whole development will be in Flood Zone 1.

This is reliant on the phasing plan which requires the River Ise realignment work to be undertaken first so that the development is out of the floodplain.

The realignment works are currently being implemented as part of the commencement of the committed scheme.

The Environment agency has not objected in principle to the proposed scheme and have requested additional information to ensure that the proposed development can go ahead without posing an unacceptable flood risk to the surrounding area, the proposed development and future users.

In addition an adequate scheme would need to be submitted demonstrating that there is (or will be prior to occupation) sufficient infrastructure capacity existing for the connection, conveyance, treatment and disposal of quantity and quality of water within proposed phasing of the development. A review may be required depicting how the infrastructure operates within environmental limits and in light of forecast demand for these facilities.

Anglian Waters 'Suggested Informative Statements and Conditions Report' dated 14 August 2015 states that Broadholme Water Recycling Centre will have available capacity for the flows from this development, and that this development will lead to an unacceptable risk of flooding downstream.

In accordance with Section 91 of the 1990 Act (amended by Section 51 of the 2004 Act) taking into account the size and nature of the development and the long lead in times for provision of necessary water infrastructure, the Environment agency have suggested that the reserved matters applications and the development are phased in line with the provision of infrastructure. The proposed programme of works and phasing plan should therefore be linked to the provision of infrastructure.

The FRA submitted with the application has stated that as an alternative due to the size and location of the development it may be possible to implement a package treatment works on-site to deal with all of the foul flows generated thereby reducing the need for large scale off-site upgrading. The EA have objected to the use of non-mains drainage as a permanent alternative to mains. However, do accept the use of non-mains foul drainage as an interim solution ahead of the necessary upgrades.

Anglian Waters response provides sufficient confidence for the provision of long term wastewater infrastructure for this application. Anglian Water have not however provided confirmation of the timings for any upgrades. It is therefore not yet possible to effectively align any wastewater infrastructure improvements with the development programme proposed for this development. In the event that adequate permanent additional capacity cannot be achieved at Broadholme WRC to satisfy housing delivery projections, it will be necessary to agree upon an interim wastewater solution.

Conditions are therefore necessary to secure the use of an acceptable temporary non-mains option to wastewater treatment.

Effect on Landscape Visual Amenity

A Landscape and Visual Impact Appraisal of the additional residential development proposals has been submitted with the planning application.

The committed development site is not subject to any specific landscape designation and in general terms is of limited landscape quality and value. There is limited vegetation of note within the site. Trees are predominantly ash and oak and are mainly restricted to hedgerows. Few individually contribute to the wider landscape character.

The implementation of the committed Stanton Cross development will substantially change the landscape character of the local area, and in that context the additional development on the application site will represent only a relatively minor extension.

The visibility of the site is relatively limited in extent due to the surrounding topography and vegetation (including a number of woodland blocks on the higher ground to the north east) and the existing urban form (particularly within Wellingborough and the northern fringes of Rushden). Where the additional development would be visible it would be seen in the context of the already committed Stanton Cross development, or in some cases the existing residential and employment development in and around Wellingborough. It is not considered that the proposal would result in any further detriment on the landscape visual amenity that the approved committed scheme.

The 2015 Masterplan incorporates the landscape proposals and open space structure set out in the approved 2008 Masterplan that sought to define the development, emphasise its integration with the town, and mitigate the wider landscape and visual impact from the surrounding countryside, notably the Nene Valley, and adjacent settlements.

Consequently it is considered that the scheme accords with the policies set out above, and the additional development would not have a materially different impact than the already committed scheme.

Public Open space

The public open space included in the 2008 Masterplan within the application site has been reorganised and re-provided in the 2015 Masterplan to facilitate the proposed residential development and school expansion. The 2015 Stanton Cross masterplan also incorporates an additional pedestrian/cycle route from the 550 dwelling site to the country park. This is proposed to facilitate and encourage use of the country park rather than the Nene Valley.

In overall terms the scale and mix of public open space to be provided in the 2015 Masterplan accords with the committed development scheme (except that the extent of the country park has reduced as the proposed grassland to the west of the River Ise will no longer form part of the park - this is addressed in the linked Section 73 committee report). The future residents of the additional residential development proposed will, therefore, benefit from the substantial public open space and green infrastructure provision that will be delivered through the committed Stanton Cross scheme.

The public open space provision in the committed scheme sought to respond to the relevant standards in place at the time, but actually represented a substantial over-provision across the site relative to the needs of the development's residents. Those standards are out of date and no longer relevant as they do not take account of existing provision in the town and area. A recent audit and assessment of open space, sports and recreation facilities has been carried out which identifies deficiencies and surpluses in provision across the borough. This audit is the most up to date evidence and represents a material consideration in determining planning applications because it provides an up-to-date quality and quantity assessment of open space. It also provides evidence to assist in determining contributions for new housing developments for off-site and on-site provision based on local standards for quantity, quality and accessibility provision. The applicants state that even with the additional development and reduced

size of the country park more than 25 ha of public open space will be provided, and this does not take account of the informal space to be provided on the southern fringe of the development in the Nene Valley. They assert that the overall development will continue to provide sufficient public open space to meet the needs of future residents and will continue to provide a valuable resource for the whole town. The application proposals, therefore, accord with the policies set out above, notably local plan Policies U14 and U17, CSS Policy 13 and JCS Policy 7.

Effect on Heritage Assets: Conservation Area, Setting of Listed Buildings, Archaeology

A desk-based assessment was submitted with this planning application. That confirms that the application site itself does not form part of a conservation area and does not contain any listed buildings or designated heritage assets. Heritage assets within the wider committed development site include the Grade II Listed Railway Station and associated goods shed, and the Scheduled Ancient Monuments of Chester House and Ditchford Bridge (the latter also being Grade II Listed). These, and assets in the wider area identified in the Historic England response, would be unaffected by this specific development proposal.

The application site is divided between three locations; the smaller two, (A and B), lie to the north west of Irthlingborough Grange and Area C is located east and north of South Hill Farm, on the north side of Irthlingborough Road. Much of the development area has been quarried however there is the potential for survival of archaeological remains especially at the northern and southern ends of Area C. Part of Area B is also unquarried. The north eastern part of Area C contains a number of cropmarks interpreted as possible prehistoric activity and worked flints were retrieved in the 1960s. Further to the west is the line of the Roman road from Water Newton to Dungee Corner. Findspots of flints and Romano-British pottery are recorded around the edges of the application area.

The County Archaeologist officer has stated that the proposed application will have a detrimental impact upon any archaeological deposits present, but that does not represent an over-riding constraint on the development provided that adequate provision is made for the investigation and recording of any remains that are affected. Consequently the officer recommends a condition for archaeological work which should comprise evaluation of unquarried areas in the first instance, using geophysical survey followed by trial trenching and appropriate mitigation strategies.

The application proposals, therefore, accord with the policies set out above.

Effect on Ecology and Wildlife

An Ecological Appraisal of the application site that also considers the previous ecological surveys and assessments undertaken in relation to the committed development was submitted with the application. The approach to ecological mitigation identified in that appraisal also takes into account the measures proposed in conjunction with the wider committed scheme.

The nearest site of international importance is the Nene Valley Gravel Pits Special Protection Area (SPA), Ramsar and SSSI located 0.6km south east of the site at its nearest point. The effects of development on this site were assessed in conjunction with the original Environmental Statement, and the preparation and implementation of a

Habitat Management and Access Plan was secured by conditions attached to outline planning permission. In their response to this application Natural England stated that they had no objection to the proposed development. However, as part of the discussions with Natural England in relation to the Section 73 application (see separate report), the applicants have agreed to a condition that will require the implementation of the Habitat Management and Access Plan prior to the occupation of the 500th dwelling.

The Habitats Regulations include a stringent assessment process (Habitats Regulations Assessment (HRA)) which competent authorities must follow when considering plans or projects that could have significant effects on European Sites.

As a competent authority the proposal's impact has been assessed and given that the effects of development will vary from lake to lake the effects of the proposal has therefore been considered in relation to both individual parts of the SPA and the entire SPA it is considered that:-

- the proposal is not necessary for the management of the European site
- that the proposal is unlikely to have a significant effect on any European site

The additional 550 dwellings, school and infrastructure proposed in the area surrounding the Upper Nene Valley Gravel Pits SPA could lead to increased public access for recreation, e.g. from dog walking, which in turn can lead to disturbance of the notified bird populations and impacts to the ability of birds to use the site for feeding and roosting. However the current application must be considered in relation to the wider Stanton Cross scheme which has received outline planning permission (ref: WP/2004/600/O) and for which mitigation has been developed to prevent negative impacts to the SPA. The key element of the mitigation for Stanton Cross in relation to recreational pressure is the requirement for an SPA Management Plan including access management and zoning of public access within the SPA (required under Condition 28 of WP/2004/600/O, Condition 11 of EN/09/0184/RWL and 4.1.2 of the S.106 agreement).

This Management Plan including access zoning has not yet been finalised or approved but it will be possible for it to include any additional access controls necessary to mitigate for a larger population at Stanton Cross.

A number of potential Local Wildlife Sites (pLWS) and Local Wildlife Site (LWS) are located to the south of the committed development site and were considered in the original ES. An Ecological Management Plan addresses any impact on such through the provision and subsequent management of extensive areas of landscape planting, including the Town and Country Park. As such the potential impacts on the off-site LWS and pLWS will be insignificant.

As with the committed Stanton Cross development, this development will result in the loss of a number of hedgerows (although retention will take place where possible). Enhanced areas of green infrastructure with associated hedgerows (including the buffering and gapping-up of retained ones) will mitigate for this loss. The site contains a small number of semi-mature trees, which were previously identified for removal in conjunction with the construction of Route 4. As such tree loss is unavoidable, but the loss of these trees is mitigated through the provision of extensive areas of tree planting as part of the proposed green infrastructure works within the wider committed

development.

The expanse of arable land within the site supports farmland birds, some of which are ground-nesting species. All works associated with the removal of woody vegetation or open areas will be carried outside of the bird-breeding season. The application site contains no ponds and no Great Crested Newts were recorded during any surveys of all suitable off-site ponds. As such GCN do not provide any constraint to development. Small areas of habitat potentially suitable for reptiles were recorded within the site. To mitigate for any adverse impact on reptiles during construction, passive displacement of reptiles is proposed during vegetation removal.

Existing species identified within the site include a badger sett. Impact from development on the sett has already been mitigated as part of the approved and on-going works associated with Route 4, under Licence, and an artificial sett has already been created.

Concerns have been raised by the Northants Badgers group in relation to sett 5 identified in the submitted appraisal. In the committed scheme it would have been situated in a large area of public open space, playing fields and allotments with the sett itself to remain intact with foraging land available as well as land to the east of the proposed Finedon Road/Irthlingborough Road link road which was to remain as open countryside. As a result of the proposal it leaves the sett very close to new housing development within a smaller area of playing fields and allotments with land to the east of the proposed Finedon Road/Irthlingborough Road link road given over to educational use. The Northants Badgers group are concerned that this would severely impact upon the foraging land available to the badgers and conflicts would arise between allotment holders and playing field users. This would be to the detriment of the sett. As badgers are a protected species and planning guidance contained in 'Guidance, Badgers: surveys and mitigation for development projects' the impact of the development needs to be assessed to avoid negative effects and to identify the importance of maintaining foraging land and habitat connectivity.

The Ecological Appraisal describes the sett as follows: 'A number of badger field signs were recorded in Area C. A single-hole outlier sett was recorded along hedgerow H3, while snuffle holes, paths and a latrine were observed within the improved grassland (sett S5)'. The appraisal then highlights (para 4.25) that the outlier sett would be lost and sets out a summary of the closure methodology. The applicant's ecologists have confirmed that Natural England do not normally consider that the potential impacts resulting from the loss of a single hole outlier sett requires the provision of an alternate artificial sett and, as such, the appraisal does not recommend such. However, as part of the necessary Licence application to close this sett Natural England would have an opportunity to review the proposals.

Furthermore, Appendix G of the Ecological Appraisal (Badger Method Statement that was submitted to inform the Natural England Licence application to close the main sett (subsequently approved)) details the extensive level of habitat provision that forms part of the proposed development scheme and summarises the situation stating: 'The provision of these new areas of forage will mitigate for the loss of the sub-optimal areas of foraging in the form of arable and pasture land.'

It is therefore considered that based upon the survey findings any potential direct impacts upon the known on-site badger population would be appropriately mitigated by undertaking works in an appropriate fashion under a Natural England Licence. The 2015 Masterplan would ensure a significant enhancement in the overall provision of foraging habitat for this species whilst maintaining connectivity through and around the site. Furthermore, as part of any Reserved Matters application for any of the site areas, an updated badger survey would be undertaken as a matter of course in order to ensure that any further detailed proposals (along with any necessary Licence application) would be informed by the most up-to-date information.

Overall the retained and newly created habitat will be managed to enhance the nature conservation value of key parts of the site in conjunction with the committed Stanton Cross development. The proposals set out within the approved EMP and the key principles that are enshrined in the 2008 Masterplan are all retained in the current proposals. Notably these include the Ise Valley Park, green links, structure landscaping, and specific ecology compensation areas identified in the Nene Valley. As such, the additional development would not have a materially different impact than the already committed scheme, and the application accords with the policies set out above.

Effect/Impact on Highway Safety in Relation to (the Proposed Access Arrangement and Parking Provision)

Access for the additional dwellings proposed within the outline planning application will mainly be from new road infrastructure provided as part of the wider committed Stanton Cross scheme. The central Midland Road access will be the principal 'community link' to the development from the town and vice versa. Its route will link the town centre, the proposed interchange at the Railway Station, and the Neighbourhood Centre within the heart of the committed development. Southern Access (Route 2) will provide direct access to the A45(T) but also provide access to and from the development from the southern part of the town and the existing employment areas and services. It will, therefore, enhance the sustainable integration of the new development with the existing built form. This connectivity is mirrored in the north by the use of the Finedon Road which runs through the site and into the town.

The internal road network within the application scheme will reflect that proposed as part of the committed Stanton Cross scheme with a clear hierarchy that is legible and helps to calm traffic and encourage alternative modes of travel. The inter-connected, permeable layout provides a number of alternative routes to any one destination and, therefore, allows the dispersal of local traffic within the development reducing its impact in any single location.

In terms of public transport access, the additional residential development will again benefit from the provision to be made in the committed Stanton Cross. The DAS highlights that the area around the railway station is proposed to be developed as a multi-modal interchange, and the road structure in the committed scheme was designed to allow efficient bus routing, providing a number of alternative options for bus circuits to the north and south. That has been retained in the 2015 Masterplan, and the routes extend past this application site. Public Transport provision (and a Travel Plan) will be secured through the Section 106 Agreement that relates to both this application and the Section 73 application.

The DAS also illustrates how the proposed strategic pedestrian and cycle routes that link into the wider public right of way network have been adjusted to serve the additional residential development as an integrated part of the Stanton Cross development.

The additional residential development clearly benefits from the transport and movement infrastructure to be provided in the Stanton Cross development. The application proposals therefore, accord with LP Policies U14 and UT1, NNCSS Policies 13 and 16, and JCS Policy 8.

In terms of the impact of the development on the highway network, the Transport Assessment (TA) submitted to support the grant of planning permission for the committed scheme assessed the implications of the proposed development and outlined appropriate mitigation measures to address potential impacts. The measures proposed included junction improvements, crossing facilities, consolidation of parking arrangements and walking/cycling provision at key junctions. The potential implications for traffic and the highway network as a result of the additional residential development offset by the reduction in employment development as proposed in this application has been considered in a Transport Impact Briefing Note (TBN) submitted with the application, and in the Transport Assessment and 2015 ES Supplement that were submitted with the Section 73 application that also considered the deferment of Routes 6 and 7 (therefore, affecting the distribution of the traffic generated).

The TBN concluded that the net changes in development generated traffic flows as a result of the proposed revisions is negligible, with two-way flows actually reducing during the morning peak hour and increasing by just 15 vehicles during the evening peak hour. Although the change in development mix results in a change in the directional flow of development generated traffic, it is considered that the wider impact of these changes on the local highway network would be negligible and ensures that the development remains acceptable in planning terms.

However, it is also necessary to consider the implications of the Section 73 application proposals. The TA assessed the impact of the two new planning application proposals in isolation and in combination using the Northamptonshire Strategic Transport Model (NSTM); with the modelling scenarios, inputs required, etc having been agreed in consultation with Northamptonshire County Council (NCC) and Highways England (HE). Subsequently an Addendum Transport Assessment was submitted to address the queries raised by NCC and HE. That identifies a revised transport infrastructure package as follows:

- Junction 2 - Elsdon Road/Midland Road/Senwick Road: Signal improvement scheme to be implemented as part of Route 4 works prior to 300 dwellings at Stanton Cross in addition a further financial contribution is to be provided to the Highway Authority towards a long term enhancement of the consented improvement scheme;
- Junction 3 - Finedon Road/Rixon Road: Junction improvement scheme as shown on WYG drawing number A090278-35-18-002 to be implemented prior to 300 dwellings at Stanton Cross;
- Junction 5 - A509/London Road/Embankment: Signal improvement scheme to be implemented as part of Route 2 works prior to 724 dwellings at Stanton Cross;
- Junction 6 - A45/Turnells Mill Lane: Signal improvement scheme to be implemented as part of Route 2 works prior to 724 dwellings at Stanton Cross;
- Junction 9 - A6 Burton Road/A510 Wellingborough Road: S106 a significant financial

contribution of £600,000 towards the provision of a comprehensive junction improvement scheme to be provided;

- Junction 12 - B571/Ditchford Road: Junction improvement scheme as shown on WYG drawing number A090278-35-18-004 to be implemented prior to 300 dwellings at Stanton Cross; and

- Junctions 18a and 18b - A45(T)/Ditchford Road: Junction improvement scheme as shown on WYG drawing number A090278-35-18-003 to be implemented prior to 1,200 dwellings at Stanton Cross.

All other off-site junction improvements are as agreed for the committed Stanton Cross scheme and are to either to be provided as part of the development or contributions provided to enable the Highway Authority to provide enhanced schemes with contributions from other sources.

If planning permission is granted, these mitigation proposals will all be secured through the single Section 106 Agreement that applies to both this and the Section 73 application.

Consequently Highways England have confirmed in their consultation response that they have no objection to the application

The application proposals, therefore, accord with the planning policies identified above.

Noise

The noise assessment included within the original ES confirmed that the primary existing noise sources in the area were from existing road and rail traffic, the pumping station and an existing dogs kennel (that is no longer in existence). It considered the potential impact of the development on both existing and proposed residential dwellings would be from these sources and from future traffic attributable to the proposed development. The assessment identified specific locations where the anticipated levels of noise would require mitigation in order to protect proposed development, through the potential use of various forms of screening to create an appropriate barrier and appropriate glazing and ventilation to residential development. Appropriate construction management techniques were also proposed for the management of construction noise.

A noise assessment submitted with this application included an assessment of noise levels on the site has been undertaken to consider the impact of existing ambient noise on the proposed dwellings and primary school, taking into account the difference in associated traffic noise from the committed scheme and the enhanced scheme (as proposed by this application). In two receptor locations there was an increase of 0.1dB(A), with all other receptor locations indicating no noise change.

Given the predominantly residential use proposed in this application and the minimal change in traffic noise, there are no significant additional noise impacts arising from the development itself. The proposed change in land use is also expected to have negligible effect on the tranquillity level of the site, as defined by the Campaign to Protect Rural England (CPRE).

Consequently the assessment proposes a similar glazing and ventilation strategy to that proposed for the consented scheme, in order to achieve the appropriate internal

daytime and night-time noise levels to all bedroom and living spaces within the proposed dwellings and as required for the school. In most instances standard double glazing will be sufficient, however, enhanced glazing is required for plots facing Route 4 the Eastern bypass and Irthlingborough Road.

Again the effect of the additional development and the deferment of Routes R6 and R7 were assessed in the 2015 ES Supplement that was submitted with the Section 73 application. That concluded that the impact of the both the applications proposals on all of the identified receptors are within the Lowest Observed Adverse Effect Level and are not expected to have an 'adverse impact' on health or quality of life.

The Environmental Protection consultation response confirmed that the noise levels between the committed scheme and the proposed scheme are not significant, and that the mitigation measures that were required for the committed scheme remain appropriate. These should be secured by condition.

It is considered that the application proposals accord with the policies set out in Section 3 and that the additional development would not have a materially different impact than the already committed scheme.

Air Quality

The impact of the proposed Stanton Cross development on local levels of air pollution was also considered in relation to the committed development within the original ES. That assessment confirmed that the traffic generated would increase levels of air pollution in some locations, but that those increases were generally only very small and did not breach Government guidelines. In addition, the potential impact significance of dust emissions associated with the construction phase of development was assessed as a low risk. As such, mitigation measures were recommended in accordance with the Building Research Establishment (BRE) guidance document 'Controlling particles, vapours and noise pollution from construction sites' during the construction phase, with mitigation measures from the Travel Plan, seeking to potentially reduce car travel, proposed in conjunction with the operational phase.

An air quality assessment has been undertaken in accordance with the latest guidance produced by EPUK and IAQM and submitted with the planning application. That considers the impact on air quality associated with the proposed changes in development, during both the construction and operational phases of the development, and compares the mitigations measures for this and the committed scheme. The assessment identifies a low risk of impact during the construction phase at the worst affected receptors and all residential receptor locations are predicted to meet national requirements. As such the assessment proposes a similar range of mitigation measures as proposed for the committed development, notably minimising reliance upon motor vehicle use through a Framework Travel Plan.

Again the effect of the additional development and the deferment of Routes R6 and R7 were assessed in the 2015 ES Supplement that was submitted with the Section 73 application.

The Environmental Protection consultation response confirmed that findings of the submitted assessments, notably all of the receptors are predicted to be within the UK Air Quality Objectives for NO₂ and PM₁₀, and the impact of the proposed development

is not considered significant. The benefits of the proposed mitigation (Travel Plan and Construction Management Plan) are referred to and should be secured by condition.

Consequently it is considered that the application accords with the policies set out above, and that the additional development would not have a materially different impact than the already committed scheme.

Planning Obligations and Conditions

The NPPF at paragraphs 204 states that planning obligations should only be sought where they meet all of the following tests: necessary to make the development acceptable in planning terms; directly related to the development; and fairly and reasonably related in scale and kind to the development. This advice is reiterated under Regulation 122 of the Community Infrastructure Levy (CIL) Regulations 2010.

If the Committee resolves to approve the proposal, this will be subject to the completion of a Section 106 Agreement. However as this application is interlinked with the Section 73 application, it is proposed that the S106 agreement covers both applications to ensure that the requirements for the development as a whole are dealt with in a transparent and comprehensive manner. The Section 106 Agreement would reflect the provisions of the Section 106 Agreement associated with the current outline planning permission, but updated accordingly to reflect the proposals within this outline planning application, and the Section 73 application.

In relation to this application as well as the affordable housing, highway infrastructure, public transport and public open space provision highlighted above, the key matter to consider is the education provision. There is an additional requirement for primary school places due to the additional 550 dwellings, and that is to be provided through the provision of an extra form entry of capacity at the second primary school within the development. The primary schools to be provided in the scheme as a whole therefore become:-

- First primary school (Neighbourhood Centre) - 2 form entry (potentially linked to Children's centre/Community Hall);
- Second Primary school (northern/lse Local centre) - extended from 2 form entry (Stanton cross requirement) to 3 form entry.

The funding for the primary schools is secured through the Section 106 attached to the existing permission. That includes a financial contribution to NCC to fund the construction and also provides for the land transfer. The "new" Section 106 that will relate to both this application and the Section 73 application would retain that arrangement, but with an amendment to reflect the increased site area and build costs relating to the expanded second primary school. Northamptonshire County Council have confirmed their agreements to this approach.

In terms of the secondary school provision, there is already an index linked single contribution figure in the existing Section 106 for the committed development. That would be included in the "new" Section 106 together with an additional financial contribution relating to the additional 550 dwellings. Northamptonshire County Council have confirmed their agreements to this approach.

The matters that would be covered in the Section 106 Agreement are set out in the detailed Heads of Terms that are attached to this report. In summary:

- Highways improvements;
- Public transport;
- Travel Plan;
- Station Interchange;
- Development phasing;
- HGV routing;
- Footpaths;
- Affordable housing provision;
- Primary school provision;
- Secondary school;
- Other education facilities;
- Open Space Land;
- Ise Valley Park;
- Other Open space/leisure facilities;
- Neighbourhood Centre (community facilities);
- Secondary local centre;
- Sustainability;
- Employment;
- Flooding;
- Waste Management.

CONCLUSION

The principle of development on the application site has already been established by the site's historic allocation as a strategic urban extension to Wellingborough, and the grant of planning permission for the wider Stanton Cross scheme that includes the application site. Moreover, by ensuring the viability of Stanton Cross and facilitating its prompt delivery, the additional residential development will bolster the 5 year housing land supply position in the Borough and ensure that overall housing needs are met within the plan period.

The application site itself is relatively unconstrained. A number of environmental and technical assessments have been undertaken to inform the design of the development proposals, and this has ensured that appropriate mitigation to address potential impacts that may arise from the development has been incorporated into the proposals.

It has, therefore, been demonstrated that the application proposals would constitute "sustainable development" in NPPF terms, and would result in a number of significant economic (e.g. new jobs, economic growth and local expenditure), social (e.g. provision of housing and community and recreation facilities) and environmental (e.g. landscaping and SUDS) benefits that reflect the 3 dimensions of sustainable development identified in paragraph 7 of the NPPF.

The proposed development complies with the relevant development plan policies and is consistent with the provisions in the NPPF specifically in relation to promoting sustainable development, boosting the supply of housing, raising design standards, conserving the environment etc. In the absence of any material considerations of sufficient weight, it is recommended that the proposal be approved subject to conditions and the completion of a suitably worded agreement under s106 of the Town and Country Planning Act 1990.

RECOMMENDATION

Delegate to the Head of Planning and Local Development to approve subject to the following conditions and following the completion of a s106 Planning Agreement.

CONDITIONS/REASONS

1. Applications for details of the following matters (hereby referred to as the reserved matters) shall be submitted to and approved in writing by the local planning authority before the commencement of development in each sub-area: a) the siting, design and external appearance of buildings; b) vehicle, cycle and foot access routes and parking; c) landscaping including boundary treatments and details of street furniture and lighting; d) layout and design of public open space; e) layout, design and specification of drainage infrastructure the development shall thereafter be implemented in accordance with the approved details.

Reason: In accordance with the Planning and Compulsory Purchase Act 2004.

2. Unless otherwise agreed by the local planning authority, no reserved matters application shall be submitted for development on any sub-area as identified in the 2015 Masterplan until and unless a design code and/or design brief for that sub-area has been submitted to and approved in writing by the local planning authority.

Reason: To ensure that the development achieves the objectives set out in the 2015 Masterplan.

3. The development hereby permitted shall not be commenced until such time as a scheme to demonstrate that there will be no development within the modelled 0.1% flood extent has been submitted to, and approved in writing by, the local planning authority. The scheme shall be fully implemented and subsequently maintained, in accordance with the timing/phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason: To reduce the risk of flooding to the surrounding area, proposed development and future users.

4. No development shall commence until a foul water strategy 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 foul water strategy so approved unless otherwise approved in writing by the local planning authority.

Reason: To prevent environmental and amenity problems arising from flooding.

5. Development required to be served through the provision of temporary treatment works shall not commence until details of a scheme for the temporary treatment of foul sewage pending the availability of permanent treatment facilities has been submitted to and approved in writing by the local planning authority. Such details shall include:
 - a) the capacity of the temporary treatment works, including the number of dwellings

and other buildings to be served;
 b) the siting and plant design of the works;
 c) operational management and maintenance regime of the temporary treatment works, to include an emergency plan in case of breakdown or unexpected flows;
 d) the commissioning of any temporary facility and its decommissioning and the reinstatement of the site thereafter, once permanent foul sewage facilities are available in accordance with Condition 2;
 e) in the event that tankering forms part of the temporary scheme, details of the siting, capacity and design of the temporary storage tanks, frequency of collection, hours of collection, and management and maintenance of the operation, to include an emergency plan in case of telemetry breakdown or unexpected flows.
 Thereafter, no part of the development shall be occupied until the approved scheme becomes operational. The temporary foul drainage facility shall be maintained in accordance with the schemes so approved.

Reason: To ensure that the foul sewage created by the development is treated in an environmentally sustainable manner until completion of wastewater infrastructure improvements within the catchment of Broadholme Water Recycling Centre.

6. The number of dwellings and other buildings occupied on the development shall not exceed the number approved under Condition 5(a) until permanent facilities for the treatment of foul sewage are

Reason: To ensure that the foul sewage created by the development is appropriately treated having regard to the capacity of the temporary treatment works.

7. No development approved by this planning permission shall take place until a scheme carried out by a competent person, in accordance with current government and Environment Agency Guidance and Approved Codes of Practice, that includes the following components 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:
 - i) 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; and
 - Potentially unacceptable risks arising from contamination at the site.
 - ii) 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.
 - iii) The results of the site investigation and detailed risk assessment referred to in (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.
 - iv) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy 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.

Reason: To ensure that any ground and water contamination is identified and adequately addressed to ensure the safety of the development, the environment and

to ensure the site is suitable for the proposed use and in accordance with National Planning Policy Framework (NPPF; paragraphs 109 and 121), EU Water Framework Directive, the River Basin Management Plan, and Environment Agency Groundwater Protection (GP3:2013) position statements A5 and J5 to J7 inclusive.

8. Following completion of the remediation works a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

Reason: To ensure if any remediation is required with regard to land contamination, that it is done in accordance with an approved method statement and a verification report is produced to ensure that any ground and water contamination is identified and adequately addressed to ensure the safety of the development, the environment and to ensure the site is suitable for the proposed use and in accordance with National Planning Policy Framework (NPPF; paragraphs 109 and 121), EU Water Framework Directive, the River Basin Management Plan, and Environment Agency Groundwater Protection (GP3:2013) position statements A5 and J5 to J7 inclusive.

9. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

Reason: To ensure that any ground and water contamination is identified and adequately addressed to ensure the safety of the development, the environment, and to ensure the site is suitable for the proposed use.

10. No drainage works shall commence until a surface water management strategy has been submitted to and approved in writing by the local planning authority. No hard-standing areas to be constructed until the works have been carried out in accordance with the surface water strategy so approved unless otherwise agreed in writing by the local planning authority.

Reason: To prevent environmental and amenity problems arising from flooding.

11. No development shall take place within the area indicated until the applicant, or their agents or successors in title, 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 local planning authority.

Reason: To ensure that features of archaeological interest are properly examined

and recorded, in accordance with National Planning Policy Framework paragraph 141.

12. This consent is based on drawings DE026_003A, DE026_006A, received 29 July 2015 and DE026_004B received 09 October 2015.

Reason: To ensure that the development is carried out in accordance with the approved plans.

INFORMATIVE/S

1. In accordance with the provisions in the Town and Country Planning (Development Management Procedure) (England) Order 2015 and pursuant to paragraphs 186 and 187 of the National Planning Policy Framework, where possible and feasible, either through discussions, negotiations or in the consideration and assessment of this application and the accompanying proposals, the council as the local planning authority endeavoured to work with the applicant/developer in a positive and proactive way to ensure that the approved development is consistent with the relevant provisions in the framework.
2. A preliminary risk assessment should be undertaken to assess the potential risk posed to controlled waters from past use of the site. Any assessment should be done in accordance with CLR11 'Model Procedures for the Management of Land Contamination'.

It is important that remediation works, if any, are verified as completed to agreed standards to ensure that controlled waters are suitably protected. If no contamination, or low gas risk and that the risks are acceptable, then works to comply with condition 7 will not be required.

BOROUGH COUNCIL OF WELLINGBOROUGH

Planning Committee

22 December 2015

Report of the Head of Planning and Local Development

Case Officer Erica Buchanan

WP/15/00605/VAR

Date received	Date valid	Overall Expiry
25 September 2015	25 September 2015	15 January 2016

Applicant Refer to schedule of applicants

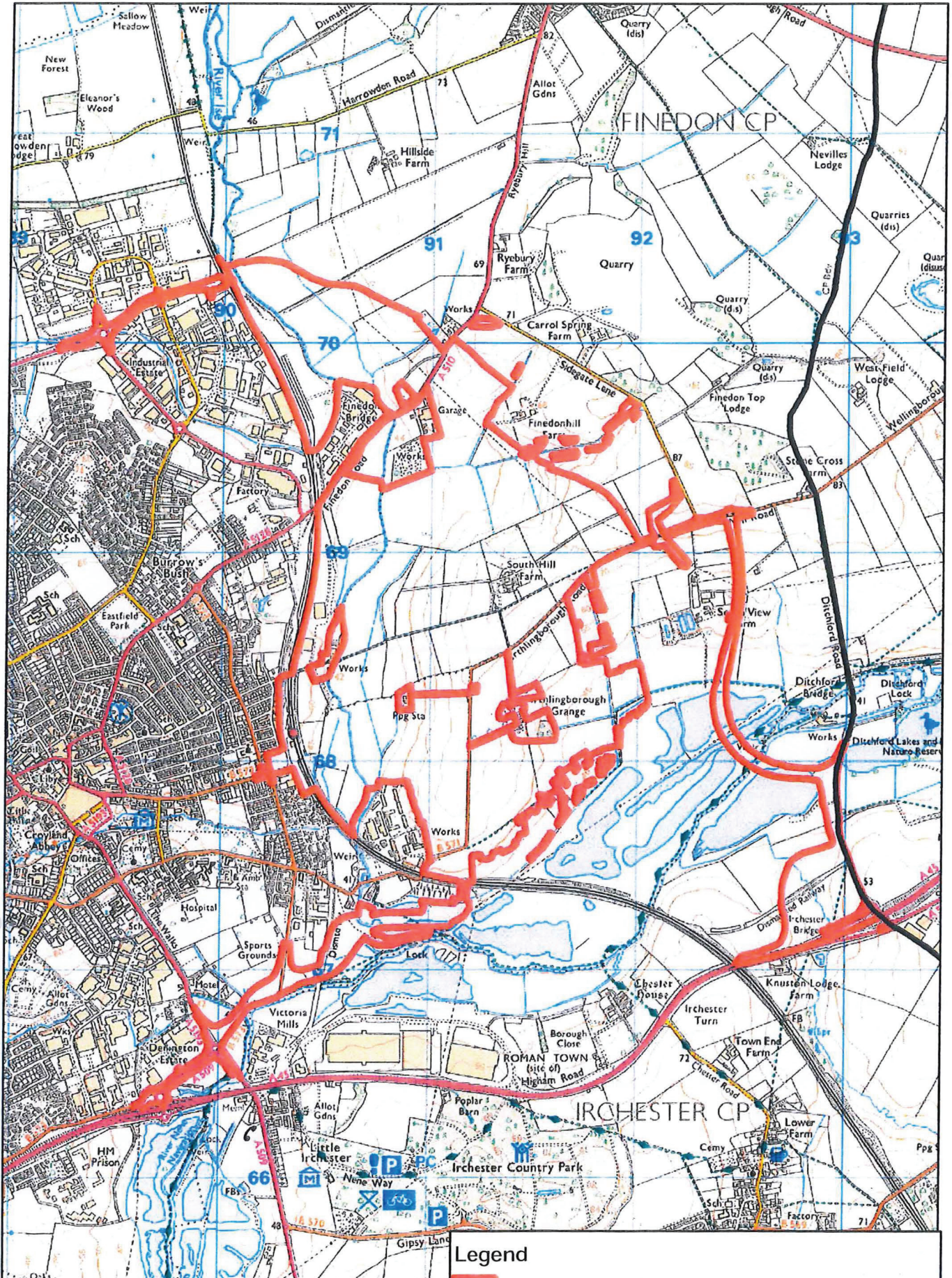
Agent Mr Mark Rose

Location Land between Finedon Road and The Railway, Neilson's Sidings and land north of Finedon Road (Bovis) Finedon Road Wellingborough Northamptonshire

Proposal Section 73 application for the variation/removal of conditions 5 (reserved matters link to masterplan), 7 (development in accordance with stated plans), 8 (development in accordance with ES), 9 (max development parameters), 10 (phasing), 15 (highways works & phasing), 16 (travel plan phasing), 25, 26, 28, 31, 32 and 34 (ecology mitigation), 27 (compensation areas), 35 (structure landscape strategy), 38 (landscape mitigation), 42 and 44 (noise mitigation), 45 (kennels) and 49 (construction management plan) of planning permission ref: WP/2004/0600 - Mixed use development including 87ha of residential development; B1, B2 and B8 development, new public transport links (buses), new and enhanced walking and cycling routes and facilities, Country Park, Neighbourhood Centre, 2 Secondary local centres, construction of access roads, bridges and highway structures, footways, footpaths, bridleways; and associated works and facilities.

PLANNING HISTORY

WP/14/00475/REM	Approved with conditions	17.09.2014
	Amendment of part of the approved route 2 for the scheme and landscaping to that part	
WP/14/00717/CND	Application withdrawn/undetermined	03.03.2015
	Details submitted pursuant to conditions 40 and 41 (archaeology) of planning permission ref: WP/2004/0600 - superseded by discharge of condition application ref: WP/15/00133/CND received 03.03.2015	



Legend

WP/15/00605/VAR - Land between Finedon Road & The Railway, Neilson's Sidings & Land North of Finedon Road (Bovis) Finedon Road Wellingborough

Borough Council of
Wellingborough



Scale:
1:22,537

Built Environment

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WP/14/00802/SCR	EIA not required Request for screening direction under Regulation 5 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (EIA regulations) relating to the proposed residential development of part of the land at Stanton Cross.	17.12.2014
WP/15/00133/CND	Part discharged Details submitted pursuant to condition 40 (archaeology) for the first sub-phase of planning permission ref: WP/2004/0600/O	24.04.2015
WP/15/00135/CND	Fully discharged Details submitted pursuant to condition 23 (Environmental - land and soils (part)) of first sub-phase of development of planning permission ref: WP/2004/0600/O	02.06.2015
WP/15/00190/CND	Determination pending. Details submitted pursuant to condition 55 (utilities strategy) of planning permission ref: WP/2004/0600	
WP/15/00191/CND	Fully discharged Details submitted pursuant to conditions 32 (mitigation scheme re badgers) and 34 (detailed method statement re trees/bat roosts) of planning permission ref: WP/2004/0600	25.08.2015
WP/15/00197/CND	Part discharged Details submitted pursuant to condition 42 (part) (noise mitigation proposals) and 45 (noise from kennels) of planning permission ref: WP/2004/0600	02.07.2015
WP/15/00605/VAR	Determination pending. Section 73 application for the variation/removal of conditions 5 (reserved matters link to masterplan), 7 (development in accordance with stated plans), 8 (development in accordance with ES), 9 (max development parameters), 10 (phasing), 15 (highways works & phasing), 16 (travel plan phasing), 25, 26, 28, 31, 32 and 34 (ecology mitigation), 27 (compensation areas), 35 (structure landscape strategy), 38 (landscape mitigation), 42 and 44 (noise mitigation), 45 (kennels) and 49 (construction management plan) of planning permission ref: WP/2004/0600 - Mixed use development including 87ha of residential development; B1, B2 and B8 development, new public transport links (buses), new and enhanced walking and cycling routes and facilities, Country Park, Neighbourhood Centre, 2 Secondary local centres, construction of access roads, bridges and highway structures, footways, footpaths, bridleways; and associated works and facilities.	

WP/15/00680/CND	Determination pending. Details submitted pursuant to conditions 14 (public footpath routes), 18 (flood water phasing plan, 19 (flood mitigation works) and 24 (soil reuse strategy) of planning permission ref: WP/2004/0600/OUT	
WP/2008/0420	Application withdrawn/undetermined Variation of conditions 9, 35, 43 and 44, deletion of condition 45 of planning permission WP/2004/0600/O for the mixed use development including 87 ha of residential development; B1, B2 and B8 development, new public transport links (buses), new and enhanced walking and cycling routes and facilities, country park, neighbourhood centre, 2 secondary local centres, construction of access roads, bridges and highway structures, footways, footpaths, bridleways; and associated works and facilities	28.01.2009
BW/0084/0036	Approved Alterations to front elevation	14.02.1984
BW/1983/1020	Approved with conditions Removal of condition 5 of Approval 83/500 to allow storage of materials to northern part of site	02.02.1984
BW/1983/0500	Approved with conditions Use of factory and premises as builders' merchants outlet with ancillary retail sales	13.09.1983
WP/2002/0288	Application withdrawn/undetermined Outline application for residential development.	12.12.2002
BW/1990/0661	Approved with conditions Office accommodation, showroom and warehouse (Amended Plans)	20.03.1991
BW/1976/0556	Approved Proposed change of use of store to office and alterations to existing offices	19.08.1976
WU/1949/0092	Approved Proposed re-roofing and re-building sawmill and renewing gantry	19.10.1949
WP/2004/0600	Approved subject to S106 Legal Agreement Mixed use development including 87ha of residential development; B1, B2 and B8 development, new public transport links (buses), new and enhanced walking and cycling routes and facilities, Country Park, Neighbourhood Centre, 2 Secondary local centres, construction of access roads, bridges and highway structures, footways, footpaths, bridleways; and associated works and facilities.	28.01.2008
WP/2005/0043	Approved with conditions Replacement temporary station car park. Approximately 258 spaces and replaces existing north station car park.	10.03.2005

WP/2004/0730	Approved with conditions Construction of a new single carriageway road from the eastern end of Midland Road (B572) across the railway and River Ise. The road will eventually serve as a primary access route to the proposed mixed use development east of Wellingborough.	07.12.2005
WP/2003/0124	Application withdrawn/undetermined Certificate of Appropriate Alternative development.	04.09.2003

Reason(s) for Committee consideration

- This is a major development exceeding the threshold of delegated authority in the constitution and subject to a legal agreement

THE SITE AND SURROUNDINGS

The application site lies in open countryside within the Stanton Cross committed development site, encompassing approximately 339ha of green and brownfield land and is located to the east of Wellingborough.

The application site is bounded to the west by the Midland Mainline railway and is accessed via a number of roads including; Finedon Road to the north-east, Irthlingborough Road to the east, Midland Road to the south-west and Mill Road to the west. The site is also crossed by a number of public rights of way, footpaths and bridleways.

The application site is surrounded by a number of settlements, including Finedon to the north, Irthlingborough to the north east, Rushden to the east, Irchester to the south, and Great Harrowden and Little Harrowden to the north west.

The majority of the site is open greenfield land in agricultural use. A small number of industrial buildings lie within the site, mainly within Mill Road Industrial Estate, which is on the western edge of the site adjacent to the railway line.

Its surroundings encompass a gently undulating landform and the most notable landscape features within the area are the River Ise and River Nene. The site lies to the immediate north of where the two rivers converge and the respective river valleys are divided by a ridge of higher ground that runs in a south west direction through the centre of the committed site. The River Ise flows south into the River Nene which then flows east along the valley adjacent to a number of lakes that were formerly sand and gravel pits. The lakes form part of the Upper Nene Valley Gravel Pits SSSI.

BACKGROUND AND THE APPLICATION PROPOSAL

The Stanton Cross development was originally granted outline planning permission in 2008 for mixed use development including the construction of 3,200 new homes, approximately 50ha of strategic B1, B2 and B8 employment areas, and associated infrastructure provision including transport, community and recreational development as part of a comprehensive and integrated sustainable urban extension to the east of Wellingborough (WP/2004/0600). Therefore the principle of development is established by the grant of outline planning permission.

This application has been submitted for the variation of planning condition imposed on the approved outline planning permission under Section 73 of the Town and Country Planning Act 1990 which allows applications to be made for permission to develop without complying with a condition(s) previously imposed on a planning permission.

On such an application the local planning authority shall consider only the question of the conditions subject to which planning permission should be granted. In determining the application the local planning authority can grant such permission unconditionally or subject to different conditions, or they can refuse the application if they decide that the original condition(s) should continue. The original planning permission will continue to exist whatever the outcome of the application under Section 73.

The amendments sought are principally to defer the delivery of the provision of the northern access road (Route 6) to the A510 from Finedon Road and eastern access road (Route 7) from the A47 to Irthlingborough Road. Consequently the provision of the flood mitigation areas required to facilitate the delivery of those routes would also be deferred, together with the associated open space and pedestrian/cycle routes.

The other substantive change in this regard is the reduction in the extent of the Country Park (from 33ha to 25.10ha) as the proposed grassland to the west of the River Isle will no longer form part of the park. However, whilst it will not be accessible to the public (beyond the routes indicated on the 2015 Masterplan) it will remain in agricultural use and will, therefore, retain a similar landscape character and still contribute to the Green Infrastructure network.

The application has been submitted to ensure the scheme's viability and facilitate the full development of Stanton Cross at the earliest opportunity. This has resulted in a number of changes to the permitted scheme as set out in the approved 2008 Stanton Cross masterplan. The 2015 Masterplan (DE026_001 G) submitted with the application and explained in detailed in the 2015 Masterplan Report includes these changes, and the additional the additional 550 dwellings proposed in planning application (WP/15/00481/OUT).

In addition to the above, there have been a number of factual updates made to the 2015 Masterplan (DE026_001 G), included in the Section 73 application. The most notable of those are:

- the retention of Neilson's Sidings in its existing rail related use;
- the retention of Higgins Yard as a car park for the railway station; and
- the revision of the alignment of the Southern Access (Route 2) and Station Island Access (Route 9) to reflect the detailed reserved matters approval that have been secured in the intervening period.

Both the Section 73 application scheme changes and the additional development have been assessed within a supplement to the 2004 and 2005 Environmental Statement (ES Supplement 2015).

The changes to the relevant conditions attached to planning permission WP/2004/0600 are set out in the following schedule. In addition the application allows the update of all the conditions to reflect the progress made in discharging the conditions prior to the scheme's implementation.

For the purpose of this application the following are the relevant conditions to be altered:-

Condition 5 - Reserved Matter link to Masterplan
Condition 7 - Development in accordance with stated plans - Link to Masterplan and Environment statement (ES)
Condition 8 - Development in accordance with (ES)
Condition 9 - Max development parameters - update
Condition 10 - In accordance with phasing programme - delete - restriction of housing development
Condition 15 - Highways works and phasing triggers -update
Condition 16 - Travel plan phasing
Condition 25 - Ecology mitigation link to ES -Landscaping
Condition 26 - Ecology mitigation link to ES-Management plan
Condition 27 - Compensation areas prior to construction of Route 2- link to ES
Condition 28 - Ecology mitigation link to ES -management plan for SPA
Condition 31 - Ecology Mitigation link to ES -safe access for otters and badgers
Condition 32 - Ecology Mitigation link to ES - badger habitat mitigation
Condition 34 - Ecology mitigation link to ES -bat roosts mitigation
Condition 35 - Structure landscape strategy link to ES- phasing of landscape scheme
Condition 38 - Landscape mitigation link to ES -amenity maintenance and management
Condition 42 - Noise mitigation revise and updated -condition partially discharged in relation to pumping station
Condition 44 - Noise mitigation link to ES-revise and update - removal of Kangaroo Spinney
Condition 45 - Kennels -delete -Kennels closed and condition discharged
Condition 49 - Construction management plan link to ES

Planning conditions can enhance the quality of development and enable development to proceed where it would otherwise have been necessary to refuse planning permission. The objectives of planning, however, are best served when the power to attach conditions to a planning permission is exercised in a way that is clearly seen to be fair, reasonable and practicable. Paragraph 203 of the National Planning Framework states that planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions. Paragraph 206 of the NPPF states planning conditions should only be imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects (the six tests).

NATIONAL GUIDANCE, DEVELOPMENT PLAN POLICY AND SUPPLEMENTARY PLANNING DOCUMENTS/GUIDANCE:

National Planning Policy Framework (NPPF)

Planning Practice Guidance

Technical Guidance to the National Planning Policy Framework

North Northamptonshire Core Spatial Strategy (NNCSS)

Policies:

Policies:

- 1 (Strengthening the Network of Settlements)
- 2 (Connecting North Northamptonshire with Surrounding Areas)
- 3 (Connecting the Urban Core)

- 4 (Enhancing Local Connections)
- 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)
- 16 (Sustainable Urban Extension)

Wellingborough Local Plan (LP)

Policies:

- G2 (Flood Protection)
- G2 (Implementation and Monitoring)
- U14 (Wellingborough EAST - General Provisions)
- U16 (Land South of Railway)
- U17 (Wellingborough EAST- Land Between Finedon Road and the Railway)

Pre-Submission Plan - North Northamptonshire Joint Core Strategy (JCS)

Policies:

- 1 (Presumption in favour of Sustainable Development)
- 3 (Landscape Character)
- 4 (Biodiversity and Geodiversity)
- 5 (Water Environment, Resources and Flood Risk Management)
- 7 (Community Services and Facilities)
- 8 (North Northamptonshire Place Shaping Principles)
- 9 (Sustainable Buildings and Allowable Solutions)
- 10 (Provision of Infrastructure)
- 11 Network of Urban and Rural Areas
- 15 (Well Connected Towns, Villages and Neighbourhoods)
- 16 (Connecting the Network of Settlements)
- 19 The Delivery of Green Infrastructure Special policy areas
- 20 (Nene and Ise Valleys)
- 22 (Delivering Economic Prosperity)
- 23 (Distribution of New Jobs)
- 28 (Housing Requirements and Strategic Opportunities)
- 29 (Distribution of New Homes)
- 30 (Housing Mix and Tenure)

Supplementary Planning Documents/Guidance:

Northamptonshire Minerals and Waste Development Framework; Development and Implementation Principles,
 Upper Nene Valley Gravel Pits Special Protection Area
 Sustainable Design
 Biodiversity SPD
 Planning Out Crime
 Parking

Trees and Landscape

WEAST Development Framework
WEAST Neighbourhood Centre Brief 2004
WEAST Station Island

Planning Update 25 March 2015 (Written Statement to Parliament)

SUMMARY OF REPLIES TO CONSULTATIONS/REPRESENTATIONS RECEIVED

- 1. Department for Communities and Local Government** - have no comments to make on this application.
- 2. Highways England** - it is confirmed that sufficient information has been submitted with the application. Highways England therefore has no objections to the application.
- 3. Natural England** - internationally and nationally designated sites - no objection, SSSI no objection - subject to conditions.
- 4. Northants Badgers Group** - the North Northants Badger Group has no observations relating to the proposed mitigation identified in the Badger Method Statement, May 2015 with regard to setts 1-4 as identified in that report. However no details are provided with regard to sett 5 also identified in the report and indicated on Figure 2 of the report.
- 5. Network rail** - no observations.
- 6. Environment agency** - no objection.
- 7. Commission for Dark Skies** - understands that much of the exterior lighting such as street lighting will be designed to the current NCC/Balfour Beatty PFI contract. As a result CFDS is, at this stage, confident that most of the lighting within this large development will be the latest design specifications available to minimise wasted energy from light pollution.
- 8. Sport England** - does not wish to comment on this particular application.
- 9. JPU** - main comment would be to ensure that the conditions on the approval allow for both a design code to cover the new areas (or links this to updating the approved design code and linking this new area in?), but also, and for further work on both the route structure and the green infrastructure to ensure that the opportunities to ensure the strategic function for both movement and landscape are not lost. It would therefore be good to see that the design code condition requires sections on the site-wide movement framework and landscape framework to address these concerns.
- 10. Historic England** - you must be satisfied that you have received sufficient information from the applicant to meet the requirements of changes to planning policy subsequent to the original application, and to understand whether the proposed changes to the development in the application area will result in any changes to the previously assessed level of impact on individual nationally designated heritage assets. We similarly advise that your authority must be convinced that the previous assessments provide you with a sufficient basis on which to ensure that the revisions to

the development scheme take account of all opportunities to avoid, minimise and where necessary appropriately mitigate any impacts on all heritage assets.

We recommend that you ensure that appropriate archaeological mitigation measures have been agreed and where necessary executed prior to commencement of construction, guided by the advice of the County Archaeological Advisor.

11. East Northants Council - no objection to the proposals in principle subject to the following comment. It is recommended that the East Northamptonshire Council raises no objection to the application subject to satisfactory comments from the County Council, including the Local Highway Authority.

12. NCC SWD - SWD initial objection as -further details were requested as part of the FRA - objection removed following submission of additional information - approve subject to conditions.

13. NCC Archaeology - I do not have any comments specific to the conditions in question but would like to take the opportunity to mention that the WEAST site has been only partly evaluated for archaeological purposes agreed schemes in place for specific land parcels and in the area around Irthlingborough Grange, but these have not been carried out as yet.

14. BCW Environmental Protection - have reviewed the air quality assessment and the ES supplement attached to this application and agree with its principle findings have reviewed the traffic noise assessment and the ES noise supplement attached to this application and agree with the principle findings of the reports.

15. Finedon Parish Council - the Parish Council object to the application as there will be no infrastructure built to support the proposed number of houses being built.

16. Earls Barton Parish council - support this application, as this development will assist in securing a 5 year housing land supply for BCW and will give further protection against speculative development in the villages in the Borough.

17. Little Harrowden parish Council - have no objections.

18. Neighbours - 1 objection received from 36 Colwell Road -

- Traffic implications
- Increased noise
- Loss of employment
- Amended masterplan dis-benefits town and residents and should not be given planning consent

ASSESSMENT AND REASONED JUSTIFICATION

The proposal raises the following main issues:

- Conformity with the development plan, especially in relation to the (loss of employment site, loss of community facilities, inappropriate development in the open countryside etc.) and material considerations
- Masterplan 2015

- Loss of employment
- Housing delivery
- Country park reduction
- Secondary school relocation
- EIA
- Ecology and Upper Nene Valley Gravel Pits Special Protection Area
- Highways and travel plans
- Noise
- Air quality

Conformity with the Development Plan and Material Considerations

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that *"If regard is to be had to the development plan for the purposes of any determination to be made under the Planning Acts, the determination must be made in accordance with the development plan unless material considerations indicate otherwise"*.

The NPPF sets out the government's planning policy for England and is a material consideration. Paragraph 14 states that a presumption in favour of sustainable development should be seen as a golden thread running through both plan making and decision-taking. Paragraph 17 stresses the primary emphasis of the NPPF is that local plans and decisions on planning applications should reflect the 'presumption in favour of sustainable development'.

A key aim of the NPPF is to boost significantly the supply of housing and at Section 6 "Delivering a wide choice of high quality homes" sets out the government's expectations of local planning authorities on delivering the supply of housing and Paragraph 49 requires that housing applications are considered in the context of the presumption in favour of sustainable development.

The site forms the main part of a Strategic Development Area (SDA) allocated in The Borough of Wellingborough Local Plan (BWLP), and the development site is also specifically referred to in the adopted North Northamptonshire Joint Core Spatial Strategy (CCS).

Policy U14 and U17 of the Local Plan are specific for the development at Stanton Cross (referred to as Wellingborough East in the local plan). The application site sits entirely within the Wellingborough East SDA identified on the BWLP Proposals Map and principally within the Policy U17: Land between Finedon Road and the Railway area, which forms the core of Wellingborough East where a mixed-use development of residential, employment, leisure, community facilities and a high level of infrastructure provision is supported by the adopted policy, and Policy U19: Land North of Finedon Road.

Policy 14 of the local plan requires development in the SUE to be in accordance with the adopted SPG for the area. It also sets out key principles based on: safe and convenient access links between all parts of the area; reduced dependency on the private car; prevention of flood risk; protection of the character of the countryside and wildlife habitats by retaining important trees and hedges; and ensuring a regulated programme of development. Policy 16 of the CSS sets out a requirement for all the SUEs to be master planned to ensure that they function as sustainable neighbourhoods which integrate physically and socially into the existing towns. These matters are

considered in the following section.

It is considered that the loss of committed employment land (approximately 10 ha's) is unlikely to have an adverse impact on either the overall supply/quality of employment land in the borough or the proposed mix of employment uses in the overall scheme. As such, the proposal is acceptable in terms of the CSS and the JCS.

The S73 application results in a reduction of the Country Park from 33ha to 25.1ha. It is noted that the intention is that this area will be retained in agricultural use. As such its landscape impact and visual contribution to the area will remain largely unchanged. The footpath access across the site is also to be retained ensuring a level of connectivity across the area. However a reduction in the area that was to be available for informal public access, together with an increase in the number of residents may lead to an increased visitor pressure on the SPA. In order to ensure any potential effects are identified and mitigated the early delivery and implementation of the Management Plan and Access Strategy for the SPA should be considered.

The application also seeks to change the location of the secondary school and move this outside of the application area in order to ensure that this school can be delivered for the benefit of the town the delivery mechanism and triggers for this should be agreed within the revised S106.

However, it is apparent that the Stanton Cross scheme still accords with wider spatial and sustainability objectives of the extant and emerging Development Plan for the area, notably Joint Core Strategy Policy 29 that seeks to direct strategic housing development to Wellingborough as one of the key Growth Towns, and help to "significantly boost the supply of housing" in accordance with the NPPF.

Masterplan 2015

The 2015 Masterplan provides a comprehensive picture of the proposals to be secured through both the outline planning application (WP/15/00481/OUT) and this Section 73 application. The Masterplan and underlying development principles and parameters are explained in detail in the 2015 Masterplan Report, that updates the original Masterplan report that was approved as part of the 2008 planning permission.

The 2015 Masterplan now provides for the delivery of the following residential and employment development, together with the associated community facilities, public open space and infrastructure:

- Residential development providing 3,750 dwellings;
- 9ha of B8 development providing 40,500m²;
- 12.81ha of B1/B2 development providing 51,240m²;
- 19.05ha of B1 development providing 90,432m²; and

Public Open Space including:

- approximately 24ha Town Park;
- approximately 25ha Country Park;
- 11.25ha of youth & adult sport & recreation space;
- 3.25ha allotments;
- 5.32ha children's play; and

- green links and Nene Valley green infrastructure.

Access:

The 2015 Masterplan still utilises existing infrastructure and links wherever possible, but new connections are also proposed in the form of new access routes, notably Route 4 (Midland Road) and Route 2 (the southern access). As set out above the delivery of Routes 6 and 7 would be deferred.

Development Framework:

The approach to defining the developable area within the site and the approach to landscape, strategic public open space, sustainable urban drainage systems, river works and movement remain consistent with the 2008 Masterplan that underpins the existing planning permission.

Land Use:

Whilst there are changes to the scale of development proposed in the 2015 Masterplan (as highlighted above), the approach to the distribution of land uses within the development remains consistent with the 2008 Masterplan. The additional residential units are located around the proposed Neighbourhood and Local Centres and adjoined by the extended primary school site and public open space areas, with good connections to proposed bus routes.

Public Open Space:

A wide variety of accessible public open space and green infrastructure is to be provided as part of the Stanton Cross development. Most notably the scheme includes a Town and Country Park in the Ise Valley that will provide both a landscape and ecological resource and a new strategic public open space. Formal youth and adult recreation facilities and allotments will also be provided in key locations, and a number of children's play spaces are proposed throughout the development. Moreover, additional informal and amenity space will be provided in the green links that will permeate the proposed development and seek to reinforce connections over the Ise Valley and connect landmarks and key land-use areas. A significant area of informal open space will also be provided on the southern edge of the development, providing a green buffer to the SPA/RAMSAR site in the Nene Valley. These areas will allow the retention of key existing landscape features and incorporate strategic landscaping. The public open space is located and distributed to be as accessible as possible to the residents of the new development. That is further enhanced through the provision of direct pedestrian and cycle links, including a new specific link from the main part of the 550 OPA area to the Country Park. The quality and accessibility of the public open space to be provided will encourage its use rather than the SPA/RAMSAR area.

The public open space provision in the committed scheme sought to respond to the relevant standards in place at the time (BWLP Policy L8), but ultimately represented an substantial over-provision across the site relative to the needs of the development's residents. The scale and mix of public open space to be provided in the 2015 Masterplan accords with the committed development scheme, except that the extent of the Country Park has reduced (see below) as the proposed grassland to the west of the River Ise will no longer form part of the park. There is, however, still a total over provision of more than 25ha of public open space even taking account of the additional 550 dwellings that are proposed, and this does not take account of the informal space to be provided on the southern fringe of the development in the Nene Valley. The over

provision is particularly in "parks and gardens" and "natural and semi-natural" open space. The overall development will continue to provide more than sufficient public open space to meet the needs of future residents and will continue to provide a valuable resource for the whole town.

Phasing:

The development phasing strategy that underpinned the 2008 planning permission sought to ensure that the development proceeds organically and logically, and ensure that the provision of infrastructure and community facilities comes forward with the residential and employment development. The intention was to initially build around the Neighbourhood Centre to establish a focus for the development.

However, given the scale of the site and development, construction will occur in more than one location at a time, and therefore, the phases of development will overlap.

These phasing principles have been retained in the revised scheme as set out in the 2015 Masterplan. The likely trajectory is set out below.

Year	Dwellings
2015/16	0
2016/17	125
2017/18	175
2018/19	250
2019/20	250
2020/21	250
2021/22	250
2022/23	250
2023/24	250
2024/25	250
2025/26	250
2026/27	250
2027/28	250
2028/29	250
2029/30	250
2030/31	250
2031/32	100
Total	3650

The employment land is phased to be released on a pro-rata basis with the residential development, but the take up of the employment land will inevitably be market driven.

The phasing of the required highway and community infrastructure (e.g. the schools) were secured in the conditions and Section 106 Agreement attached to the committed scheme. These remain valid except for the deferment of Route 6 (the northern access) and Route 7 (the eastern access), and can be secured in the revised conditions and the "new" Section 106 Agreement that would be applied to both this application and the outline planning application for the additional 550 dwellings.

Summary:

The 2015 Masterplan would continue to provide a comprehensive and viable land use, transport and landscape framework for the sustainable development of Stanton Cross (including the additional development that is proposed), which will deliver a complementary mix of residential, employment, community and leisure development, in

accordance with the Local Plan site allocation policies and NNCSS Policies 13 and 16, and JCS Policies 7 and 8.

In light of the above analysis it is considered that the Section 73 application proposals both alone and in combination with the additional residential development which is the subject of the separate outline planning application therefore, accord with the policies set out above, notably BWLP Policies U14, U17, U19 and UT1 that relate to the site's allocation; NNCSS Policies 13 and 16 and JCS Policies 7 and 8 in relation to Sustainable Urban extension and place making; NNCSS Policies 8 and 11, and JCS Policies 22 and 23 in respect of the delivery of employment land; and NNCSS Policies 7 and 10 and JCS Policies 28 and 29 in relation to housing delivery.

Loss of Employment Land

NNCSS Policy 8 (Delivering Economic Prosperity) seeks to maintain a broad balance of homes and jobs and to create a more diverse economic base. NNCSS Policy 11 (Distribution of Jobs) confirms the quantity and quality of existing employment sites and allocations will be reviewed against identified job creation targets. A total of 12,400 jobs are required in Wellingborough (including 1,120 in general industry, 1,870 in distribution and 3,260 in offices). The policy states that any shortfall will be met with the allocation of new employment sites to adjoin the SUEs, or within areas that presently have a low jobs/workers balance.

NNCSS Policy 11 (Distribution of jobs) seeks to safeguard existing employment sites, allowing for alternative uses if it can be demonstrated that there won't be an adverse impact on the overall supply and quality of employment land in the borough, and/or that the proposal would resolve existing land use conflicts. Policy 23 (Distribution of new jobs) of the emerging Joint Core Strategy (JCS) supports the delivery of the scale and mix of development identified in the masterplans of the Sustainable Urban Extensions (SUEs). This policy can now be afforded material weight in terms of paragraph 216 of the National Planning Policy Framework (NPPF) because the plan is now at an advanced stage (examination) and there are no unresolved objections in respect of this policy.

The Council has undertaken an Employment Land Review (ELR) to assess the suitability and sufficiency of employment land to meet the future need for employment land in the borough for the period 2011-2031. The ELR demonstrates that the Council has more than double the amount of committed employment land than is required. It identifies a significant surplus of committed employment land in the region of 70 ha.

The committed Stanton Cross scheme was prepared in response to historic employment land allocation requirements in the LP that did not reflect identified employment sector needs or job growth requirements. This has resulted in a potential significant over provision of employment land in the borough compared to current identified needs, notably in B1 office and B8 warehouse and distribution development.

The 2015 Masterplan recognises that Neilsons Sidings will now be retained in its existing use and not developed as rail-related warehouse and distribution (B8) development. The separate outline planning application for the additional residential development would also result in a reallocation of a total of 4.15ha committed employment (B1 business and light industrial use) land.

However, the proposed employment sites within the 2015 Masterplan still provide a variety of employment development opportunities to meet the identified development requirements and respond to market demand in the area. A balanced mix of office and light industry (B1), general industry (B2) and warehouse and distribution (B8) will be delivered. All of the sites have good links to the primary road network and are accessible by modes other than the car, and are well related to the proposed residential areas to ensure labour supply accessibility. They are also of sufficient scale to ensure that the critical mass of the development required to make the development viable and sustainable, is delivered.

Therefore, despite the reduction in employment floorspace in the overall scheme, the proposal complies with NNCSS Policy 16 and Policy 22 criterion (c) of JCS in that there would still be an appropriate mix of uses in the development. Moreover, the changes in the employment areas embodied in the 2015 Masterplan would also result in an improved juxtaposition between the proposed residential and employment development around the Ise Valley Local Centre.

The applicants have demonstrated that the revised scheme as a whole would still deliver 7,000 jobs. To put that in context, JCS Policy 23 seeks to set a minimum net job growth target of 6,100 jobs for the Borough in the period 2011-31, and it is anticipated that only 65% (circa. 4,000) of those are to come from B class employment development. The Stanton Cross scheme would, therefore, still provide more B class employment jobs than the requirement identified in the review of the Core Strategy.

It is considered that the loss of committed employment land (approximately 10 ha's) is unlikely to have an adverse impact on either the overall supply/quality of employment land in the borough or the proposed mix of employment uses in the overall scheme. As such, the proposal is acceptable in terms of the NNCSS and the JCS policies identified above.

Housing Delivery

The committed Stanton Cross scheme makes up a very substantial part of the overall identified housing land supply (approx. 54%) in the Borough and is therefore, critical to meeting the overall housing need/requirements identified for the Borough and the town in the period to 2031 in the JCS (7,000 and 5,750 dwellings respectively, 2,500 of those in the period to 2021). It also forms an important part of the Borough's 5 year land supply in accordance with the NPPF, NNCSS Policies 7 and 10, and JCS Policies 28 and 29.

This Section 73 application seeks to amend the existing permission by reducing the front loaded infrastructure burden in order to ensure the viability of the Stanton Cross scheme and expedite its delivery. Approval of this application would therefore, help to bolster the 5 year housing land supply position in the Borough, ensure that overall housing needs are met within the plan period and to boost the supply of housing in accordance with the NPPF.

LP Policy H8 establishes a requirement to provide affordable housing in housing developments. Affordable Housing SPG (July 2004) expands on Policy H8 and highlights a target of 27% affordable housing, and a particular need for social rented and shared ownership housing. More recently NNCSS policy 15 (Sustainable Housing

Provision) seeks a balanced mix of housing types and tenures in future housing provision in the area, including 30% affordable housing provision and 100% lifetime home provision.

The Stanton Cross scheme will be able to provide a full range of housing sizes, types and tenures to ensure the development of a balanced and sustainable community in accordance with NNCSS Policies 15 and 16 and JCS Policy 30. That will include "invisible" affordable housing provided in small clusters but integrated throughout the wider site.

It is expected that the Stanton Cross scheme as a whole (including the additional 550 dwellings which are the subject of the separate outline application) will deliver up to 20% of the total housing provision as affordable housing. However, the precise amount will depend on the viability of each phase of development, and will therefore, take into account other infrastructure provision being provided at that point. That will mean that the scale of provision is lower in the initial phases and higher in the later phases of development. The "new" Section 106 Agreement will set the overall target and the mechanism for an on-going review as the individual phases come forward.

Secondary School Relocation

The application also seeks to change the location of the secondary school and move this outside of the application area in order to ensure that this school can be delivered for the benefit of the town the delivery mechanism and triggers for this should be agreed within the revised S106. The Education Authority have indicated their agreement to this proposal.

Environmental Impact Assessment

The advice contained within Planning Practice Guidance (PPG) (17a-016-20140306) highlights that a Section 73 application is effectively a new application for planning permission under the terms of The Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (the EIA Regulations). The PPG continues to state that, where an EIA was carried out on the original application, the planning authority will need to consider if further information needs to be added to the original Environmental Statement (ES) to satisfy the requirements of the EIA Regulations. Whether changes to the original ES are required or not, an ES must be submitted with a Section 73 application for any development which the local planning authority considers to be EIA development.

Where an Environmental Impact Assessment was carried out on the original application, the planning authority will need to consider if further information needs to be added to the original Environmental Statement to satisfy the requirements of the Regulations. Whether changes to the original Environmental Statement are required or not, an Environmental Statement must be submitted with a section 73 application for development which the local planning authority considers to be Environmental Impact Assessment development.

On this basis, the Section 73 application includes the previously approved 2004/05 ES, which is supplemented by a 2015 Environmental Statement Supplement (2015 ES Supplement). That has been prepared to update and review the 2004/05 ES in light of any changes to the application site or its context (the baseline), the proposed changes to the development as set out above (particularly as a result of the proposed

removal/revision of the specified conditions), and/or the required assessment methodology.

Specifically it considers whether there is any significant change in the assessed impact or required mitigation and, therefore, whether the 2004/05 ES conclusions are still relevant and robust in accordance with the EIA Regulations. This approach reflects the requirements of the EIA Regulations and the guidance within the PPG.

As set out above, a separate planning application has been submitted to secure planning permission for an additional 550 dwellings within the consented scheme application area. In accordance with the EIA Regulations and PPG, an EIA screening request in relation to that application was submitted to the Council on 28th November 2014 and the formal screening response dated 17th December 2014 confirmed that given the location and scale of development proposed, an EIA was not required in conjunction with that application. However, given the scale and nature of the additional proposed development and the changes to the committed scheme proposed in this Section 73 application, the 2015 ES Supplement also considers the potential cumulative impact of the total development as set out in the 2015 Masterplan (see below).

Key environmental issues in relation to this application (ecology, highways, noise and air quality) are considered in the following sections, but Members should also note the following the following conclusions drawn from the 2015 ES Supplement:

Cultural Heritage

There has been no substantial change to the baseline data related to the historic environment since 2005 or the impact of the proposals. For this reason the impact on the historic environment is still considered to be the same as that detailed in the original ES when the outline planning permission was granted. Although the Historic Environment Record has been updated since 2005 no significant new data has been recorded within the revised Master Plan 2015 area and the impact on the historic environment is still considered to be minor adverse, although this is expected to reduce to neutral following the implementation the mitigation strategy that will be retained if the section 73 application is permitted.

A review of the impact of the proposed developments on the settings of designated heritage assets, all of which lie outside the proposed scheme area, has not identified any substantial change to the visual baseline or assessed impact.

Landscaping and Visual Impact

There has been little substantial change to the landscape resource baseline or the impact of the proposals (as set out in the 2015 Masterplan) since the assessment included in the original ES. For this reason the impact on landscape resource is still considered to be minor adverse. Although the publication of new county landscape character reports since the original assessment has resulted in an updated landscape character baseline, a review of the new information against the 2015 Masterplan proposals has determined that the impact on landscape character remains unchanged from the permitted scheme. A review of the ZTV and viewpoint locations used for the original assessment has not identified any substantial change to the visual baseline or the original impact assessment conclusions.

Drainage and Flooding

There has been little substantial change to the flood risk or drainage baseline or the impact of the proposals (as set out in the 2015 Masterplan) since the 2004/2005 Flood Risk Assessment included in the original ES. For this reason the impact on flood risk and drainage is still considered to be minor adverse.

Additionally, the residual impacts, including the River Ise realignment and the introduction of Sustainable Drainage Systems (SUDS) are still considered to have the potential to provide a minor positive impact. The original ES concluded that the majority of the post mitigation residual effects were "Nil" with a number being "Minor Beneficial". In light of the limited alteration to the scheme and indeed the fact that the mitigations measures remain, the conclusions drawn remain relevant.

Socio-Economic Assessment

The effects of the proposed development on the social and economic well being of both the existing and future population of Wellingborough remain similar to that set out in the original ES. There will be an increase in the population of residents, which will lead to the creation of a balanced and sustainable community. The development will create an estimated 7,000 jobs in the proposed employment development and new jobs will also be created in the new schools, the new retail element, and within the various forms of community facilities on the site. A significant number of jobs will also be created during the construction process (which will last for a number of years). The provision of new schools, recreation facilities, and community services and facilities will add to the range of facilities available within the area. Indeed, in certain instances (e.g. the provision of new recreational facilities) these facilities will serve the existing population thereby enhancing the quality of life of both existing and future residents and ensure social integration. Existing shops and services in Wellingborough will benefit from the additional custom generated by the new population. This will aid the viability of the new economy and should attract new investment into the area. New and improved infrastructure links in and around the town will enhance ease of movement for the existing residents. This will also help to facilitate integration and interaction between the existing residents and those in Wellingborough East.

Upper Nene Valley Gravel Pits Special Protection Area

The 2015 ES Supplement highlighted that there has been little alteration in the ecological baseline conditions on site since the original application with the assessment area comprising large areas of arable and improved pasture of low nature conservation value. The 2015 Masterplan continues to follow the core principles in the committed Stanton Cross development and the scheme is considered to provide high levels of habitat creation and enhancement in order to mitigate the potential impacts of the development (which also remain significantly unaltered since the original application). Furthermore, since the original planning permission was granted detailed proposals (based upon extensive survey effort) have been submitted as part of a variety of Reserved Matters applications and Condition discharge submissions to provide further information to ensure that all potential impacts have been assessed and that the scheme will continue to provide the high level of mitigation originally proposed. The ES Supplement concludes that the overall impacts, mitigation and residual effects are considered to remain unchanged from the original permitted scheme.

The application site is in close proximity to a European designated site (also commonly referred to as Natura 2000 sites), and therefore has the potential to affect its interest

features. European sites are afforded protection under the Conservation of Habitats and Species Regulations 2010, as amended (the 'Habitats Regulations'). The application site is approximately 500 metres from the Upper Nene Valley Gravel Pits Special Protection Area which is a European site. The site is also listed as a Ramsar Site and also notified at a national level as a Site of Special Scientific Interest (SSSI).

The effects of the development on this site were assessed in conjunction with the original Environmental Statement, and the preparation and implementation of a Habitat Management and Access Plan was secured by conditions attached to outline planning permission.

The Habitats Regulations include a stringent assessment process (Habitats Regulations Assessment (HRA)) which competent authorities must follow when considering plans or projects that could have significant effects on European Sites.

As a competent authority the proposal's impact has been assessed and given that the effects of development will vary from lake to lake the effects of the proposal has therefore been considered in relation to both individual parts of the SPA and the entire SPA it is considered that:-

- the proposal is not necessary for the management of the European site
- that the proposal is unlikely to have a significant effect on any European site

The most significant issue presented by this application in relation to the SPA is the proposed deferral of Route 7 through an amendment to Condition 15 of WP/2004/600/O. This is important because the Route 7 construction acts as a trigger for the agreement and implementation of a habitat and access management plan for nearby areas of the SPA; this is through Condition 28 of WP/2004/600/O, Condition 11 of EN/09/0184/RWL and the S106 agreement for WP/2005/0720/F.

The applicants have suggested the inclusion of a planning condition to this S73 application to require the management plan to be approved and implemented through an alternative trigger of occupation of the 500th dwelling. This approach would allow previously agreed mitigation to be provided to acceptable time scales.

The detailed design, construction and management of the SPA compensation area would continue to be linked to the construction of Routes 2 and 7 through Condition 28 of WP/2004/600/O and clause 4.1.2 of the S106 agreement for WP/2005/0720/F and these requirements will need to be maintained. This is acceptable given that the impacts that will be addressed by the compensation area, i.e. loss of habitat within the SPA, would only occur when construction of the routes commences.

Another notable element of the application is the reduction in size of the country park from 33ha to 25.1ha with the area removed from the country park to remain in agricultural use. Whilst this results in a slight reduction in the area of country park available for recreation we note that the agricultural land could still contribute to a recreational function as rights of way would be available around it and therefore it is considered that there is unlikely to be any displacement of recreational activity from the country park area in to the SSSI.

Therefore it is concluded that the proposal is unlikely to have significant effects to the SPA.

On the basis of the above Natural England have confirmed that they have no objection to the application.

The Badger Groups concerns regarding Sett 5 relate to the separate outline planning application for the additional residential development and are addressed in that Committee Report.

Highways and Travel Plans

The Section 73 application seeks to amend some of the conditions attached to the existing planning permission in relation to the phasing of the required infrastructure provision; principally the deferment of the delivery of the provision of the northern access road (Route 6) to Finedon Road, and eastern access road (Route 7) from the A45 to Irthlingborough Road.

The central Midland Road (Route 4) access will be the principal 'community link' to the development from the town and vice versa. Its route will link the town centre, the proposed interchange at the Railway Station, and the Neighbourhood Centre within the heart of the new development. Southern Access (Route 2) will provide direct access to the A45(T) but also provide access to and from the development from the southern part of the town and the existing employment areas and services therein. It will, therefore, enhance the sustainable integration of the new development with the existing built form. Finedon Road will provide the access into the development from the northern part of the town and the existing employment areas and services therein. The Finedon Road railway bridge is being improved by Network Rail, and new roundabouts are proposed to provide direct access into the proposed development

In terms of public transport access, the submitted 2015 Masterplan Report highlights that the area around the railway station is proposed to be developed as a multi-modal interchange, and the road structure in the committed scheme was designed to allow efficient bus routing, providing a number of alternative options for bus circuits to the north and south. The Masterplan Report also illustrates how the proposed strategic pedestrian and cycle routes that link into the wider public right of way network.

Public Transport provision (and a Travel Plan) and the foot/cycle links will continue to be secured through the Section 106 Agreement that relates to both this application and the outline planning application for the additional residential development.

The application proposals therefore, still accord with LP Policies U14 and UT1, NNCS Policies 13 and 16, and JCS Policy 8.

In terms of the impact of the development on the highway network, the Transport Assessment (TA) submitted to support the grant of planning permission for the committed scheme assessed the implications of the proposed development and outlined appropriate mitigation measures to address potential impacts. The measures proposed included junction improvements, crossing facilities, consolidation of parking arrangements and walking/cycling provision at key junctions. The potential implications for traffic and the highway network as a result of the deferral of Route 6 and 7, therefore, affecting the distribution of the traffic generated, and the additional residential

development (albeit offset by the reduction in employment development) as proposed in the related outline application has been considered in a Transport Assessment and 2015 ES Supplement that were submitted with this application.

The TA assessed the impact of the two new planning application proposals in isolation and in combination using the Northamptonshire Strategic Transport Model (NSTM); with the modelling scenarios, inputs required, etc having been agreed in consultation with Northamptonshire County Council (NCC) and Highways England (HE). Subsequently an Addendum Transport Assessment was submitted to address the queries raised by NCC and HE. That identifies a revised transport infrastructure package as follows:

- Junction 2 - Elsdon Road/Midland Road/Senwick Road: Signal improvement scheme to be implemented as part of Route 4 works prior to 300 dwellings at Stanton Cross in addition a further financial contribution is to be provided to the Highway Authority towards a long term enhancement of the consented improvement scheme;
- Junction 3 - Finedon Road/Rixon Road: Junction improvement scheme as shown on WYG drawing number A090278-35-18-002 to be implemented prior to 300 dwellings at Stanton Cross;
- Junction 5 - A509/London Road/Embankment: Signal improvement scheme to be implemented as part of Route 2 works prior to 724 dwellings at Stanton Cross;
- Junction 6 - A45/Turnells Mill Lane: Signal improvement scheme to be implemented as part of Route 2 works prior to 724 dwellings at Stanton Cross;
- Junction 9 - A6 Burton Road/A510 Wellingborough Road: S106 a significant financial contribution of £600,000 towards the provision of a comprehensive junction improvement scheme to be provided;
- Junction 12 - B571/Ditchford Road: Junction improvement scheme as shown on WYG drawing number A090278-35-18-004 to be implemented prior to 300 dwellings at Stanton Cross; and
- Junctions 18a and 18b - A45 (T)/Ditchford Road: Junction improvement scheme as shown on WYG drawing number A090278-35-18-003 to be implemented prior to 1,200 dwellings at Stanton Cross.

All other off-site junction improvements are as agreed for the committed Stanton Cross scheme and are to either to be provided as part of the development or contributions provided to enable the Highway Authority to provide enhanced schemes with contributions from other sources.

Noise

The noise assessment included within the original ES confirmed that the primary existing noise sources in the area were from existing road and rail traffic, the pumping station and an existing dogs kennel (that is no longer in existence). It considered the potential impact of the development on both existing and proposed residential dwellings would be from these sources and from future traffic attributable to the proposed development. The assessment identified specific locations where the anticipated levels of noise would require mitigation in order to protect proposed development, through the potential use of various forms of screening to create an appropriate barrier and appropriate glazing and ventilation to residential development. Appropriate construction management techniques were also proposed for the management of construction noise.

The effect of the additional development and the deferment of Routes R6 and R7 were assessed in the 2015 ES Supplement that was submitted with the Section 73 application. That concluded that the impact of the both the applications proposals on all of the identified receptors are within the Lowest Observed Adverse Effect Level and are not expected to have an 'adverse impact' on health or quality of life.

The Environmental Protection consultation response confirmed that the noise levels between the committed scheme and the proposed scheme are not significant, and that the mitigation measures that were required for the committed scheme remain appropriate. These should be secured by condition.

It is considered that the application proposals accord with the policies set out above and that the additional development would not have a materially different impact than the already committed scheme.

Air Quality

The impact of the proposed Stanton Cross development on local levels of air pollution was also considered in relation to the committed development within the original ES. That assessment confirmed that the traffic generated would increase levels of air pollution in some locations, but that those increases were generally only very small and did not breach Government guidelines. In addition, the potential impact significance of dust emissions associated with the construction phase of development was assessed as a low risk. As such, mitigation measures were recommended in accordance with the Building Research Establishment (BRE) guidance document 'Controlling particles, vapours and noise pollution from construction sites' during the construction phase, with mitigation measures from the Travel Plan, seeking to potentially reduce car travel, proposed in conjunction with the operational phase.

Again the effect of the additional development and the deferment of Routes R6 and R7 were assessed in the 2015 ES Supplement that has submitted been with the this application. The Environmental Protection consultation response confirmed that findings of the submitted assessments, notably all of the receptors are predicted to be within the UK Air Quality Objectives for NO₂ and PM₁₀, and the impact of the proposed development is not considered significant. The benefits of the proposed mitigation (Travel Plan and Construction Management Plan) are referred to and should be secured by condition.

Consequently it is considered that the application accords with the policies set out above, and that the additional development would not have a materially different impact than the already committed scheme.

Planning Obligations and Conditions

The NPPF at paragraph 204 states that planning obligations should only be sought where they meet all of the following tests: necessary to make the development acceptable in planning terms; directly related to the development; and fairly and reasonably related in scale and kind to the development. This advice is reiterated under Regulation 122 of the Community Infrastructure Levy (CIL) Regulations 2010.

If the Committee resolves to approve the proposal, this will be subject to the completion of a Section 106 Agreement. However as this application is interlinked with the outline application for the additional residential development, it is proposed that the Section

106 Agreement covers both applications to ensure that the requirements for the development as a whole are dealt with in a transparent and comprehensive manner. The Section 106 Agreement would reflect the provisions of the Section 106 Agreement associated with the current outline planning permission, but updated accordingly to reflect the proposals within this Section 73 application and the outline planning application for the additional residential development.

In relation to this application specifically, the Section 106 will need to address the highways infrastructure mitigation package set out above, and the proposed approach to affordable housing delivery set out above.

The matters that would be covered in the Section 106 Agreement are set out in the detailed Heads of Terms that are attached to this report. In summary:

- Highways improvements;
- Public transport;
- Travel Plan;
- Station Interchange;
- Development phasing;
- HGV routing;
- Footpaths;
- Affordable housing provision;
- Primary school provision;
- Secondary school;
- Other education facilities;
- Open Space Land;
- Ise Valley Park;
- Other Open space/leisure facilities;
- Neighbourhood Centre (community facilities);
- Secondary local centre;
- Sustainability;
- Employment;
- Flooding;
- Waste Management.

Paragraph 206 of the NPPF also states that planning conditions should only be imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects.

It is considered that the S106 and the conditions meet the tests set out in the preceding paragraphs.

CONCLUSION

The principle of development on the application site has already been established by the site's historic allocation as a strategic urban extension to Wellingborough, and the grant of planning permission for the Stanton Cross scheme in 2008.

This Section 73 application (together with the related outline planning application for additional residential development) seeks to ensure the viability of Stanton Cross and facilitate its prompt delivery, principally by deferring the delivery of Routes 6 and 7 into the site, and reducing the size of the Country Park. That will bolster the 5 year housing

land supply position in the Borough and ensure that overall housing needs are met within the plan period.

The 2015 Environmental Statement Supplement submitted with the application considers any changes to the application site or its context (the baseline), and the proposed changes to the development. Specifically it considers whether there is any significant change in the assessed impact or required mitigation and, therefore, whether the 2004/05 ES conclusions are still relevant and robust in accordance with the EIA Regulations. It highlights that there is no significant change in relation to the key environmental issues.

The potential highways impacts have also been carefully examined to take account of the proposed deferral of the delivery of Routes 6 and 7 - the northern and eastern access routes respectively. The cumulative impact of the additional residential development proposed in the separate outline planning application has also been considered. An appropriate highways infrastructure mitigation package has been identified and can be secured through conditions attached to the permission and/or the Section 106 Agreement.

It has, therefore, been demonstrated that the application proposals would still constitute "sustainable development" in NPPF terms, and would result in a number of significant economic (e.g. new jobs, economic growth and local expenditure), social (e.g. provision of housing and community and recreation facilities) and environmental (e.g. landscaping and SUDS) benefits that reflect the 3 dimensions of sustainable development identified in paragraph 7 of the NPPF.

The proposed development as amended by this application complies with the relevant development plan policies and is consistent with the provisions in the NPPF specifically in relation to promoting sustainable development, boosting the supply of housing, raising design standards, conserving the environment etc. In the absence of any material considerations of sufficient weight, it is recommended that the proposal be approved subject to conditions and the completion of a suitably worded agreement under s106 of the Town and Country Planning Act 1990.

RECOMMENDATION

Delegate to the Head of Planning and Local Development to approve subject to the following conditions and following the completion of a s106 Planning Agreement.

CONDITIONS/REASONS

1. Applications for details of the following matters (hereby referred to as the reserved matters) shall be submitted to and approved in writing by the local planning authority before the commencement of development in each sub-area: a) the siting, design and external appearance of buildings; b) vehicle, cycle and foot access routes and parking; c) landscaping including boundary treatments and details of street furniture and lighting; d) layout and design of public open space; e) layout, design and specification of drainage infrastructure the development shall thereafter be implemented in accordance with the approved details.

Reason: In accordance with the Planning and Compulsory Purchase Act 2004.

2. Unless otherwise agreed by the local planning authority, no reserved matters application shall be submitted for development on any sub-area until and unless a design code and/or design brief for that sub-area has been submitted to and approved in writing by the local planning authority.

Reason: To ensure that the development achieves the objectives set out in the Masterplan.

3. Each residential sub-area design code submitted to the local planning authority for approval shall consist of guidance and coding relating to the following matters for that sub-area unless otherwise agreed by the local planning authority: - character area overview; - public realm strategy; - movement network including route hierarchy, - block typologies; - building typologies; - open spaces and landscape; - environmental standards; - implementation.

Reason: To ensure that the development achieves the objectives set out in the 2015 Masterplan.

4. Each reserved matters application shall accord with the Planning Application Masterplan and Design Codes and/or Design Brief, unless otherwise agreed by the local planning authority, and shall be accompanied by a written statement which demonstrates how this is the case.

Reason: To ensure reserved matter applications are in accordance with the Masterplan and relevant sub-area detailed design code/design brief.

5. Development of routes 2 and 7 (as shown on Plans - Route 2 3036/001,003,004,006, and 007 and R7 611071/08 Rev H) will not commence until the floodplain and ecology compensation areas proposed within the Nene Valley and detailed in the Environmental Statement dated August 2004/2005 are provided (the subject of planning application ref WP/2005/0720/F).

Reason: To ensure a satisfactory treatment of the site and that the works are not prejudicial to the existing ecological and nature conservation value of the area.

6. No development authorised by this permission shall take place unless in accordance with the Masterplan Report update, 2015 Masterplan (drawing ref DE026_001 G), (except in respect of the street layout), the parameters set out in the Environmental Statement (August 2004/05 and the ES Statement update 2015), Transport Assessment (2015) (including the Travel Plan) approved highway access drawings and/or any subsequent amendments approved by the local planning authority.

Reason: In order that the development is carried out in accordance with any necessary mitigation for the purposes of the Environmental Impact Assessment and in order that the development complies with the Approved Plans.

7. The development hereby permitted shall be carried out in substantial compliance with the plans contained in the Planning Application and save as is necessary to secure compliance with the conditions on this permission no variation shall be made without the prior written approval of the local planning authority which approval will not be given if in the reasonable opinion of the Council the proposed variation

creates new environmental impacts which exceed the range or scale of those assessed and measured in the Environmental Statement (October 2005) and the ES Supplement 2015 and which the Council considers may require further or additional mitigation measures.

Reason: In order that the development is carried out in accordance with any necessary mitigation for the purposes of the Environmental Impact Assessment and in order that the development complies with the approved plans.

8. The total development hereby approved shall not exceed the following as set out in detail in 2015 Masterplan (DE026_001 G), 102.5ha of residential development providing 3,750 dwellings; 9ha of B8 development providing 40,500m²; 12.81ha of B1/B2 development providing 51,240m²; 19.05ha of B1 development providing 90,432m²; In the Neighbourhood centre A1 Supermarket unit of 1000m², other A1 units of 1000m², and A3 food and drink units of 500m²; In the Ise and Nene Local Centres 250m² of A1 retail units and A3 food and drink units each. (The Use Classes are those set out in the The Town and Country Planning (Use Classes) (Amendment) (England) Order 2015, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason: The development of the site is the subject of an Environmental Impact Assessment, and any alteration to the layout or land use which is not substantially in accordance with the Planning Application 2015 Masterplan (DE026_001 G), may have an impact which has not been assessed by that process.

9. No more than 300 dwellings within Phase 1 shall be occupied until the proposed works associated with Route 4 as identified in the approved plans have been fully implemented and is open to use by public traffic.

Reason: To ensure that the safety and free flow of traffic on the trunk road network is not prejudiced by this development.

10. Car parking serving the development shall not exceed the limits set out in the Northamptonshire County Council Parking: Supplementary Planning Guidance.

Reason: To ensure an appropriate level of car parking.

11. Cycle Parking shall be provided at the Station Interchange, Neighbourhood and Local Centres and employment areas in accordance with the Northamptonshire County Council Parking: Supplementary Planning Guidance in accordance with a timetable to be agreed with the local planning authority prior to the commencement of development.

Reason: In the interest of sustainability.

12. Prior to the commencement of the development of any sub area or infrastructure element, all public footpath routes through the site shall be protected and/or diverted in accordance with statutory procedures and a scheme which shall previously have been submitted to and approved in writing by the local planning authority. Such measures shall remain in place for the duration of the construction and thereafter,

any such route shall be returned to its original state or such state as shall be agreed in writing in advance by the local planning authority, and made available for public use once the works which immediately affect them have been completed.

Reason: In the interest of sustainability.

13.

Prior to the commencement of development on the phasing indicated the highway junction works indicated shall be completed to the standards indicated on the drawing numbers specified unless otherwise agreed in writing by the local planning authority.

- Junction 2 - Elsdon Road/Midland Road/Senwick Road: Signal improvement scheme to be implemented as part of Route 4 works prior to 300 dwellings at Stanton Cross in addition a further financial contribution is to be provided to the Highway Authority towards a long term enhancement of the consented improvement scheme;
- Junction 3 - Finedon Road/Rixon Road: Junction improvement scheme as shown on WYG drawing number A090278-35-18-002 to be implemented prior to 300 dwellings at Stanton Cross;
- Junction 5 - A509/London Road/Embankment: Signal improvement scheme to be implemented as part of Route 2 works prior to 724 dwellings at Stanton Cross;
- Junction 6 - A45/Turnells Mill Lane: Signal improvement scheme to be implemented as part of Route 2 works prior to 724 dwellings at Stanton Cross;
- Junction 9 - A6 Burton Road/A510 Wellingborough Road: S106 a significant financial contribution of £600,000 towards the provision of a comprehensive junction improvement scheme to be provided;
- Junction 12 - B571/Ditchford Road: Junction improvement scheme as shown on WYG drawing number A090278-35-18-004 to be implemented prior to 300 dwellings at Stanton Cross; and
- Junctions 18a and 18b - A45(T)/Ditchford Road: Junction improvement scheme as shown on WYG drawing number A090278-35-18-003 to be implemented prior to 1,200 dwellings at Stanton Cross.

For the purposes of this condition the following expressions have the following meanings:

Phase 1A - Infrastructure only

Phase 1B - 397 dwellings and 9 Ha of employment

Phase 2A - 327 dwellings. 7.51 Ha of employment and 2.17 Ha of Community and Commercial

Phase 2B - 389 dwellings and 2.98 Ha of employment

Phase 2C - 349 dwellings, 1.71 Ha of employment and 0.27 Ha of Community and Commercial

Phase 2D - 511 dwellings and 13 Ha of employment

Phase 3A - 496 dwellings and 11.54 Ha of employment

Phase 3B - 364 dwellings, 0.47 Ha of employment and 0.55 Ha of Community and Commercial

Phase 3C - 369 dwellings, 4.85 Ha of employment and 0.29 Ha of Community and Commercial.

Reason: To ensure the development does not increase flood risk.

14. Before Phase 1B is commenced a detailed Travel Plan to be submitted to and agreed by the local planning authority in consultation with the Highways Authority and Highways Agency and mitigation measures identified in the plan to be implemented as agreed in the Travel Plan.

Reason: To ensure that the safety and free flow of traffic on the trunk road network is not prejudiced by this development.

15. No development within each phased application area shall be undertaken unless and until the developer has entered into a suitable legal agreement with the Highways Agency regarding the proposed works shown generally on drawings contained in Condition 13 above.

Reason: To ensure that the safety and free flow of traffic on the trunk road network is not prejudiced by this development.

16. A phasing plan detailing how floodwater will pass through flood zones 2 and 3 during provision of the flood mitigation works and/or construction of any of the access routes within the River Ise and River Nene floodplain (identified within the Flood Risk Assessment August 2005) shall be submitted to and approved in writing by the local authority before each phase of development flood zones 2 and 3 commences and the development shall thereafter be carried out only in accordance with it.

Reason: To ensure the development does not increase flood risk.

17. The flood mitigation works and floodplain compensation area(s) for each access route crossing the River Ise and/or River Nene floodplains will be provided and made available for flood storage in accordance with the details contained in the Flood Risk Assessment August 2005 prior to works relating to each compensation area commencing.

Reason: To ensure the development does not increase flood risk.

18. A long-term management programme for each of the flood storage areas and proposed flood defences detailed in the Flood Risk Assessment dated August 2005, including means of controlling invasive species and means of delivery, shall be submitted to and approved in writing by the local planning authority, prior to works relating to each phase commencing and the programme shall thereafter be complied with.

Reason: To ensure the development does not increase flood risk and to inform the terms of the Section 106 agreement.

19. Notwithstanding the proposals in the Environmental Statement and Masterplan, Part B, section 23, a long-term management programme for each of the sustainable drainage systems detailed in the Flood Risk Assessment dated August 2005, including means of controlling invasive species and means of delivery, shall be submitted to and approved in writing by the local planning authority, prior to works relating to each phase commencing and the programme shall thereafter be complied with.

Reason: To ensure the development does not increase flood risk and to inform the terms of the Section 106 agreement.

20. Unless otherwise agreed in writing with the local planning authority or to satisfy the requirements of the conditions of this planning permission, the development shall proceed in accordance with the details, phasing and maintenance responsibilities set out in the Flood Risk Assessment dated August 2005.

Reason: To reduce flood risk and for the avoidance of doubt.

21. Development of any sub-area hereby approved by this planning permission shall not commence until: a) Where identified as necessary by the Environmental Statement (dated August 2004 and August 2005) a site investigation has been proposed for the sub-area using the findings of the Environmental Statement and submitted to, and approved in writing by the local planning authority prior to that investigation being carried out. The investigation must be comprehensive enough to enable: a risk assessment to be undertaken relating to the receptors associated with the proposed new use, those uses that will be retained (if any) and other receptors on and off the site that may be affected, refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements. b) The site investigation has been undertaken in accordance with details approved by the local planning authority and a risk assessment undertaken. c) Where it is identified that remediation is required, that a Method Statement detailing the requirements using the information obtained from the Site Investigation and the measure outlined in the Environmental Statement August 2004/2005 has been submitted to and approved in writing by the local planning authority prior to that remediation being carried out. The approved remediation shall be fully completed in accordance with the approved method statement prior to the occupation of any building to which this approval applies.

Reason: To ensure that the development, site investigations and remediation will not cause any risk to human health or pollution of surface and ground waters.

22. Prior to the commencement of development of any sub-area a 'soil reuse strategy' reflecting the Environmental Statement August 2005 shall be submitted to and approved in writing by the local planning authority. Development shall take place only in accordance with the approved details.

Reason: To ensure the sustainable use of soils including contaminated soils on the site.

23. Soft landscaped areas shall be provided in accordance with the mitigation strategy set out in the ecology assessment within the Environmental Statement August 2004/05 and the 2015 Environmental Statement Supplement in accordance with a timetable to be agreed with the local planning authority.

Reason: To ensure that the development achieves the objectives set out in the environmental statement.

24. An ecology management plan detailing the habitat creation and management for the Ise Valley Park and Green Links in accordance with the principles set out in the Environmental Statement dated August 2005 and the 2015 Environmental Statement Supplement shall be submitted to and approved in writing by the local planning authority prior to the creation of the public park (but not limiting the required flood remediation works). The ecology management plan and development shall thereafter be implemented in accordance with the approved details.

Reason: To optimise the opportunities for appropriate habitat creation and species migration from affected site areas.

25. An ecology management plan detailing the habitat creation and management for the existing County Wildlife Sites and related compensatory habitat in accordance with the principles set out in the Environmental Statement dated August 2004/05 and the 2015 Environmental Statement Supplement shall be submitted to and approved in writing by the local planning authority prior to the construction of Access Route 2. This should cover the enhancement of the floodplain areas 2 and 4 on Figure 23a of the Masterplan Report as well as the Route 2 ecology compensation areas indicated on Figure 22a of the Masterplan Report. The ecology management plan and development shall thereafter be implemented in accordance with the approved details.

Reason: To optimise the opportunities for appropriate habitat creation and species migration from affected site areas.

26. An ecology management plan detailing the habitat creation and management (including a detailed zoning scheme to control access to people visiting the SSSI/SPA) for the candidate Special Protection Area/SSSI and related compensatory habitat in accordance with the principles set out in the Environmental Statement dated August 2004/05 and the 2015 Environmental Statement Supplement will be submitted to and approved in writing by the local planning authority prior to the construction of Access Routes 2 and 7. The ecology management plan and development shall thereafter be implemented in accordance with the approved details.

Reason: To optimise the opportunities for appropriate habitat creation and species migration from affected site areas.

27. Prior to the occupation of the 500th dwelling within the permitted development, a habitat and access management plan for the area of Nene Valley SPA site within and adjacent to the application site shall be submitted to and approved in writing by the local planning authority and implemented in accordance with the approved details.

Reason: To ensure a satisfactory treatment of the site and that the works are not prejudicial to the existing ecological and nature conservation value of the area.

28. Construction on routes 2 and 7 within the SPA shall not take place between the months of November to February inclusive unless otherwise agreed in writing with the local planning authority.

Reason: To ensure a satisfactory treatment of the site and that the works are not prejudicial to the existing ecological and nature conservation value of the area.

29. Development of each access route shall not commence until precise details of a scheme to allow the safe access through the bridges and/or embankments by otters and badgers (including tunnels and fencing if required and as outlined in the Environmental Statement dated August 2004/05 and the 2015 Environmental Statement Supplement) has been submitted to and approved in writing by the local planning authority. The bridges shall not be used by vehicular traffic until the scheme has been installed in accordance with the details so approved.

Reason: To ensure the safe egress of otters and badgers during high flow periods and to avoid their contact with vehicular traffic.

30. Development that would affect badger sett, movement corridors and foraging areas identified in the Environmental Statement dated August 2004/05 and 2015 Environmental Statement Supplement shall not commence until details of an appropriate mitigation scheme according with the Environmental Statement has been submitted to and approved in writing by the local planning authority. The development shall thereafter be implemented in accordance with the approved details.

Reason: To protect wildlife.

31. Existing vegetation with the potential to accommodate birds will only be removed outside of the bird breeding season (March to August), unless otherwise agreed in writing by the local planning authority. Where such an agreement is made an ecologist nominated by the local planning authority will first check that no nests are present. Where they are present the vegetation will be retained with a 5m buffer until all birds are fledged and the nest is no longer in use.

Reason: To protect wildlife.

32. No trees which have the potential to accommodate bat roosts will be removed until a detailed method statement according with the Environmental Statement dated August 2004/2005 and the 2015 Environmental Statement Supplement has been submitted to and approved in writing by the local planning authority. Removal shall thereafter be in accordance with the approved scheme.

Reason: To protect wildlife.

33. The structure landscape scheme will be provided in accordance with the Structure Landscape Implementation Strategy (August 2005) submitted with the Environmental Statement and the 2015 Environmental Statement Supplement. The schemes will be implemented in the first planting season following the beginning of the relevant development phase or provision of the infrastructure element.

Reason: To enhance the appearance of the proposed development.

34. Prior to the commencement of development of any sub-area or infrastructure element, a detailed plan shall be submitted to and approved in writing by the local planning authority indicating the position of existing landscape features including trees, large shrubs and hedges both within the site and overhanging the site boundary. The extent of the canopy must be plotted accurately and the plan must specify protective measures to existing trees and hedges to be retained on that part of the site in accordance with British Standard 5837. The plan must also indicate the proposed route of all underground services and measures to be taken to ensure that root damage is avoided. The approved measures shall be implemented prior to development of the sub area or infrastructure element to which it relates and retained until the completion of the development. Any land so enclosed shall be kept clear of all materials, machinery and temporary buildings at all times.

Reason: To protect existing landscape features.

35. No development shall take place within any development sub-area until a detailed hard and soft landscape scheme reflecting the Masterplan and Structure Landscape Implementation Strategy and design code for that sub area has been submitted to and approved in writing by the local authority. The scheme shall be implemented before the end of the first planting season following completion of that sub area of development. For the purpose of this condition a planting season shall be the period from the end of October to the end of February.

Reason: To enhance the appearance of the proposed development.

36. Before work commences on any development sub area or infrastructure element, a detailed scheme for the future maintenance and management of the proposed amenity and landscape area(s) shown on the approved plan in accordance with the Environmental Statement dated August 2004/05 and the 2015 Environmental Statement Supplement shall be submitted to and approved in writing to the local authority. The details shall thereafter be implemented in accordance with the approved scheme. The scheme should include a plan indicating any amenity areas(s) or landscape works that are to be proposed for adoption by the local authority or other agency.

Reason: To ensure the proper future maintenance of the open spaces.

37. Trees or shrubs seeded areas and herbaceous plants to be planted as part of the approved landscape scheme or to otherwise satisfy the conditions of this planning permission which are removed, die, become severely damaged or diseased within 5 years of the completion of development shall be replaced with trees, shrubs seeded areas or plants of appropriate size and species in the next planting season. For the purpose of this condition a planting season shall be the period from the end of October to the end of February.

Reason: To ensure that failing plants are replaced within the establishment period.

38. Development of each sub-area or infrastructure element hereby permitted shall not commence until a programme of archaeological work in accordance with a written scheme of investigation (including site-based archaeological survey, trial fieldworks to evaluate the archaeological potential of the sub-area and any work

necessary to preserve remains in situ and/or by record), or watching brief, as appropriate, has been submitted to and approved in writing by the local planning authority for that sub-area. The relevant works shall only take place in accordance with the detailed scheme or brief pursuant to this condition.

Reason: To ensure that potential archaeological remains are recorded.

39. Access shall be afforded at all reasonable times to any archaeologist nominated by the local planning authority and such person shall be allowed to observe the excavation and record items of interest and finds.

Reason: To enable archaeological investigation of the site.

40. Where appropriate development of sub-areas hereby permitted shall not commence until a scheme for noise mitigation measures, in accordance with the Environmental Statement August 2004/2005 to protect occupiers of the proposed dwellings from the access roads and/or rail noise has been submitted and approved in writing by the local planning authority. The approved mitigation measures shall be implemented in full prior to the first occupation of any building in that sub-area.

Reason: In the interest of residential amenity.

41. A scheme for noise mitigation shall be submitted to and approved in writing by the local planning authority prior to the occupation of any A1, A3, B2 or B8 site/building. The approved scheme shall be completed to the satisfaction of the local planning authority prior to the occupation of those buildings.

Reason: In the interests of amenity.

42. Prior to the commencement of construction of the access routes identified in the Environmental Statement August 2004/2005 and the 2015 Environmental Statement Supplement that affect each of Greenacres Finedon Road Wellingborough, houses at Talbot Road Wellingborough and Riverside House, Mill Road, Wellingborough, a detailed scheme for the location, design, construction and maintenance of noise barriers shall be submitted to and approved by the local planning authority. The approved scheme shall be implemented prior to the access routes being opened to the public.

Reason: In the interest of residential amenity.

43. Before the commencement of development on any sub area or infrastructure element, a lighting strategy according with the Environmental Statement dated August 2004/05 shall be submitted to and approved in writing by the local planning authority. The details shall thereafter be implemented in accordance with the approved strategy.

Reason: For the avoidance of unnecessary light pollution.

44. No built development hereby permitted within a specific sub-area shall be commenced until details of all external materials relating to that specific sub-area have been submitted to and approved in writing by the local authority and the

development shall be carried out in accordance with the approved details to the satisfaction of the local planning authority.

Reason: To ensure a satisfactory appearance for each stage of the development.

45. No development of the access routes or internal road network within a sub-area hereby permitted shall be commenced until details of surface finishes for roads, footpaths, cycle-ways and car parking areas relating to that specific access route or sub-area part have been submitted to and approved in writing by the local authority. Unless otherwise agreed in writing with the local authority, the approved details shall be implemented prior to the first occupation of any building in that part of the development and thereafter shall be permanently maintained to the satisfaction of the local planning authority.

Reason: To ensure a satisfactory appearance for each stage of the development.

46. An Action Plan and Construction Management Plan for each sub-area, access route and flood remediation works, as detailed in the Environment Statement (in particular the Landscape Chapter) submitted August 2004 and August 2005 and the 2015 Environmental Statement Supplement, shall be submitted to and approved in writing by the local planning authority prior to the construction of that sub-area commencing. This should include detailed information on: Proposed demolition and construction works including information on operating hours, construction lighting, storage, security, parking and construction traffic routes. Local environmental effects (including noise, dust and vibration) of those works Measures to protect existing trees and hedges in accordance with BS5837 Sensitive receptors within and in the vicinity of the sub-area (human and ecological features) Suitable mitigation measures to control or mitigate all of the identified impacts (as outlined in the Environmental Statement August 2004/05 Ecology, Noise, Air Quality, Soils, Geology and Land Use, Land Contamination, Water and Socio-Economic Chapters and Transport Assessment). An Environmental Risk Assessment A method statement code for construction and demolition waste reduction, recovery and re-use Details of the site management of environmental impacts, including control of subcontractors, contact details, public relations and information systems Water efficiency design code Construction waste management. The development shall thereafter be implemented in accordance with the approved details.

Reason: To limit the detrimental effect of demolition and construction works on adjoining residential occupiers by reason of nuisance.

47. A scheme detailing the foul drainage infrastructure in accordance with the Foul Drainage Strategy (August 2005) shall be submitted to and approved in writing by the local planning authority for each sub-area before development of that sub area commences. The development shall thereafter be implemented in accordance with the approved details.

Reason: To reduce the risk of water pollution and to ensure a satisfactory means of foul water disposal.

48. Surface water drainage works and source control measures within each specific sub-area shall be carried out in accordance with details submitted to and approved in writing by the local planning authority before the development within that specific sub-area commences. Details should accord with the recommendations set out in the Flood Risk Assessment August 2005 unless otherwise agreed in writing with the local planning authority.

Reason: To prevent the increased risk of flooding.

49. Vehicle loading or unloading bays involving hazardous chemicals or waste shall not be connected to the surface water drainage system, whether direct or via trapped gullies or oil interceptors.

Reason: To reduce pollution to the water environment.

50. Drainage from surfaces used by vehicular traffic shall be passed through trapped gulleys prior to discharge to any watercourse and via oil interceptors from roundabouts and large parking areas (50 cars+) or in accordance with the Surface Water Strategy (August 2005) and Flood Risk Assessment (August 2005).

Reason: To reduce pollution to the water environment.

51. Development shall not be commenced on any sub area of the development hereby permitted until a utilities strategy to set out a programme for the provision of water, gas, and electricity supplies and telecommunications has been submitted to and approved in writing by the local planning authority. The development shall thereafter be implemented in accordance with the approved details.

Reason (for water issues): To ensure a coordinated approach to infrastructure provision, to protect the environment and to comply with the adopted MKSM SRS.

INFORMATIVE/S

1. In accordance with the provisions in the Town and Country Planning (Development Management Procedure) (England) Order 2015 and pursuant to paragraphs 186 and 187 of the National Planning Policy Framework, where possible and feasible, either through discussions, negotiations or in the consideration and assessment of this application and the accompanying proposals, the council as the local planning authority endeavoured to work with the applicant/developer in a positive and proactive way to ensure that the approved development is consistent with the relevant provisions in the framework.
2. The application site falls within a Special Protection Area as designated under the Habitats Regulations 2010. Therefore, consent under the Wildlife & Countryside Act 1981 may be required for the proposed works. Further details can be obtained from naturalengland.org.uk
3. The Public Health Act 1875 Town Improvement Clauses Act 1847 at S.64. Prior to occupation of the newly created premises(s), the street numbering for this development must be agreed with the Street Naming and Numbering Officer. When issued, the number allocated must be clearly displayed on the outside of the property. Application forms for Street Naming and Numbering are available at www.wellingborough.gov.uk
4. Roads to be adopted as public highways shall be constructed to Highways Standards.