

<p><b>ADDENDUM</b> (N.B. Additions/amendments shown in <b>bold</b> text, deleted wording shown in <del>struckthrough</del> text)</p>	
<p><b>19/00351/OUT</b></p>	
Officer's Comments	Reason
<p>1.7 In circumstances where an application site crosses the administrative boundary between two Local Planning Authorities (LPAs) two identical applications should be submitted, one to each LPA, seeking planning permission for the development of land falling within each LPA's administrative area and identifying the relevant area on the site plan. A planning application for the proposed development has also been submitted to ENC under planning application reference: <b>19/01219/OUT</b></p> <p>3.8 The application proposes the following in Zone 2: Up to <b>2080</b> dwellings.</p> <p>3.10. The paragraph now lists the detailed causeway and A43 access plans, offsite junction technical notes and air quality briefing note.</p> <p>3.16 Tier 2 will include the submission of "Key Phase" details. Tier 2 submissions will be controlled by conditions recommended in this report, if granted, and will detail development parcels to be brought forward in terms of their infrastructure requirements and Design Code. They must adhere to the Site Wide Strategies, Parameter Plan and Development Specification referred to above. The applicant's focus on delivery is such that the Council is already in receipt of a request for pre-application advice on the first Key Phase relating to <b>Zone 2</b>.</p>	<p>ENC Planning application reference number 19/01219/OUT missing.</p> <p>The report previously contained the figure 2078.</p> <p>3.10 didn't include access plans, junction technical notes or air quality briefing note.</p> <p>The paragraph previously referenced Zone 3.</p>

**5.2 S73 minor material amendment**  
application submitted under reference 13/00026/RVC for variation of condition 4 of planning permission 04/00240/OUT at Priors Hall Development site was approved subject to a number of conditions.

**5.3** Zone 1 of the extant consent has seen multiple Reserved Matters approvals and circa **1,370** dwellings built out, along with a secondary school, a primary school, a community centre and the Corby enterprise centre. Development of the district centre (including a supermarket, gymnasium, nursery and health centre) and circa **470** more dwellings are to come forward in Zone 1 under the current outline consent.

**6.0-** Highways Consultation Appended

**6.0 NCC Planning Services** consultation response

**9.2** - The principle of a mixed use urban extension on the Priors Hall site has long been established through the extant outline permission (**04/00240/OUT**), subsequent amendments and further permissions for advanced works such as the Zone 3 link road and cut and fill earthworks to create development platforms. Only issues arising from changes proposed in the Parameter Plan and associated land use budget can reasonably be considered under this application. Notwithstanding this, some background to the principle of this development is set out below:

**9.12** - The provision of approximately **5,320** dwellings on this sustainable site will make a very important contribution to the district's housing supply. The development will also provide key infrastructure that will benefit future residents and existing residents of both Priors Hall and the surrounding area. It is therefore considered that the development meets the social and environmental objectives of sustainable development as defined in the NPPF.

**10.0** – With reference to the issues contained within the ES and the constraints of the site as well as the issues raised by

Paragraph previously stated reserved matters application.

Paragraph previously contained incorrect figures

Section 6.0 did not include highways response.

Section previously referred to NNC Education

Incomplete reference number.

Paragraph previously referenced 5,500 dwellings.

Section previously referred to employment land.

the key consultees, the report has been structured around the following themes:

Landscape and Visual Impact

Ecology and Nature Conservation

Socio-Economic Impact

Highways and Traffic Issues

Flood Risk and Drainage

Air Quality

Noise and Vibration

**Ground Conditions and Contamination**

**Agriculture and Soil**

**Services and Utilities**

**11.5-** In terms of housing supply, the ES reports that the development will be of “major beneficial significance” in relation to the delivery of homes. It is considered that this significance would be diminished somewhat by the lower percentage of affordable housing. However on balance, the benefits to housing supply cannot be overstated. Through viability testing, the level of affordable housing has been increased to 5%. As discussed in the viability section of this report, Officers and the Council’s legal representative have negotiated appropriate review mechanisms to capture any mid and late development stage uplift in viability. **Therefore it is considered that overall the proposed development will be a key strategic site in meeting the Council’s 5 year housing supply.**

**11.6** The indicative mix includes **2%** 1 bed

**12.1** The proposal includes 2.5 hectares of primary school space within Zone 2 and 1.9 ha of primary school space in Zone 3. NCC had some concerns with the **primary** school provision and as a consequence the proposal now includes 0.5-hectare flexible land use parcel which has been added in Zone 3, adjacent to the 2 form entry primary school site (1.9 hectares). This ‘reserve’ parcel allows for an extension to the primary school site to accommodate a third form of entry, should the need for it be generated by the Priors Hall Zones 2 and 3 population. This will be determined by an education review towards the latter stages of the development, in accordance with a programme and methodology to be set out in the S106 agreement. However it should

This section previously contained a typo and an additional sentence has been added.

The paragraph previously contained 20% 1 bed.

12.1 Previously referred to NNC’s concerns with secondary school provision.

be noted that if a third form of entry is not required, the reserve site will revert to an informal open space land use.

**14.5** Having taken into account EHO's comments, officers consider that the suggested mitigation measures for the construction and operational phases can be incorporated within **relevant conditions** to ensure compliance with Policy 8 of Joint Core Strategy.

**18.11** - CBC have requested that the Priors Hall S106 make provision for a contribution to the Steel Road roundabout works that are the beneficiary of £4M HIF funding. It has been agreed with U&C that a **proportionate** contribution will fall within a 'deferred contributions' element of the S106, alongside affordable housing, which is payable subject to viability and established by a review.

**18.15** - Therefore further engagement will be undertaken with a suitable bus operator, Corby Borough Council and NCC Highways and there is a clause in the S106 to ensure that the **agreed Bus Strategy is implemented.**

~~**18.20** – It should be noted that before Tiers of the development are brought forward, strategic transport assessment work will be required which addresses any gaps in provision and promotes more sustainable transport modes.~~  
delete paragraph

**19.4** As the application is in outline, **with all matters reserved except for detailed consent for access**, the details relating to scale and layout have not been submitted. To guide what follows this stage, the masterplan is explained through two key narrative documents: the Design & Access Statement (DAS) and Development Specification.

**19.5** The DAS describes the design intent of the development and the key townscape and place making considerations. It describes how the site would be divided into ~~three~~ distinct key phases, each defined by a different mix of use and each with its own character. It explains how the **four**

Correction as application only includes Air Quality conditions.

The paragraph didn't clarify that the applicant's contribution to Steel Road is capped at £650k.

18.15 The paragraph referred to submission of a bus strategy.

Strategic work at a KP level is not required.

The paragraph didn't reference that the application seeks detailed consent for the access.

The paragraph referred to 3 villages however the DAS includes 4.

character areas are an appropriate response to the constraints and opportunities of the site and to the design drivers of the development. This is not a control document, but has purpose beyond the determination of the outline application in providing context to which reserved matters should be compliant in spirit.

**21.1** - The specification confirms that the maximum height is **3 storeys however there will be a number of key buildings at 4 storeys**; in order to maximise views and create identifiable landmark buildings. The proposed heights are reduced within Zone 3 to 2 storeys adjacent to the Kirby Lane heritage buffer.

**22.1** Each phase of the development would be accompanied by a Housing Scheme for that Phase, detailed in the reserve matters applications. That scheme would include details of how that Phase would provide a policy compliant mix of housing ~~including affordable housing~~. It would describe how many homes for the older people would be provided at that Phase and the Scheme would be assessed and approved or refused by the Local Planning Authority, with reference to current planning policy and guidance.

**24.8** - A viability assessment has been undertaken as the applicant considered that the contributions package and costs associated with delivering the scheme made it financially unviable. The two councils engaged the services of an independent viability expert to review the submitted assessment on the Council's behalf based on best practice guidance that requires consideration of the gross development value, costs, land value, landowner premium and developer return. The appraisal assessed the **combined** input from each Zone.

### **Conditions**

The paragraph previously stated maximum height 4 storeys however this is only in relation to key buildings.

The paragraph previously included policy compliant affordable housing however the level of affordable housing will be determined by the viability reviews.

The paragraph previously stated that each Zone was assessed separately.

An updated list of conditions is appended.

## Highways Updated Consultation response (to be included in consultee responses section)

Thank you for your co-operation with the progress of this application. Further to the initial response, please see below our updated response which includes Conditions which we feel should allow the application to be approved from a Highways perspective and removes our holding objection.

### 1. Mitigation Works:

1.1. The proposed Junction 11 improvement works trigger point of occupation of 500 dwellings is acceptable. Drawing reference: 60572455\_SHT\_XX\_S11\_111\_P01.

1.2. Junction 13 trigger point of occupation of 500 dwellings is acceptable, the minor widening of the entry width of Arm B, the A427 Oakley Road from the east, from 9.4m to 9.7m is satisfactory.

1.3. Junction 15 drawing reference 60572455\_SHT\_S15\_151\_P01 and the trigger of 3,425 dwellings is also agreed. 1.4. Junction 17 improvements as per drawing reference 60572455\_3622\_M\_1017F with a trigger of 750 dwellings is agreed. At a later date we may consider switching to a financial contribution to others towards a larger scheme identified should other developments have an impact on this roundabout. The proposed mitigation consists of:

1.4.1. Widen Arm A (20 cm) 1.4.2. Widen Arm C (1.2m); 1.4.3. Widen Arm D with new 3rd lane (c2.4m); 1.4.4. Widen within the gyratory to the north of arm D.

1.5. The deferred scheme for Steele Road roundabout will require a suitable contribution based on percentage traffic impact of the proposed development. The final figure is to be agreed in due course.

### 1. Non-Motorised Users

1.1. NCC is in agreement that the Bus Strategy – Revision 1 (produced by Aecom and dated 9th October 2020) is a suitable form of agreement and will be appended to the S106. A Service Level Agreement will be entered into to implement the bus services in line with the Bus Strategy. 2.

### Public Rights of Way (PRoW)

2.1. We have no objections to the proposed diversions of Public Footpaths MS1 and HF10.

2.2. Our only concern is that the proposed diversion route of MS1 will take the footpath

through the area marked on the parameter plan of 28 April 2020 as 'Roman Villa Development Exclusion Zone'.

2.3. We must query whether the applicant has consulted Historic England on this specific aspect of the proposal? If not, it may be appropriate for them to do so.

### 3. Travel Plan

3.1. Following negotiations with the Developer and their Agents regarding Travel Plan monitoring contributions, an index linked annual payment of £1000 from first occupation thereafter up to a cap of

£15,000 is supported subject to a phasing and delivery programme being provided, essential to enable programming and coordination of local highway improvement works including ones promoted by the

Applicant.

Conditions:

1) The mitigation works are to be carried out as follows;

a) Junction 11 as per drawing 60572455\_SHT\_XX\_S11\_111\_P01, with a trigger point of occupation of

500 dwellings.

b) Junction 13 with a trigger point of occupation of 500 dwellings.

c) Junction 15 as per drawing 60572455\_SHT\_S15\_151\_P01, and the trigger of 3,425 dwellings appears reasonable.

d) Junction 17 as per drawing 60572455\_3622\_M\_1017F with a trigger of 750 dwellings.

2) Prior to commencement of the development full engineering, construction and drainage plans for the offsite works along with an RSA 1/2 shall be submitted and approved in writing by the LHA.

3) Public Rights of Way

a) Please ensure that the applicant is made fully aware of their responsibilities in respect of Public

Footpath/Bridleway/Byways that run along/ abut/ cross or are adjacent to the proposed development site as follows:

With respect to construction works to be carried out in close proximity to and using Public Rights of

Way as access, please note the following standard requirements: -

i) The routes must be kept clear, unobstructed, safe for users, and no structures or material placed on the right of way at all times, it is an offence to obstruct the highway under Section 137 HA 1980.

ii) There must be no interference or damage to the surface of the right of way as a result of the construction. Any damage to the surface of the path must be made good by the applicant, specifications for any repair or surfacing work must be approved by the Area Rights of Way

Officer, (as per Section 131 HA1980).

iii) If as a result of the development, i.e. the safety of the public cannot be guaranteed, the Right of Way needs to be closed, and a Temporary Traffic Regulation Order would become necessary. An Application form for such an order is available from Northamptonshire County Council website, a fee is payable for this service and a period of six weeks' notice period is required. Please contact the highway authority at: [defmap@notrthamptonshire.gov.uk](mailto:defmap@notrthamptonshire.gov.uk)

[www.northamptonshire.gov.uk/en/councilservices/transport/row/legal/pages/temptros.aspx](http://www.northamptonshire.gov.uk/en/councilservices/transport/row/legal/pages/temptros.aspx)

iv) Any new path furniture such as a gate can only be authorised if needed for the ingress or egress of livestock (Section 147 Highways Act 1980) and needs to be approved in advance with the Area

Rights of Way Officer, standard examples can be provided.

v) Please do not rely on the position of features on site for an accurate position of the public rights of way. This must be taken only from the Current Definitive Map and Statement.

4) Diversion Orders; [defmap@notrthamptonshire.gov.uk](mailto:defmap@notrthamptonshire.gov.uk)

a) Conditions:

i) Prior to the commencement of works affecting any existing public right of way full details of any enhancement, improvement, diversion or closure shall be submitted to and gain the approval of the local planning authority.

b) Notes:

i) No works affecting any existing public right of way may commence without the express written permission of the local highway authority's Rights of Way or Definitive Map Teams.

ii) The developer is reminded to apply to the local planning authority for any proposed permanent diversion of a right of way under Section 257 of the Town and Country Planning act 1990 required to facilitate the development of N/2019/0393. The alternative route for such a diversion must be agreed with the local highway authority's Area Rights of Way Officer and be available for public use prior to the closure of any existing route.

c) Northamptonshire County Council is available and preferably required for the involvement, guidance and consultation at all stages of the diversion orders as necessary.

This response is without prejudice to any Public Right of Way which may exist across the site but whose presence is not recorded on the County Council's Definitive Map and Statement (2016).

Note Section 257 of TCPA 1990 only applies to PROW as follows; FP's BW's and Restricted Byways.

LPA's cannot divert or stop up BOATS; this can only be done at a magistrate's court.

5) The applicant is to enter into a S106 with Corby Borough Council to cover the following:

a) Final Corby link road contribution associated with the original consent unless the final payment hasn't already been received before S106 completed

b) Financial contribution, figure yet to be agreed, for junction improvements identified at the Steele Road roundabout.

c) NCC in agreement that the Bus Strategy is a suitable form of agreement for the OPA and will be appended to the S106.

d) An effectively implemented Residential Travel Plan with Coordinator and future monitoring

## **Updated Conditions**

### **GENERAL**

#### **Timing**

1. The first application for approval of Reserved Matters shall be made to the Local Planning Authority no later than three years from the date of this permission.  
Development must be begun not later than the expiration of two years from the final approval of the Reserved Matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

**Reason: The application is in outline only and the reserved matters referred to will require full consideration by the Local Planning Authority.**

2. Application(s) for approval of all the Reserved Matters shall be made to the Local Planning Authority no later than 20 years from the date of this permission.

**Reason: Statutory requirement under section 91 of the Town and Country Planning Act 1990.**

3. The development to which this permission relates shall be begun before the expiration of two years from the date of approval of the last of the reserved matters to be approved.

Reason: Statutory requirement under section 51 of the Planning and Compulsory Purchase Act 2004.

4. Development shall not Commence, except for Enabling Works and the approved Causeway/A43 accesses shown on the approved access plans set out in condition 6), unless:

- it falls within an approved Key Phase and an approved Reserved Matters Area; or

- the proposed development is identified as development outside a Key Phase in accordance with Condition 8.

For the avoidance of doubt “Enabling Works” means preparation works to make the Site ready for construction. Such works include (but are not exclusively limited to); site or ground clearance and preparation, surveying, environmental and hazardous substance testing and sampling, soil tests, remediation works, pegging out, tree protection, ecological survey and mitigation works, archaeological investigation, site clearance, ground improvement works, construction of boundary fencing or hoardings including for site security, demolition and removal of buildings and other structures, creation of temporary haul roads and enabling works accesses or other works or operations to enable any of these works to take place including site and ground works.

**Reason: To clarify the terms of this permission.**

#### Reserved Matters

5. No development on any individual Reserved Matters Area shall commence, apart from Enabling Works, until approval of the details of the appearance, landscaping, layout, access and scale (hereinafter called the reserved matters) within that Reserved Matters Area have been obtained from the Local Planning Authority in writing. The development shall not be carried out other than as approved.

**Reason: This is outline planning permission only and these matters have been reserved for the subsequent approval of the local planning authority.**

#### Conformity

6. The submission of information to discharge conditions for Key Phase Definition and Framework Requirements and Reserved Matters Applications (conditions 7, 8 and 9) shall generally accord with the following approved plans and documents (or such other plans and documents as may be subsequently approved):
  - Parameter Plan (ref UAC047-002 Rev N)
  - Causeway Access Drawings
    - General Arrangement – 60572455-SHT-Z2-CSW-001 Rev P06;
    - Legal Agreement Plan - 60572455-SHT-Z2-CSW-002 Rev P05;
    - Site Survey - 60572455-SHT-Z2-CSW-004 Rev P01;
    - Land Dedication Plan - 60572455-SHT-Z2-CSW-005 Rev P02;
    - Proposed Contours - 60572455-SHT-Z2-CSW-010 Rev P02;
    - Signs and Marking - 60572455-SHT-Z2-CSW-020 Rev P02;

- Long section - 60572455-SHT-Z2-CSW-030 Rev P02;
  - Cross Sections 1 of 2 - 60572455-SHT-Z2-CSW-031 Rev P02;
  - Cross Sections 2 of 2 - 60572455-SHT-Z2-CSW-032 Rev P02;
  - Proposed Drainage - 60572455-SHT-Z2-CSW-050 Rev P02;
  - Gully Catchments - 60572455-SHT-Z2-CSW-051 Rev P02;
  - Vehicle Tracking - 60572455-SHT-Z2-CSW-080 Rev P03;
  - Pavement Construction Details - 60572455-SHT-Z2-CSW-100 Rev P01;
  - Drainage Construction Details - 60572455-SHT-Z2-CSW-101 Rev P01;
  - Street Lighting – 8400-1550;
  - Causeway Landscaping GA – edp5910\_d030 Rev A.
- A43 Southern Access Drawings
    - 60572455-SHT-Z2-A43-001 Rev P05 – A43 Roundabout General Arrangement;
    - 60572455-SHT-Z2-A43-100 Rev P02 – Construction Details.
- Development Specification (April 2020) Mitigation requirements contained in the Environmental Statement (July 2019) and Environmental Statement Addendum (April 2020)
  - The broad design principles, and the typologies and locations of open space, specified within the open space strategy section of the Design and Access Statement Addendum (April 2020)
  - Site Wide Strategies
    - Zone 3 Heritage Management Strategy and Plan (July 2019)
    - Foul and Surface Water Management Strategy (July 2019)
    - Code of Construction Practice Part A (July 2019)
    - Transport Assessment (April 2020), Junction 13 Technical Note (August 2020) and Junction 17 Technical Note (September 2020)
    - Flood Risk Assessment Addendum (July 2020)
    - Framework Travel Plan (July 2019)
    - Site Wide Ecological and Woodland Management Strategy (April 2020)

- Sustainability Statement (July 2019)
- Energy Statement (July 2019)
- Air Quality Briefing Note (June 2020).

**Reason: To clarify the terms of this permission.**

*Key Phase Definition and Framework Requirements*

7. Key Phase Definition and Framework submissions for each Key Phase shall be made to the Local Planning Authority for approval in writing, in advance of the approval of any Reserved Matters Applications in that Key Phase, unless exception is permitted under Condition 8 - Reserved Matters Areas Advanced Outside a Key Phase. The Key Phase Definition and Framework Submission for approval will comprise:

- a) Key Phase Definition Plan showing the extent of the Key Phase area;
- b) Key Phase Definition Supporting Statement setting out justification for the definition and content of the Key Phase, including its relationship to other Key Phases and Reserved Matters Applications already approved, and their contribution to the vision for Priors Hall set out in the Development Specification and Spatial Principles;
- c) Schedule of Uses and Quantum of Development specifying those linked to trigger events set out in the S106 agreement;
- d) Progress statement (where relevant) setting out practical completion of development across the Key Phase or previously approved Key Phases;
- e) Design Code and Regulatory Plan;
- f) Code of Construction Practice Part B (including Water Management Plan, Emergency Response Plan and Soil Resource Plan where relevant);
- g) Archaeological Statement (where relevant);
- h) Ecological **Design** Mitigation and Implementation Strategy;
- i) Stage 2 Foul and Surface Water Drainage Strategy; and
- j) A Delivery Plan for the following (where relevant), taking account of the S106 Obligations;
  - i. Primary school;
  - ii. Strategic open space and other open space, including sports and play areas, in general accordance with the open space strategy set out in the Design and Access Statement Addendum, April 2020);
  - iii. Community facilities;

- iv. Affordable housing; and
- v. Estate Management regime.

Items i to iv shall be delivered generally in accordance with the approved Delivery Plan.

k) Noise Technical Note (to assess potential noise impacts on development within the Key Phase, identify those parts of the Key Phase where future reserved matters applications will be required to include a Detailed Acoustic Design Report (in accordance with condition 9t) and set out potential noise mitigation measures).

## 7

### Reserved Matters Applications Advanced Outside a Key Phase

8. In circumstances where it is necessary and/or beneficial to bring forward development outside or in advance of the approval of a Key Phase Definition and Framework Submission, a Reserved Matters Application can be submitted and should address all the relevant matters identified as Reserved Matters within Condition 8, and in addition should include;
  - a) A statement justifying why a submission outside of a Key Phase is necessary and/or beneficial to the delivery of the development;
  - b) A statement showing how the proposed application conforms with the relevant documents referred to in Condition 6; and
  - c) A Code of Construction Practice Part B

*Exceptional circumstances may be deemed to apply in the case of infrastructure, demolition and advance works, access, enabling & protection works, community/commercial/education uses and small scale residential.*

### **Reason: To ensure flexibility within the three tier approach**

### Reserved Matters Applications – Information Requirements

9. Plans and particulars submitted for all Reserved Matters Applications shall, where relevant, address and include details below for the relevant Reserved Matters Area and all matters identified in Conditions 10 to 27 for site locations with specific requirements or sensitivities:
  - a) Compliance Statements demonstrating accordance with the relevant documents referred to in Condition 6, or their respective Key Phase level documents referred to by and approved under Condition 7;
  - b) Tree survey, Arboricultural Impact Assessment and tree protection measures;
  - c) Ecological **design, mitigation and implementation** measures;
  - d) Existing and proposed ground levels and finished floor levels of all new buildings;
  - e) Detailed utilities layout including foul and surface water drainage scheme to include:

- i. Details (i.e. designs, diameters, invert and cover levels, gradients, dimensions and so on) of all elements of the proposed drainage system, to include pipes, inspection chambers, outfalls/inlets and attenuation structures (if required).
  - ii. Details of the drainage system are to be accompanied by full and appropriately cross referenced supporting calculations.
  - iii. Cross sections of the control chambers (including site specific levels mAOD) and manufacturers' hydraulic curves should be submitted for all hydrobrakes and other flow control devices.
  - iv. Full details of permeable paving if applicable.
  - v. Detailed scheme for the ownership and maintenance for every element of the surface water drainage system.
- f) Landscape details including boundary treatments and surface materials;
- g) Play provision including detailed design and specification of all adventure play equipment areas and surface materials;
- h) Distribution and specification of market and affordable housing including the proposed tenure mix;
- i) provision of adequate water supplies and fire hydrants;
- j) Details of the location, layout, specification and delivery of strategic open and open space and public realm including hard and soft landscaping, public art, and the approach to adoption, maintenance and management;
- k) Details of broadband infrastructure including provision of open access ducting for fibre optic cable and next generation mobile technology;
- l) Details of any electrical sub stations;
- m) Details of design and location of electric vehicle charging points;
- n) Details of strategic footpaths;
- o) Details of access and parking;
- p) Code of Construction Part C;
- q) Flood Risk Assessment;
- r) Details and locations of bus stops and associated infrastructure;
- s) lighting details of public and private areas;
- t) Detailed Acoustic Design Report - to include but not be limited to the provision of predicted sound levels and details of noise mitigation measures shall be submitted to and agreed in writing with the Local Planning Authority unless otherwise dispensed with. Noise

mitigation measures shall demonstrate good acoustic design and rely, where possible, upon the layout, orientation of the dwellings, internal layouts and window design to achieve good noise conditions both internally and externally. Noise mitigation measures specified in the approved scheme shall then be carried out in accordance with the approved details and be retained thereafter. This requirement applies only to reserved matters applications for buildings on areas of the site that have been identified by the Key Phase Noise Technical Note as needing a detailed acoustic design report (in accordance with condition 6k).

**Reason: To ensure that all reserved matters applications address the relevant issues and for the avoidance of doubt**

10. If, during development, contamination not previously considered is identified, then the LPA shall be notified immediately and no further related work shall be carried out on the relevant part of the Reserved Matters Area until a method statement detailing a scheme for dealing with that contamination has been submitted to and agreed in writing with the LPA. There shall be no occupation or use of the Reserved Matters Area in question until the approved scheme for dealing with the identified contamination has been carried out as approved and a verification report demonstrating the effectiveness of the scheme has been submitted to and approved by the LPA.

*Reason: To ensure all contamination within the site is dealt with.*

11. Details of mechanical and electrical plant to be installed in connection with a building forming part of the development shall be submitted in writing and approved by the Local Planning Authority prior to the relevant building being occupied. The rating level of noise emitted from mechanical and electrical plant to be installed on the development (determined using the guidance of BS 4142:2014, rating for industrial noise affecting mixed residential and industrial areas or any subsequent standard) shall not exceed 3dB above the measured background level LA90,T at the nearest noise sensitive receptor during the day (07:00-23:00) and night (23:00-07:00) time period. The mechanical and electrical plant shall be maintained to achieve these levels in perpetuity and any replacement mechanical and electrical plant shall adhere to these noise limits.

**Reason: In the interest of residential amenity and to protect public health.**

12. No construction work (including deliveries to or from the site) that causes noise to be audible outside the site boundary shall take place on the site outside the hours of 0730 and 2000 Mondays to Fridays and 0730 and 1700 on Saturdays, and at no times on Sundays or Bank Holidays unless otherwise agreed with the local planning authority.

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

13. Prior to the construction of any foundations involving piling or other penetrative methods, full details of the design and specifications of such foundations, together with information to demonstrate that there would be no resultant unacceptable risk to soil or ground water, shall be submitted to and approved in writing by the Local Planning Authority.

Such foundations shall thereafter only be carried out in full accordance with the approved details.

**Reason: To limit the detrimental effect of construction works on adjoin residential occupiers by reason of nuisance.**

14. Development shall be carried out in accordance with the requirements of the site wide Code of Construction Practice Part A, relevant Key Phase Code of Construction Practice Part B and relevant reserved matters level Code of Construction Practice Part C.

**Reason: To limit the detrimental effect of construction works on adjoining residential occupiers by reason of nuisance and to ensure safe working practices.**

#### Drainage and Flood Risk

15. All relevant reserved matters shall make reference to the approved site wide Surface and Foul Water Drainage Strategy dated July 2019 (or other such document as may be subsequently approved) and shall be accompanied by a statement of general compliance with the approved scheme

Reason: In order to ensure that the drainage details are implemented in accordance with the approved Flood Risk Assessment, and to prevent the increased risk of flooding, both on and off site, by ensuring the satisfactory means of surface water attenuation and discharge from the site.

16. The development shall be carried out in accordance with the submitted flood risk assessment (ref AECOM Ltd, Project number: 60572455, Version 4.1, July 2020) and the following mitigation measures it details:

- No built development including attenuation ponds, with the exception of the 2 link road culverts to be constructed within the modelled flood extents shown on Figure B2.
- These mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the scheme's timing/phasing arrangements. The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.

**Reason: In order to ensure that the drainage details are implemented in accordance with the approved Flood Risk Assessment, and to prevent the increased risk of flooding, both on and off site, by ensuring the satisfactory means of surface water attenuation and discharge from the site.**

**N.B Former conditions 17 and 18 have been removed as they relate to heritage issues that apply only in Zone 3**

#### **ECOLOGY, NATURE CONSERVATION AND WOODLAND**

17. If within a period of five years from the date of the planting of any tree or shrub or any tree or shrub planted in replacement for it is remove or up-rooted or destroyed or dies, another tree or shrub of the same species and size as that originally planted shall be planted as a replacement.

**Reason: In the interest of biodiversity.**

18. Retained trees, woodland and hedgerows will receive appropriate protection during the construction phase through the use of tree root protection zones and barriers in accordance with BS5837: 2012 Trees in relation to design, demolition and construction.

**Reason: In the interest of biodiversity.**

### **HIGHWAYS / ACCESS**

19. There shall be no means of access into the site from Kirby Lane other than for temporary construction use and / or emergency access, subject to the details of this being agreed in writing with the Local Highways Authority prior to the access being used for such purpose.

**Reason: In the interest of highway safety.**

20. Prior to the commencement of development within any **relevant** Reserved Matters Area, a detailed Travel Plan shall be submitted to and approved in writing by the Local Planning Authority in accordance with the requirements set out in the site wide Framework Travel Plan and shall include a programme for their implementation. Approved detailed Travel Plans shall then be implemented as approved and in accordance with the approved programme.

**Reason: To ensure the development promotes sustainable forms of travel.**

21. If the junction improvement works required by condition 18 of the West Corby SUE Outline (ref 17/00181/OUT) have not been implemented by the occupation of 500 residential units forming part of this development, the highway works to Junction 11 - the junction of the A6003 (Uppingham Road)/A427 (Cottingham Road)/A427 (Corby Road) - shall be carried out in general accordance with the principles set out on plan 60572455-SHT-XX-S11-111 Rev P01 (at Appendix F of the Transport Assessment April 2020) **and a timetable to be agreed in writing with the Local Planning Authority.**

**Reason: To ensure the timely provision of infrastructure and a suitable relationship with the highway network.**

22. No more than 500 units forming part of this development shall be occupied until the highway works to Junction 13 - the junction of Elizabeth Street / A427 (Oakley Road) /

A427 (Westcott Way) / A6014 (Oakley Road) - have been carried out in general accordance with the principles set out on plan 60572455\_3622\_M\_1013 (contained with AECOM Junction 13 Technical Note dated 3 August 2020).

**Reason: To ensure the timely provision of infrastructure and a suitable relationship with the highway network.**

23. No more than 3,245 units forming part of this development shall be occupied until the highway works to Junction 15 - the junction of the A6086 (Lloyds Road) / A427 (Weldon Road) / A6086 (Geddington Road) - have been carried out in general accordance with the principles set out on plan 60572455-SHT-XX-S15-151 Rev P01 (at Appendix F of the Transport Assessment April 2020).

**Reason: To ensure the timely provision of infrastructure and a suitable relationship with the highway network.**

24. No more than 750 units forming part of this development shall be occupied until the highway works to Junction 17 - the junction of the A43 (Stamford Road) / A6116 (Brigstock Road) / Long Croft Road / A4300 (Stamford Road) have been carried out in general accordance with the principles set out on plan 60572455\_3622\_M\_1017F (contained within AECOM Junction 17 Technical Note dated 16 September 2020).

**Reason: To ensure the timely provision of infrastructure and a suitable relationship with the highway network.**

25. Prior to the commencement of works affecting any existing public right of way, full details of any enhancement, improvement, diversion or closure shall be submitted to and gain approval of the local planning authority. The works shall thereafter be carried out in accordance with the approved details and implemented in accordance with a timetable to be agreed with the local planning authority.

**Reason: In the interests of maintaining public access to rights of way.**

## **ENERGY**

26. Prior to the approval of the first reserved matters application for residential, commercial or education development within each Key Phase, an Energy Strategy for that Key Phase shall be submitted to and approved in writing by the LPA. The strategy shall include details of that Key Phase's ability to provide low and zero carbon technologies and where relevant the type of renewable energy production to be provided within the phase. The development shall be carried out in accordance with the agreed strategy.

**Reason: To ensure an energy efficient and sustainable development in accordance with Policies 8, 9 and 26 of the North Northamptonshire Joint Core Strategy (2016).**

27. Prior to the approval of the first reserved matters application for residential, commercial or education development within each Key Phase, an Electric Vehicle Charging Infrastructure Strategy and Implementation Plan for that Key Phase shall be submitted to

and approved in writing by the LPA. A statement of compliance with the Key Phase Strategy will be required as part of each relevant reserved matters application within that Key Phase.

**Reason: To ensure a sustainable form of development that contributes towards meeting Climate Change targets in accordance with policies 8 and 9 of the North Northamptonshire Joint Core Strategy (2016).**