Homes & Communities Agency

Land to the East of Hardingstone, Northampton

Statement of Agreed Position (Transport & Access)

PINS Appeal Ref: APP/V2825/A/14/2228866

Northampton Borough Council Reference: 2013/0338

Date of Inquiry: June 2014

March 2015

Project Code: 1407B
# Version Control and Approval

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<th>Version</th>
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</tbody>
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## Prepared for

Homes & Communities Agency / Parsons Brinckerhoff (Lead Consultant)
## Contents

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Introduction</td>
</tr>
<tr>
<td>2</td>
<td>The Council's Decision</td>
</tr>
<tr>
<td>3</td>
<td>Areas of Common Ground</td>
</tr>
<tr>
<td>3.2</td>
<td>Scoping Study</td>
</tr>
<tr>
<td>3.3</td>
<td>Traffic Surveys</td>
</tr>
<tr>
<td>3.4</td>
<td>Development Assumptions</td>
</tr>
<tr>
<td>3.5</td>
<td>Traffic Modelling</td>
</tr>
<tr>
<td>3.6</td>
<td>On-site Measures and Associated S.38 Adoption</td>
</tr>
<tr>
<td>3.7</td>
<td>Access Measures and Associated Highway Design</td>
</tr>
<tr>
<td>3.8</td>
<td>Area Wide Measures and Associated Highway Design</td>
</tr>
<tr>
<td>3.9</td>
<td>Sustainable Travel</td>
</tr>
<tr>
<td>3.10</td>
<td>Travel Plan</td>
</tr>
<tr>
<td>3.11</td>
<td>Traffic Impact with Transport Mitigation via S.278/S.106 Schemes</td>
</tr>
<tr>
<td>4</td>
<td>Areas of Disagreement</td>
</tr>
<tr>
<td>5</td>
<td>Draft Transport and Access Planning Conditions</td>
</tr>
<tr>
<td>6</td>
<td>Draft Transport and Access Section 106 Heads of Terms</td>
</tr>
<tr>
<td>6.2</td>
<td>Highways Contributions</td>
</tr>
<tr>
<td>6.3</td>
<td>Public Transport Service Level Agreement</td>
</tr>
<tr>
<td>6.4</td>
<td>Draft Heads of Terms for Section 278 Agreement</td>
</tr>
<tr>
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<td>Signed on Behalf of Appellant:</td>
</tr>
<tr>
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<td>Signed on Behalf of Northampton County Council</td>
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</tbody>
</table>
Introduction

1.1.1 This document sets out the statement of common ground in relation to transport and access matters between the Appellant and Northamptonshire County Council (NCC) in connection with the Inquiry for the planning appeal (PINS Appeal Ref: APP/V2825/A/14/2228866) by the Homes & Communities Agency (HCA) in respect of Land to the East of Hardingstone, North of Newport Pagnell Road, Northampton.

1.1.2 As NCC are not a party to the Inquiry progress, they have asked that this document is termed ‘Statement of Agreed Position’, as opposed to a Statement of Common Ground. However, the document performs the same purpose and presents the agreement made between NCC and the Appellant on transport and access matters.

1.1.3 This document should be read in conjunction, with the statement of common ground on planning between the Appellant and Northampton Borough Council (dated 26 March 2015), which sets out agreement on the basic facts of the appeal scheme, description of the site, details of proposed development, planning history and planning policy context. These points are not revisited through this Statement of Common Ground, which only deals with issues in relation to transport and access.
2 The Council’s Decision

2.1.1 The application was reported to Northampton Borough Council’s Planning Committee on 6 May 2014, when it was resolved to refuse the application for two reasons. Reason for refusal 1 (one) related to transport and was as follows:

...The highway mitigation measures proposed fail to demonstrate that this major development would not have a residual cumulative impact on the A45 truck road and associated junctions such that the cumulative impacts of the development would not be severe. These adverse highway impacts in turn lead to a detrimental impact on the highway adversely affecting all users including occupiers of business premises located in Brackmills Industrial Estate thus acting as an impediment to the operation of the business park and its future sustainable economic growth. The development would therefore be contrary to the overarching intentions of the National Planning Policy Framework...

2.1.2 This view is contrary to the view of the Highway Authority, who responded positively to the Planning Authority in their consultation response dated 6 January 2013.
3 Areas of Common Ground

3.1.1 This section sets out the areas of common ground between the Appellant and Northamptonshire County Council (NCC), the highway authority for the local area. NCC are therefore the authority with a technical transport and highway remit for the purpose of development control.

3.2 Scoping Study

3.2.1 At an early stage in the project both parties agreed the scope of the Transport Assessment through a Scoping Study in 2011. The Scoping Study defined the surveys periods, trip forecasting assumptions and modelling method. As the proposals are located near to the Strategic Route Network, the Highways Agency was also consulted on the content of the Scoping Study. The Scoping Study was prepared using Department for Transport Guidance on Transport Assessment (2007). The Scoping Study was comprehensive and robust and agreed by NCC at an early stage in the project.

3.3 Traffic Surveys

3.3.1 Comprehensive traffic surveys were undertaken across the study area via automatic traffic counts during 2012 and 2014. Specifically the following counts were undertaken:

- **Wednesday 29th February 2012** – Classified Vehicle Turning Counts (Full 7-category Classification)
  - Newport Pagnell Road/Landimore Road/Wooldale Road
  - Landimore Road/Gowerton Road
  - Newport Pagnell Road/The Warren/Wootton Hope Drive
  - Peak hour Counts – 07:00-10:00, 16:00-19:00 with 15-minute period analysis.

- **Tuesday 6th November 2012** – Classified Vehicle Turning Counts (Full 7-category Classification)
  - Nene Valley Way/London Road/Mereway (Queen Eleanor Interchange)
  - Peak hour Counts – 07:00-10:00, 16:00-19:00 with 15-minute period analysis.

- **Thursday 26th September 2013** – Classified Vehicle Turning Counts (Full 7-category Classification)
  - Caswell Road/Rhosili Road/Pavilion Drive
  - Caswell Road/Gowerton Road/Houghton Hill
  - Peak hour Counts – 07:00-10:00, 16:00-19:00 with 15-minute period analysis.

- **Wednesday 9th October 2013** – Classified Vehicle Turning Counts (Full 7-category Classification)
  - Nene Valley Way/Caswell Road/Eagle Drive (Brackmills Interchange)
  - Peak hour Counts – 07:00-10:00, 16:00-19:00 with 15-minute period analysis.
3.3.2 Both parties agree this data represents an accurate and appropriate basis for understanding the location, volume, composition and pattern of local traffic flows and appropriate for use in the Transport Assessment.

3.4 Development Assumptions

3.4.1 For the purpose of travel forecasting, both parties agreed a ceiling number of residential units and associated uses. The residential ceiling figure of 1200 units was agreed and this is considered very robust, as the application was submitted for 1000 units.

3.4.2 Both parties agree the methodology used to determine the future level of transport demand in year of opening (2026), through a four-stage forecast of mode share, trip generation, trip distribution and trip assignment.

3.5 Traffic Modelling

3.5.1 Both parties have agreed the junction modelling methodology, which utilised the LINSIG, ARCADY and PICADY packages – these are considered the most appropriate tools for the purpose of impact testing and development of mitigation measures. Both parties agree the following conclusions on junction modelling without mitigation schemes:

- Newport Pagnell Road/Landimore Road/Wooldale Road. This existing roundabout junction is shown to operate within acceptable capacity levels with the development in place with no requirement for mitigation or works to the junction to accommodate the additional traffic.

- Newport Pagnell Road/The Warren/Hope Drive. This existing roundabout junction is shown to operate within acceptable capacity levels with the development in place with no requirement for mitigation or works to the junction to accommodate the additional traffic.

- Landimore Road/Gowerton Road. This existing roundabout junction is shown to operate close to capacity during peak hours with the future baseline traffic with the conditions worsened by development traffic. It is agreed that an improvement scheme is required to improve capacity and maintain operational performance. The agreed mitigation is described in 3.8.

- Caswell Road/Gowerton Road. This existing roundabout junction is shown to operate well within acceptable capacity levels with the development in place with no requirement for mitigation works to the junction to accommodate the additional traffic.

- Caswell Road/Pavilion Drive/Rhosili Road. This existing roundabout junction is shown to fail with the future baseline traffic with at least one arm operating above acceptable capacity during peak hours. Conditions worsen with the additional SUE traffic included. It is agreed that an improvement scheme is required to improve capacity and maintain operational performance. The agreed mitigation is described in 3.8.
• A45 Brackmills Interchange. This existing large, partially signalised roundabout junction is shown to fail under current conditions as well as with the future baseline traffic, with at least two arms operating above acceptable capacity in peak hours. Conditions worsen with the additional SUE traffic included. It is agreed that an improvement scheme is required to improve capacity at the junction and achieve a ‘nil detriment’ impact of the SUE development traffic. The agreed mitigation is described in 3.8.

• A45 Queen Eleanor Interchange. This large, signalised roundabout junction is shown to fail under current conditions as well as with the future baseline traffic, with at least two arms operating above acceptable capacity in peak hours. Conditions worsen with the additional SUE traffic included. It is agreed that an improvement scheme is required to improve capacity at the junction and achieve a ‘nil detriment’ impact of the SUE development traffic. The agreed mitigation is described in 3.8.

3.5.2 As shown above, junction testing has revealed capacity pressures at some of the junctions. In accordance with normal practice, the Transport Assessment explored and developed a series of mitigation measures which are described below.

3.6 On-site Measures and Associated S.38 Adoption

3.6.1 Both parties have agreed the outline street design and transport aspects of the development scheme, as shown on the Application Drawings, the Design & Access Statement and illustrative masterplan. This includes the points of access for pedestrian, cycle and vehicle movements; public rights of way; the parking strategy; the form and management of parking spaces and the land to be adopted as Highways Land (s.38). Both parties agree the layout achieves the principles given in the Manual for Streets (Department for Transport).

3.6.2 The on-street layout has been designed in conjunction with the principles set out in the draft Travel Plan which aim to maximise access by sustainable travel modes. Both parties agree the draft Travel Plan will be subject to further work stages following the granting of planning permission, along with the implementation of the Travel Plan.

3.7 Access Measures and Associated Highway Design

3.7.1 Both parties agree the location and design of the access junctions to the development site. These have been taken to Preliminary Design and are accepted by NCC, subject to Detail Design and further technical approvals via Section 278 Agreement.

3.8 Area Wide Measures and Associated Highway Design

3.8.1 Both parties have agreed a package of wider measures designed and are appropriate to mitigate traffic impacts and promote sustainable travel patterns. It is agreed, the developer will implement the following works via a Section 278 Agreement and are shown spatially on Figure 9 with the TA:
Development Vehicular Access

- 5 priority access junctions (3 via Landimore Road, 2 via Newport Pagnell Road).

Walking & Cycling Improvements

- A new pedestrian link to the Warren
- 2 x controlled pedestrian crossing on Newport Pagnell Road
- 2 x Toucan crossings on Landimore Road
- Provision of a shared pedestrian cycletrack (3m wide) along the entire western side of Landimore Road

Public Transport Infrastructure

- An all-weather pedestrian link to the Warren
- 2 pairs of bus stop on Landimore Road to include shelter, raised boarders, flags and poles
- 2 pairs of bus stop on Newport Pagnell Road to include shelter, raised boarders, flags and poles
- 2 bus shelters on Newport Pagnell Road

Local Highway Improvements

- Improvements to Landimore Road / Gowerton Road roundabout (shown indicatively on PB/SK04)
- Improvements to Caswell Road / Rhosili Road junction (shown indicatively PB/SK09)
- Improvements to Queen Eleanor Interchange (shown indicatively PB/SK11)
- Improvements to Brackmills Interchange (shown indicatively PB/SK10)

3.8.2 In addition, a transport related section 106 contribution towards NGMS, local traffic management and improvements to non-car modes of transport within the vicinity of the site. Specifically, it has been agreed by both parties that this contribution will be used to fund the following measures:

- A contribution of £1,233,471 towards the NGMS, with phasing triggers to be agreed, using the principles set out with the MGMS MoU. This contribution towards the NGMS will fund works to the trunk road network on the A45 and also provide complementary works it’s associated junctions, including Queen Eleanor and Brackmills interchanges.

- A contribution at a level to be agreed, towards the London Road Bus Priority scheme.

- Prior to first occupation of the new development, a contribution of £2,750 shall be paid to the Highway Authority towards Traffic Order making associated with speed limit changes from 40 – 30mph on Landimore Road.
- Bus shelter maintenance £40,000

3.8.3 Both parties agree that should CIL charges be levied, then the Section 106 contribution will not be appropriate and / or refunded for items which are covered by CIL.

3.9 **Sustainable Travel**

3.9.1 Both parties agree that maximising accessibility by sustainable modes of travel is now seen as a core part of the development planning process, and agree the site exhibits good access by walking and cycling. Through adopting best practice in terms of the internal street design, and through the measures incorporated in the draft Travel Plan, the site is designed to maximise access by sustainable modes and achieves the required level of access by sustainable modes.

3.9.2 The site can be accessed by public transport from within and around the site. Both parties agree that a ‘Public Transport Service Level Agreement’ be secured for bus service improvements.

3.9.3 The SLA will secure the following improvements;

**West of Landimore Road**

- By 50th occupation the existing Stagecoach service 15 at The Warren, or its effective successor/equivalent at the time development commences, should be upgraded to the premium service specification set out below (such as a Stagecoach Gold branding) with a capital contribution of no more than 30% of the total capital value of new vehicles to this specification, in view of the commercial nature of the existing service,
- By 200th Occupation, increase of service frequency to every 20 minutes EITHER via The Warren Or Landimore Road Except that if a 30-minute frequency service has been already otherwise provided via Landimore Road this is not required while 30-minute frequency service remains provided on The Warren,
- Notwithstanding that a 30-minute service shall remain provided on The Warren continuously for the duration of the development build period plus one year, to Northampton Town Centre via the current service 15 route.

**East of Landimore Road**

- By first occupation, increase of service frequency at stops provided at the eastern end Of Lady Hollows Drive to every 30 minutes Monday-Saturday daytime
- By 350th occupation, increase of service frequency on Landimore Road to every 20 minutes 0700-1900h Monday Saturday irrespective of whether 30-minute frequency service remains provided on The Warren.

*For the development as a whole:*
• When a total of 400 dwellings are occupied across the development a 20-minute service Mon-Sat 0700 -1900h shall be provided serving both pairs of stops on Landimore Road, serving the town centre via Brackmills Bus Station Pavilion Drive, and Northampton General Hospital, and Grange Park.

• Improved bus services shall be procured directly by the developer with a suitable licensed operator, with PCV vehicles no smaller than 30 passenger seats. Vehicles shall be specified with high-backed seats (e.g. Lazzenni Practico HB or Transito), free mobile wi-fi (icomera or similar), and appropriate route specific branding, in view of the positive impact on wider modal shift and the demography of the immediate locality, to help achieve the mode shift required.

3.10 Travel Plan

3.10.1 Both parties have agreed a draft Travel Plan for the site, which has been subjected to a review by NCC. The Plan seeks to maximise the use of sustainable transport modes and reduce car-borne impacts. Over the initial five years of the site operation, the plan would evolve further as part of a process of target setting, monitoring and delivery of measures.

3.11 Traffic Impact with Transport Mitigation via S.278/S.106 Schemes

3.11.1 Based on the proposed changes and increases in travel patterns, it is agreed that the development transport impact can be accommodated on the transport network subject to the various mitigating measures described above. Furthermore, the development provides an opportunity to support sustainable transport principles, creating benefits for the development and local area as a whole and is wholly in accordance with national and local transport policy, subject to the agreed mitigation measures.
4 Areas of Disagreement

4.1.1 There are no areas of disagreement between the Appellant and the County Council in relation to transport and access.
5 Draft Transport and Access Planning Conditions

5.1.1 The Planning Conditions set out in Annex 1 (at end of document) are agreed in principle by NCC.
6 Draft Transport and Access Section 106 Heads of Terms

6.1.1 The parties agree that subject to the Secretary of State allowing the proposed development, appropriate mitigation measures to be included within a section 106 agreement on transport and access matters will include the provisions set out below.

6.2 Highways Contributions

- A contribution of £1,233,471 towards the NGMS, with phasing triggers to be agreed, using the principles set out with the MGMS MoU.
- **A contribution at a level to be agreed, towards the London Road Bus Priority scheme.**
- Prior to first occupation of the new development, a contribution of £2,750 shall be paid to the Highway Authority towards Traffic Order making associated with speed limit changes from 40 – 30mph on Landimore Road.
- Bus shelter maintenance £40,000

6.3 Public Transport Service Level Agreement

6.3.1 Enter a bus based Service Level Agreement to secure the following improvements;

**West of Landimore Road**

- By 50th occupation the existing Stagecoach service 15 at The Warren, or its effective successor/equivalent at the time development commences, should be upgraded to the premium service specification set out below (such as a Stagecoach Gold branding) with a capital contribution of no more than 30% of the total capital value of new vehicles to this specification, in view of the commercial nature of the existing service,
- By 200th Occupation, increase of service frequency to every 20 minutes EITHER via The Warren Or Landimore Road Except that if a 30-minute frequency service has been already otherwise provided via Landimore Road this is not required while 30-minute frequency service remains provided on The Warren,
- Notwithstanding that a 30-minute service shall remain provided on The Warren continuously for the duration of the development build period plus one year, to Northampton Town Centre via the current service 15 route.

**East of Landimore Road**

- By first occupation, increase of service frequency at stops provided at the eastern end Of Lady Hollows Drive to every 30 minutes Monday-Saturday daytime.
- By 350th occupation, increase of service frequency on Landimore Road to every 20 minutes 0700-1900h Monday Saturday irrespective of whether 30-minute frequency service remains provided on The Warren.
For the development as a whole:

- When a total of 400 dwellings are occupied across the development a 20-minute service Mon-Sat 0700 -1900h shall be provided serving both pairs of stops on Landimore Road, serving the town centre via Brackmills Bus Station Pavilion Drive, and Northampton General Hospital, and Grange Park.

- Improved bus services shall be procured directly by the developer with a suitable licensed operator, with PCV vehicles no smaller than 30 passenger seats. Vehicles shall be specified with high-backed seats (e.g. Lazzenni Practico HB or Transito), free mobile wi-fi (icomera or similar), and appropriate route specific branding, in view of the positive impact on wider modal shift and the demography of the immediate locality, to help achieve the mode shift required.

6.4 Draft Heads of Terms for Section 278 Agreement

6.4.1 Heads of Terms are agreed in respect of a Section 278 Agreement in relation to highway improvements all of which shall be completed prior to first occupation as follows:-

**Development Vehicular Access**

- 5 priority access junctions (3 via Landimore Road, 2 via Newport Pagnell Road).

**Walking & Cycling**

- A new pedestrian link to the Warren
- 2 x controlled pedestrian crossing on New Pagnell Road
- 2 x Toucan crossings on Landimore Road
- Provision of a shared pedestrian cycletrack (3m wide) along the entire western side of Landimore Road

**Public Transport Infrastructure**

- An all-weather pedestrian link to the Warren
- 2 pairs of bus stop on Landimore Road to include shelter, raised boarders, flags and poles
- 2 pairs of bus stop on Newport Pagnell Road to include shelter, raised boarder, flags and poles
- 2 bus shelters on Newport Pagnell Road

**Local Highway Improvements**

- Improvements to Landimore Road/Gowerton Road roundabout (shown indicatively on PB/SK04)
- Improvements to Caswell Road/Rhosili Road junction (show indicatively PB/SK09)
- Improvements to Queen Eleanor Interchange (shown indicatively PB/SK11)
- Improvements to Brackmills Interchange (shown indicatively PB/SK10)
Signed on Behalf of Appellant:

**Position:**
Jonathan Tricker, Director, Phil Jones Associates

**Date:**
26 March 2015

Signed on Behalf of Northampton County Council

**Position:**

**Date:**
Annex 1 – Planning Conditions

1) Approval of the details of the appearance, layout and scale of the building(s), the means of access other than that approved and the landscaping of the site (hereinafter called „the reserved matters“) shall be submitted to and approved in writing by the Local Planning Authority before any development in that phase is commenced.

Reason: This permission is in outline only granted under Article 4(1) of the Town and Country Planning (Development Management Procedure) Order 2010.

2) Application for approval of the first reserved matter must be made to the Local Planning Authority not later than the expiration of three years beginning with the date of the grant of outline planning permission and all remaining reserved matters applications for this development shall be made within ten years from the date of this permission.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990.

3) The development to which the permission relates must be begun not later than the expiration of two years from the approval of the first reserved matters and development shall commence under any subsequent reserved matters approval within two years from the date of the approval of the relevant reserved matters.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990.

4) The number of residential units to be constructed on the site shall not exceed 1,000 units.

Reason: To ensure the provision of a mixed use development and to enable the Local Planning Authority to assess the environmental implications of additional residential development in accordance with the aims of the NPPF.

5) The development and all reserved matters applications submitted pursuant to this permission shall not materially depart from the following plans and parameters:

- Application Boundary Plan, drawing no. 3238/100.
- Scale Framework, drawing no. 3238_204 Rev A, received 14 March 2014.
- Highways plans – SK01, SK02, SK04, SK05, SK09, SK10 & SK11.
- Up to 2.09 hectares for the provision of a primary school.
- A minimum of 9.98 hectares of public open space, including playing pitches, informal and informal play areas, parkland, allotments and public footpaths/cycleways.
- A local centre of up to 1,320 sq m net floorspace comprising of uses within use Classes A1 (shops), A2 (financial & professional services) and A3 (restaurants/cafes), up to 375 sq m net public house (Class A4) and up to 750 sq m of non-residential uses (Class D1).

Reason: To ensure that the development complies with the principles set out within the Design and Access Statement and to ensure that the Environmental Impacts are within the scope of development as assessed by the Environmental Impact Assessment.

6) Prior to the submission of any reserved matters application, a Masterplan and Design Code covering the whole of the site shall be submitted to and approved in writing by the Local Planning Authority. The Design Code shall be formulated having regard to the approved Design and Access Statement, Parameters Plans and respond to the recommendation of Building for Life 12 and shall include the following details:

- A phasing plan for the development, including an affordable housing phasing plan.
- The proposed movement network delineating the primary, secondary and tertiary streets and pedestrian and cycleway connections, setting out the approach to estate design, treatment of non-vehicular routes and car and cycle parking. The proposed layout, use and function of all open space within the development.
- The approach to and design principles applied to car parking (on street and off-street).
- Phased layout principles to include urban structure, form and layout of the built environment, building heights, densities, legibility, means of enclosure, key gateways, landmark buildings and key groups.
- The design approach for areas within the public realm including landscaping and hard surface treatments, lighting, street trees, boundary treatments, street furniture and play equipment.
- Servicing, including utilities, design for the storage and collection of waste and recyclable materials.
- External materials, to include a palette of wall and roof finishes, windows, doors, porches, heads, cills, chimneys, eaves and verges and rainwater goods.
- The design principles that will be applied to the development to encourage security and community safety.
- The specific design principles that will be applied to the Local Centre.
- The specific design principles that will be applied to the ‘green link’ that runs from the northwest to the southeast of the site along the existing public footpath.
- The design principles for development and green infrastructure along Landimore Road particularly to the south of the public footpath that crosses the road.
- The design principles for the incorporation of SUDS throughout the development.

Thereafter, any reserved matters application for any phase of development shall comply with the principles established within the approved Design Code.
Reason: To provide a site layout in general conformity with the Masterplan and Design Code that demonstrates quality in form and design, maximises public amenity, reduces the potential for crime and anti-social behaviour, and deals with ongoing maintenance in accordance with the aims of NPPF.

7) Prior to the submission of any reserved matters application, a detailed phasing plan for the development that identifies stages at which each element of the proposed development (including the local centre, open space, play equipment, primary school, public house, allotments and housing, highway infrastructure and SUDs) shall be commenced, completed and made available for occupation, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in full accordance with the approved details.

Reason: For the avoidance of doubt and to ensure that appropriate infrastructure, mitigation and facilities are in place in a timely manner to support the proposed residential community.

8) Contemporaneously with the submission of reserved matters applications for each phase of development, a Sustainability Strategy including pre-assessment checklist detailing a method of achievement of a minimum of Code of Sustainable Homes Level 3 (or equivalent) for any residential development and BREEAM “very good” (or equivalent) for any non-residential development shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in full accordance with the approved Sustainability Strategy.

Reason: To ensure the delivery of a sustainable development in accordance with the NPPF.

9) No development shall take place in each phase of development until details of the materials to be used in the construction of the external surfaces of the buildings to be constructed within that phase have been submitted to, and approved in writing by, the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: In the interests of the visual amenity of the area in accordance with Policy S10 of the West Northamptonshire Joint Core Strategy and the aims and objectives of the NPPF.

10) Concurrently with the submission of reserved matters applications for each phase of development, full details of the proposed surface treatment of all roads, access and parking areas, footpaths, cycleways and private drives including their gradients within that phase shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development hereby permitted and thereafter provided in full prior to the development being first brought into use.

Reason: To ensure the development is served by a satisfactory highways and parking network in accordance with the NPPF.

11) Development shall not commence on any phase of development until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority relating to that phase. The CEMP shall include the following:-

Homes & Communities Agency     Land to the East of Hardingstone, Northampton
Date of Inquiry: June 2014
a) The management of traffic and routing during construction: to address site access, routes within site kept free from obstruction, wheel washing, travel plan for construction workers, loading and unloading, vehicle parking and turning areas, a scheme for prevention of surface water discharges onto the highway;
b) Location of access points for site traffic for that phase of development
c) Detailed measures for the control of dust during the construction phase of development
d) The location and size of compounds;
e) The location and form of temporary buildings, adverts and hoardings;
f) Details for the safe storage of any fuels, oils and lubricants;
g) Construction of exclusion zones to prevent soil compaction for large scale planting areas, public and school playing fields, and remediation of any soil compaction;
h) A scheme for the handling and storage of topsoil;
i) Details of the methods of protection of trees, hedgerows and water features in accordance with Condition 28;
j) A scheme for the protection of areas of ecological interest and for the mitigation of any possible harm to such areas
k) Details of any temporary lighting
l) Procedures for maintaining good public relations including complaint management, public consultation and liaison;
m) Measures for the control of noise emanating from the site during the construction period;
n) Construction Plant Directional signage (on and off site);
o) Provision for all site operatives, visitors and construction vehicles, loading and unloading of plant and materials;
p) Waste audit and scheme for waste minimisation and recycling/disposing of waste resulting from construction works including confirmation of any material exports, routing and deposition sites.
The approved CEMP and measures contained therein shall be adhered to throughout the construction period.

Reason: To ensure that appropriate consideration is given to environmental assets and safeguard the amenities of the locality in accordance with the NPPF.

12) No construction work (including use of machinery and/or plant maintenance) shall be carried out on the site outside the hours of 0800 to 1800 Mondays to Fridays and 0800 to 1300 on Saturdays or at any time on Sundays, Bank Holidays or other statutory holidays. No construction traffic shall enter or leave the site before 0700 Mondays to Saturday or at any time on Sundays, Bank Holidays or other statutory holidays.

Reason: In the interests of the amenity of adjacent properties in accordance with the NPPF.

13) Prior to commencement of development engineering and construction details of the five access junctions to the site as shown on the Parsons Brinkerhoff drawings SK01, SK02 and SK05 shall be submitted
for approval in writing by the Local Planning Authority. The junctions shall be provided prior to commencement of any other works on site in accordance with the approved details.

Reason: To ensure adequate access to the site and in the interests of highway safety and the free flow of traffic in accordance with the requirements of NPPF.

14) Prior to commencement of development details of the precise location and engineering and construction details of the following walking and cycling measures shall be submitted to the Local Planning Authority for approval in writing:

- A new pedestrian link to The Warren as indicated on the ‘Access & Movement Framework’ plan, drawing no. 3238_201 Rev A (with measures to prevent vehicular access);
- 2 x toucan crossings on Landimore Road;
- Provision of a shared pedestrian cycle track (3m wide) along the entire western side of Landimore Road.

The works shall be carried out in accordance with the approved details prior to the first occupation of any part of the development hereby permitted.

Reason: To ensure the provision of appropriate walking and cycling measures throughout the development and in the interests of highway safety in accordance with NPPF.

15) Prior to commencement on site engineering and construction details of the following highway improvements (as shown on Parsons Brinkerhoff drawings of the revised TA, December 2013) together with a programme for implementation in accordance with the approved phasing plan as approved by Condition 7 shall be submitted for approval in writing to the Local Planning Authority.

- Improvement to Landimore Road/Gowerton Road roundabout (drawing SK10, Appendix 10);
- Improvement to Caswell Road/Rhosili Road junction (drawing SK09, Appendix 11);
- Improvement to the Queen Eleanor Interchange (drawing SK11, Appendix 12);
- Improvement to the Brackmills Interchange (drawing SK10, Appendix 13).

The junction improvements shall be carried out in accordance with the approved details.

Reason: In the interests of highway safety in accordance with the requirements of NPPF.

16) Prior to the first occupation of any dwelling a full Residential Travel Plan based on the submitted Draft Residential Framework Travel Plan (contained at Appendix 3 of the revised Transport Assessment, December 2013) shall be submitted for approval in writing by the Local Planning Authority. The measures contained in the agreed Residential Travel Plan shall be carried out in accordance with the approved details.
17) Prior to the commencement of any works affecting any existing public right of way, full details of any enhancement, improvement, diversion or closure shall be submitted for approval in writing by the Local Planning Authority. The works shall be carried out in accordance with the approved details and in accordance with a timetable to be agreed in writing with the Local Planning Authority.

Reason: To ensure the impacts on the public right of way are acceptable in the interests of public amenity in accordance with NPPF.

18) No development shall commence until a Foul Water Strategy including phasing for the provision of mains foul sewage infrastructure on and off site and details of the procurement of works has been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out in accordance with the approved details prior to occupation of any building.

Reason: To prevent environmental and amenity problems arising from flooding in accordance with the requirements of NPPF.

19) Prior to the submission of any reserved matters application a Surface Water Drainage Scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details in accordance with the approved phasing details as required by Condition 7 and before the development is completed. The scheme also shall include:

- Percolation tests to be undertaken in accordance with BRE-Digest 365 or Ciria 156.
- Full detailed surface water calculations to ensure adequate surface water drainage facilities on site all for all events up to and including 0.5% (1 in 200) plus climate change.
- Sustainable Drainage Systems (SuDS) features on site to be in accordance with Table 12.1 of the Northampton Level 2 Strategic Flood Risk Assessment.
- An assessment of surface water pump failure (if applicable).
- An assessment of overland flood flows.
- Details of how the scheme shall be maintained and managed after completion for the lifetime of the development.

Reason: To prevent the increased risk of flooding, both on and off site in accordance with NPPF.

20) No development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), shall take place until a scheme that includes the following components to deal with the risks associated with contamination of the site has been submitted to and approved in writing, by the Local Planning Authority:

1) A preliminary risk assessment which has identified:

- all previous uses
- potential contaminants associated with those uses
- a conceptual model of the site indicating sources, pathways and receptors
- potentially unacceptable risks arising from contamination at the site.
2) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

3) The 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.

4) 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 the potential risk posed to controlled waters is appropriately assessed and mitigated if necessary.

21) 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 to and had approved in writing by the Local Planning Authority a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved.

Reason: To ensure that any unforeseen contamination encountered during development is dealt with in an appropriate manner.

22) No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works as set out in the approved remediation strategy and the effectiveness of the remediation has been 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 that if any remedial works are required at the site, that they are completed as per an agreed method statement and a Verification Report is produced.

23) No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

Reason: To ensure that any type of infiltration drainage is not located in contaminated ground which could pose additional risk to groundwater by potentially mobilising contaminants.
24) No development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority. Prior notice shall be given to the Local Planning Authority’s nominated archaeologists of the exact date on which it is proposed that construction of the development hereby permitted is to begin. During the construction period representatives of the Local Planning Authority’s nominated archaeologists, shall be allowed access to the site in order to observe and inspect all excavation works and record all findings of archaeological interest. If required they shall be allowed to excavate such remains, provided that this shall not interfere unreasonably with the progress of the development.

Reason: In the interests of safeguarding relevant archaeological material that may be present in accordance with the NPPF.

25) No development shall commence until a detailed Green Infrastructure Strategy (in accordance with the mitigation requirements outlined in Sections 7.6 and 8.4.2 of the Environmental Statement dated January 2013) has been submitted to and approved in writing by the Local Planning Authority. The submission shall include the following:

- Details of any existing habitats to be retained and managed, including existing trees, hedgerows, grassland or other habitats, including the enhancement of existing hedgerows.
- Strategy for the creation of new habitats, including where appropriate Acid Grassland, and their ongoing maintenance (being those habitats/ mitigation requirements referred to in Section 7.6 of the Environmental Statement dated January 2013).
- Details for the provision of new amenity areas, including the allotments, public open space, play areas, and multi-use games area.
- Details of how the site will link to Brackmills Wood, including the points of access, treatment of any new footpath/ cycleways, and the approach to landscaping within the residential areas adjacent to the existing woodland.
- Details of an assessment of the contribution of Brackmills Wood to the green infrastructure and opportunities to increase its value to both residents and wildlife detailed in a Future Management Strategy.
- Detailed proposals for the design and layout of the green streets, highlighting the use of street trees and SUDS infrastructure.
- Details of a scheme of management (including who is responsible) for all areas of green infrastructure, for a period of 15 years from the point of occupation of each phase of development.

Thereafter, the development shall be carried out in accordance with the details so agreed.
Reason: To ensure that the development provides a satisfactory level of green infrastructure, in the interests of amenity of existing and proposed residents, to protect and enhance wildlife habitats and to ensure that the site integrates with the surrounding area in accordance with the NPPF.
26) Prior to commencement of development a detailed mitigation strategy in accordance with the mitigation measures proposed in the submitted ‘Dormouse Survey Report’ dated December 2012 in Appendix E1 of the Environmental Impact Assessment dated January 2013 shall be submitted for approval in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: In the interests of the preservation and protection of the species in accordance with the requirements of NPPF.

27) No development shall take place until an Arboricultural method statement, in accordance with BS 5837:2012 “Trees in Relation to Design, Demolition and Construction – Recommendations”, including details and proposed timing of all proposed tree works to any tree or hedge on, or, if consent obtained, adjacent to, the site and replacement tree planting, have been submitted to, and approved in writing by, the Local Planning Authority. Thereafter, the development shall be carried out in accordance with the details so agreed.

Reason: In order that trees, hedges and wildlife are protected through the development in accordance with the NPPF.

28) No equipment, machinery or materials shall be brought onto the site for the purposes of the development until an details of the proposed type, and a plan of the proposed position of, measures for the protection of trees and hedges that are to be retained on the site, in accordance with BS 5837:2012 „Trees in Relation to Design, Demolition and Construction – Recommendations“, have been submitted to, and approved in writing by, the Local Planning Authority. The measures identified, including tree protection barriers, shall be implemented in accordance with these details and shall remain in place until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored, disposed of, or placed, nor fires lit, in any area fenced in accordance with this condition and the ground levels within these areas shall not be driven across by vehicles, altered, nor any excavation made (including addition/removal of topsoil/subsoil) without prior written consent of the Local Planning Authority.

Reason: In order that trees, hedges and wildlife are protected through the development in accordance with the NPPF.

29) Prior to the submission of each reserved matters application, details of the need and scope for updating any protected species surveys shall be agreed in writing with the Local Planning Authority. Where required updated surveys shall be submitted as part of the reserved matters application. The works will be carried out in accordance with the agreed scope and any approved mitigation measures contained therein.

Reason: To ensure the ongoing protection and enhancement of protected species in accordance with the NPPF.

30) Bat and bird boxes shall be provided as in integral part of the development in accordance with the submitted Ecological Impact Assessment, full details of which shall be submitted to and approved by the Local Planning Authority as part of each reserved matters application. The details shall be implemented concurrently with the development and thereafter retained and maintained.
Reason: To ensure the ongoing protection and enhancement of protected species in accordance with the NPPF.

31) As part of each reserved matters application, a scheme shall be submitted to and approved in writing by the Local Planning Authority that demonstrates how the objectives of Secured by Design have been addressed in the development as identified in the submitted Design and Access Statement. The approved details shall be implemented concurrently with the reserved matters development as approved.

Reason: In the interests of security and amenity in accordance with Policy S10 of the West Northamptonshire Joint Core Strategy and the NPPF.

32) Concurrently with the Reserved Matters submission for each phase, a Low Emissions Strategy, for that phase, shall be submitted in writing to the Local Planning Authority. The strategy should include:

- Assessment of low emission vehicle technology and infrastructure (including electronic charging points for vehicles, travel plans, bike schemes, low emission bus services and car clubs) and the integration of this technology into the development.
- Assessment of fleet emission specification. This should include all vehicles forming part of the operation of and accessing the site.
- Assessment of procurement policy, including planned vehicle replacement and suppliers of other goods and services.
- Measures such as eco driving and policies such as vehicle idling.

The Low Emissions strategy shall contain targets for emission reduction and timescales, with pollution savings quantified. The strategy shall be implemented in accordance with the strategy as approved.

Reason: In the interests of improving air quality and reducing greenhouse gasses in accordance with the NPPF.

33) A minimum of 10% of the residential units on any phase shall be available for occupation by persons with disabilities and constructed to a Lifetime Homes standard or any subsequent Government equivalent standard set out in Building Regulations and shall include 1% of the total number of residential units constructed to full wheelchair standard, the detailed layout of which shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of construction of any residential unit on that phase.

Reason: To ensure adequate provision is made for people with disabilities in accordance with Policy H4 of the West Northamptonshire Joint Core Strategy.

34) Notwithstanding the provisions of Article 3(1) of the Town and Country Planning (Use Classes) Order 1987 (as amended) (or any provision equivalent to that Class in any statutory instrument revoking and re-
enacting that Order with or without modification), no premises shall be used for the purposes of a house of multiple occupation.

Reason: To enable the Local Planning Authority to assess the implications of a house of multiple occupation in this location in accordance with Policy H5 of the West Northamptonshire Joint Core Strategy.

35) Notwithstanding the provisions of Article 3(1) of the Town and Country Planning (Use Classes) Order 1987 (as amended) (or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification), the commercial premises hereby approved shall not be used for any purposes other than those in use classes A1, A2 and A3 of the aforementioned order.

Reason: To enable the Local Planning Authority to assess the implications of alternative uses in this location in accordance with Policy S10 of the West Northamptonshire Joint Core Strategy and the aims and objectives of the NPPF.

36) Notwithstanding the provisions of Article 3(1) of the Town and Country Planning (Use Classes) Order 1987 (as amended) (or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification), at no time shall the total gross retail floor area of the development hereby approved exceed 1,320 square metres, any individual unit exceed 500 square metres gross floor area, any individual office unit exceed 250 square metres gross floor area and any comparison goods retailing exceed a total of 300 square metres gross floor area.

Reason: To ensure that they are of a scale to meet local provision, without affecting the balance in the provision of local facilities elsewhere within the south-west district or town centre in accordance with the NPPF.

37) Before any non-residential development commences as part of the overall development a Noise Assessment shall be submitted for approval in writing to the Local Planning Authority specifying the sources of internal and external noise and the provisions to be made for its control. The approved scheme shall be implemented prior to the occupation of the non-residential unit in accordance with the approved details and retained thereafter.

Reason: In the interests of residential amenity in accordance with the requirements of NPPF.

38) Before any non-residential development commences as part of the overall development a scheme shall be submitted for approval in writing by the Local Planning Authority which specifies the arrangements to be made for deliveries to commercial premises. The scheme shall be carried out in accordance with the approved details.

Reason: In the interests of residential amenity in accordance with the requirements of NPPF.

39) Concurrently with the Reserved Matters submission for each phase, a Noise Assessment of the exposure of proposed residential premises, with particular reference to bedrooms, based on the final building and estate layout, due to transportation noise shall be submitted for approval in writing to the Local Planning Authority. The assessment shall take into account the likely growth of traffic over the next 15 years. Where any habitable room or outdoor amenity space cannot achieve the noise levels recommended by the World Health Organisation (WHO), a scheme to protect outdoor amenity space and any affected habitable rooms shall be submitted to the Local Planning Authority for written approval. The development shall be carried out in accordance with the approved details.

Reason: In the interests of residential amenity in accordance with the requirements of NPPF.
40) Prior to the commencement of each phase, details of the provision for the storage and collection of refuse and materials for recycling shall be submitted for approval in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and retained thereafter.

Reason: In the interests of residential amenity in accordance with the requirements of NPPF.

41) No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a detailed scheme of hard and soft landscaping for the site. The scheme shall include indications of all existing trees and hedgerows on the land and details of any to be retained.

Reason: In the interests of amenity and to secure a satisfactory standard of development in accordance with Policy S10 of the West Northamptonshire Joint Core Strategy.

42) All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the building or the completion of the development, whichever is the sooner, and which shall be maintained for a period of five years; such maintenance to include the replacement in the current or nearest planting season whichever is the sooner or shrubs that may die are removed or become seriously damaged or diseased with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: In the interests of amenity and to secure a satisfactory standard of development in accordance with Policy S10 of the West Northamptonshire Joint Core Strategy.

43) As part of each reserved matters application details of existing and proposed ground levels and finished floor levels of the development in relation to adjoining land levels shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall be implemented in accordance with the approved details.

Reason: In the interests of residential and visual amenity in accordance with the aims and objectives of the NPPF.