
Applications for Planning Permission

17/00663/DPA	Erection of 150 residential units, car parking, new landscaping and associated works at Land off Station Road, Corby.
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1. Site Surroundings:

- 1.1. The application site is situated on the east side of Station Road and on the south side of the access to the station. The site is on the east side of the railway and approximately 1.5km from the centre of Corby town. The site area is 0.79 hectares.
- 1.2. The site has been cleared, although it was previously developed. Most of the site is covered in concrete hardstanding with a small area of shrubs and bushes in the southwest corner and a small copse of self-set trees adjacent to the western boundary. The site has high boarded construction fencing on the boundaries and has an existing point of access off the Station Road with a new turning head sited on the northern boundary off the access road to the station – Station Approach. The site has an irregular shape with essentially a rectangular block running east to west with a spur running off the southern corner. The site is flat with a short slope to the east and south.
- 1.3. The boundary to the station access and car park runs along the north and south boundaries to the site. There are terraced and semi-detached residential properties on the east side of Station Road. On the southern boundary to the site are a series of outbuildings and garages running along RAILSIDE Lane. Further to the south of RAILSIDE Lane are long gardens to older brick residential dwellings which front on to Oakley Road.
- 1.4. On the opposite side of the station access – the North – is a further cleared site which includes the operational stagecoach bus depot on the Station Road frontage. The application site is located on Station Road, immediately adjacent to Corby Rail Station. A taxi rank, a bus transport interchange and a 138-space pay-and-display permit car park serve the station. Other surrounding uses include an active bus depot, owned by Stagecoach, to the north and residential dwellings to the immediate east and south. Further east, is Corby Old Village.
- 1.5. At the junction of Station Road, High Street and Cottingham Road approximately 150m to the north is the edge of the Corby Village Conservation Area. Approximately 700m northwest of the site is the Lloyds Conservation Area.
- 1.6. The topography of the site is such that the land within the application site is essentially flat. There are no statutory designation on or around the site.

2. The Proposal:

- 2.1. Permission is sought for the Erection of 150 residential units, car parking, new landscaping and associated works, comprising of:
 - 60 no. one-bedroomed flats;
 - 90 no. two-bedroomed dwellings;
 - A gated vehicular access off Station Approach;
 - Parking for 84 cars, including 8no. wheelchair accessible spaces;
 - Secure cycle parking for 245 bicycles;
 - 3 no. dedicated motorbike spaces;
 - Communal open space and landscaping;

- All the residential units would be provided for rent rather than sale – Private Rented Stock (PRS).
 - An electric car sharing scheme with 3 charging points within the proposed car park.
- 2.2. The development would comprise three blocks which the applicant has described as Blocks A, B and C. Block A is sited on the northeast corner of the plot and wraps around the junction of Station Road and Station Approach with an active frontage on both street frontages. Block B is separated from block A by the vehicular access off Station Approach and has a dog-leg footprint which follows the north and west boundary. Block C is attached to the southern end of Block B and follows the eastern boundary. The three blocks are site to the north of the site fronting the edges of the site boundary, with parking provision to the centre and amenity space to the east and south of Block C.
- 2.3. Block A would wrap around the eastern and northern corner of the plot and would be part three and four storeys in height. The development would step up from three storeys on the southern end of the block with the fourth storey set back and wrapping around the corner. The top of the three-storey element would be approximately 8.70m and the top of the four-storey element approximately 11.55m. The block would accommodate 20 no. one-bedroomed flats, 30 no. two-bedroomed flats and internal stairs and lifts around a central core.
- 2.4. Block B would in turn wrap around the north and west boundaries and would be four-storey in height to match that of Block A. The block would accommodate 28 no. one-bedroomed flats, 35 no. two-bedroomed flats and a resident's services facility on the ground floor.
- 2.5. Block C would be attached to Block B but be set back 1.70m from it on the western elevation. Block C would run parallel to the western boundary to the station car park and would follow the four-storey element of block B at its junction, stepping down to three-storey on the southern end of the block. The heights would match that of Block A. The block would accommodate 12 no. one-bedroomed flats, 25 two-bedroomed flats and a central stair/lift core.
- 2.6. Across the three blocks the one-bedroomed flats would have a floor area of 43.3sqm and the two-bedroomed flats of 61sqm.
- 2.7. The three blocks follow the same design ethos and would have the same simple palette of materials – brickwork, metal and glass. The exact detail would need to be resolved by submission of details to comply with the suggested condition.
- External walls. Buff coloured bricks on the first three floors, with a contrasting darker coloured brick on the fourth floor. A soldier course of bricks would again contrast with the remaining brick and delineate the upper section of each floor.
 - Windows. These are aligned vertically with a champagne toned aluminium construction.
 - Doors. To match the window detail, colour and design.
 - Private driveways. Block paving.
 - Adoptable highway. Black tarmacadam.
 - Adoptable footpaths. Black tarmacadam.
- 2.8 Private Rented Stock (PRS). The development would be 100% PRS and would be the first of its kind in the county. PRS or build to rent responds to the Government's push for alternative forms of tenure in the housing market, the model being to build to rent rather than sale and for extended periods. The development hereby submitted would be retained for 15 years for rental. The PRS product being pursued by the applicant is a form of housing provision with rental levels aimed at a market slightly above housing association rental levels. The PRS scheme and funding only works if all the units are being occupied and therefore rental income is being generated by all the units. A PRS scheme seeks to provide security of tenure for residents with long term leases.

3. Planning History:

- 3.1. 01/00350/OUT - Outline for residential development and nursing home. Approved 23/07/02 but not implemented.
- 3.2. 06/00072/DPA - Erection 1.8m of fence to front and side of plot. Approved 26/04/06.
- 3.3. 07/00387/DPA - Construction of transport interchange including access road, station building, car parking, bus and taxi access, pedestrian and cycle facilities, public realm areas and associated landscaping and street furniture. Approved 08/11/07 and implemented.
- 3.4. 13/00176/REG3 - Construction of steps to allow for access between Oakley Road and Corby Railway Station and associated works. Approved 17/07/13 and implemented.

4. Policy Context:

- 4.1. The National Planning Policy Framework (NPPF) (2012) – Paragraphs 14 and 17, Sections 6 and 7
- 4.2. Policies 1, 2, 3, 7, 8, 11, 15, 25, 28, 29 and 30 - Housing Mix and Tenure of the North Northamptonshire Joint Core Strategy (JCS) (2016)
- 4.3. Saved policies P1(E), P12(E) and J18 of the Local Plan 1997.
- 4.4. The Planning (Listed Building and Conservation Areas) Act 1990

5. Consultation:

Internal.

- 5.1 Local Highways Authority (**09/04/18**) – The LHA cannot support the application and require further information to fully assess the proposals. Observations:
 - The site accesses from the road that serves the train station. Any obstruction on this road will cause severe issues, especially at peak times.
 - As the site is to be completely private we will require alterations to the access to make it a vehicle access crossing, rather than a kerbed radii junction. The access should also be perpendicular to the highway and remain straight and square for a minimum of 10m beyond the highway boundary. The land that would then become redundant for public highway should then be legally ‘stopped up’ by the applicant and would then give an altered highway boundary so that the proposed gate location would be closer to the required set-back of 5m.
 - Surface water from a private drive or private land must not discharge onto the highway, indeed it is unlawful to do so. Measures to prevent such a discharge are therefore required where vehicular accesses fall towards the highway. The outfall for such drainage should also fall within the curtilage of the private property and may not be connected to any existing highway or surface water drainage system within the highway. Such facilities should always be in place and operational before the vehicular access is brought into use. No SUDS are permitted within the public highway. Any SUDS with infiltration of water (including soakaways) are to be located a minimum of 5m from the public highway. Any private storage of water is to be a minimum of 2m from the public highway and potentially further dependant on depth (storage of adopted drainage allowable under the highway (not kerb lines etc.) such as oversized pipes and large concrete box culverts). Where highway water enters a private system discharge rights are to be secured and a way-leave will be required to the outfall.
 - The fire service could access the flats via the station car park access road but this is private property in third party ownership and so access must be available via the applicants land. No tracking has been submitted to show these manoeuvres by a fire tender within the site.

- Drawing 17326-0300-P-05 and 17326-0310-P-01 by Corstorphine+Wright and Applicant Response to Statutory Consultees by WYG have been used to formulate the following comments.
- Although the site access is existing, the applicant has not aligned the site road to the junction. This has been mentioned previously.
- Private refuse truck tracking has been submitted. The vehicle used is smaller than the specified NCC vehicle and is not shown opposed. Both the wheel and body lines are shown in black making it difficult to discern what is merely body overhand and what is wheel over-run. As such, the plan shows over-run of the internal footways at each corner and along the lateral sides. The proposed quadrant kerbs would not eliminate over-run and as such, would sustain impact damage and present an increased public safety issue that the LPA would need to take a view on.
- Car, disabled car, motorcycle / scooter and cycle parking are all below NCC Standards. We cannot accept that the car ownership at this particular site will be the same as that detailed for the rest of Corby 7 years ago.
- NCC Policy states that all developments shall mitigate their impact on the local network. The LHA requested in the TS scope that the applicant assess the junctions of High St / Cottingham Rd / Station Rd, Station Approach / Station Rd (B461), Station Rd / A427 as well as the site access to the future year of 2031 both with and without development as standard. No such assessments have been submitted.
- The cycle racks appear to require people to manhandle a cycle up to a rack above the ground secured cycles. This is unacceptable for several reasons, one the actual manual handling of cycles is difficult and heavy meaning that the upper tier will not get used by many people, two being that the overhead tier makes accessing the locking bar of the ground tier difficult and possibly dirty meaning less people are likely to use them. The applicant is to supply single tier, no-lift racks with cover to the details previously supplied below.
- It can be seen above that the site is woefully under-provisioned on all classes. It is also noted that no electric charging for cars is detailed at all, which is also NCC policy. It is very disappointing that this development does not seek to embrace this environmentally friendly approach for its residents. Even with a reduction to one car parking space per flat, the site would need 150 spaces. We cannot accept that the car ownership at this particular site will be the same as that detailed for the rest of Corby 7 years ago.
- The site will also require a full CTMP to the LHA requirements.

5.2 Local Highways Authority (**08/01/18**) – The LHA cannot support the application and require further information to fully assess the proposals. Observations:

- The application proposes 150 flats, 60 will be one bed roomed and 90 will be two bed roomed. The application proposes 55 standard car parking spaces, 8 disabled car parking spaces, 3 motorcycle / scooter parking and 100 cycle parking spaces. The site is located adjacent to a train station with integrated bus services and within walking distance to supermarkets, shops and town centre services. The site has direct access to the public highway via a kerbed radii junction. The site accesses from the road that serves the train station. Any obstruction on this road will cause severe issues, especially at peak times. Drawing 17326-0300-P-01 by Corstorphine+Wright and Transport Statement & Travel Plan December 2017 by acstro have been used to formulate the following comments.
- Although the site access is existing the applicant has not aligned the site road to the junction. This has been mentioned previously. As the site is to be completely private we will require alterations to the access to make it a vehicle access crossing, rather than a kerbed radii junction. The access should also be perpendicular to the highway and remain straight and square for a minimum of 10m beyond the highway boundary. The area shaded pale green is the existing footway, the purple line is the continuance of the

proposed access kerb line which can be seen to cut through the footway. This means that a raised kerb juts out into the proposed access road. This is obviously unacceptable.

- No tracking has been supplied to show that the access operates sufficiently, this should be by the LHA specified refuse truck opposed by a standard medium car. Noting that the public highway ceases just to the west of the access, no data has been supplied to cover fire tender access to the western block of flats. The fire service could access the flats via the station car park access road but this is private property in third party ownership and so access must be available via the applicants land.
- No details have been supplied regarding refuse collection. Access by vehicles contracted to carry out this service will be required to be shown.
- No visibility splays are shown at the access.
- The Design and access statement shows trees planted in front of the building between it and the public highway. The developer is to be reminded that no private trees may be planted within 2.5m of the public highway and that buildings must be a minimum of 1m from the rear of the highway boundary.
- It is unlawful to discharge private water onto the highway (includes verges and footways). On plot surface water cut off drainage must be provided within the private land adjacent to the adoptable highway. No SUDS are permitted within the public highway.
- Any SUDS with infiltration of water (including soakaways) are to be located a minimum of 5m from the public highway.
- Any private storage of water is to be a minimum of 2m from the public highway and potentially further dependant on depth (storage of adopted drainage allowable under the highway (not kerb lines etc.) such as oversized pipes and large concrete box culverts).
- Where highway water enters a private system discharge rights are to be secured and a way-leave will be required to the outfall.
- The car and motorcycle parking bays and the distance between them have been laid out to the LHA standards. No internal details of the cycle stands has been provided, it is required.
- NCC parking standards require flats to have the following levels of parking, shown against the supplied and the deficit.
- It can be seen above that the site is woefully under-provisioned on all classes. It is also noted that no electric charging for cars is detailed at all. Even with a reduction to one car parking space per flat, the site would need 150 spaces. No details are supplied regarding visitor parking.
- No details are supplied regarding off-site mitigation or possible contributions towards the improvement of sustainable transport methods in the locality. No studies of the junction with Station Approach, Station Road, Oakley Road, High Street / Cottingham Road have been submitted.
- The Travel Plan should be a separate document and can be secured by condition.
- The site will also require a full CTMP to the LHA requirements below. Should the LPA require a CEMP or CMP, these are to be a separate document to the CTMP detailed below. The CTMP is not an internal contractor document and should be technical, concise, non-repetitive of itself or other documents and not verbose. CTMP. Prior to the commencement of the development hereby permitted, a full CTMP (Construction Traffic Management Plan) shall be submitted to and be approved in writing by the local planning authority. The Plan is to include the following elements:
 - Detailed work programme / timetable.

- Site HGV delivery / removal hours to be limited to between 10:00 – 16:00
 - Detailed routeing for demolition, excavation, construction and abnormal loads.
 - Supply of pre-journey information on routeing and site restrictions to contractors, deliveries and visitors.
 - Detailed plan showing the location of on-site stores and facilities including the site compound, contractor & visitor parking and turning as well as un/loading point, turning and queuing for HGVs.
 - Breakdown of number, type, size and weight of vehicles over demolition & construction period.
 - Details of debris management including location of wheel wash, programme to control debris spill/ tracking onto the highway to also include sheeting/sealing of vehicles and dust management.
 - Details of public impact and protection to include road, footway, cycleway and PRoW. Details of TROs and road / footway / cycleway / PRoW closures and re-routeings as well as signage, barriers and remediation.
 - Public liaison position, name, contact details and details of public consultation/liaison.
 - Route details as required covering culverts, waterways, passing places, tracking of bends/junctions and visibility splays.
 - Pre and post works inspection of the highway between points A and B as requested to identify remediation works to be carried out by the developer. Inspections are to be carried out in the presence of a member of the Highway Authorities Inspection team. To also include the removal of TROs, temporary signage, barriers and diversions.
 - Details of temporary construction accesses and their remediation post project.
 - Provision for emergency vehicles
- 5.3 NCC Local Lead Flood Authority (**10/01/18**) – Advise that there is insufficient information to comment on the acceptability of the proposed surface water drainage scheme for the proposed developments. Our concerns can be overcome by submitting surface water drainage information which covers the deficiencies detailed.
- 5.4. CBC Housing Manager (**05/12/17**) – Strategically this is a key site near the railway station that will be the focal point for those entering and leaving the town via rail. There is indeed a need for PRS housing but this is not the only type of housing needed in the town and I would like to see some diversity in tenure. Parking will be a priority issue and it is important that it is considered fully in relation to impact on the surrounding area.
- 5.5. CBC Housing Manager (**27/03/18**) - The original response to the above application which was sent on 20.12.17 highlighted the desirability for tenure diversity, but there was acknowledgement of the need for Private Rented Sector (PRS) accommodation. In response to the amended Planning consultation of 26.03.18 the current position remains that there is a need for a range of housing tenures, including PRS housing, particularly one and two bedrooomed accommodation which generally has low availability locally. Comments regarding provision of PRS accommodation in the National context are noted, including institutional investment in the sector, however the requirement for PRS accommodation has been fuelled by the lack of affordability in the owner-occupied sector, but also the lack of affordable housing to rent in the social sector i.e. Council and Housing Associations. Reference to the SHMA (January 2015 revision) is made by the response of WYG on behalf of Hercurl and states, *'This need is particularly acute for private rental accommodation, with over 50% of the overall minimum housing requirement being for market-rate accommodation'* However it should be noted that this figure is further explained in para. 5.1.1 as shown below:
A5.1.1, - Please note that as for Kettering in 2012, in Corby the weekly costs of being an owner occupier for a 2-bed house are less than the weekly private rent for the same property (costs do not take into account access to deposits). And, as these projections are based on affordability, the requirements for private rent and owner occupier are correct. The actual percentage of households that could afford market housing (both Private rent and Owner

occupier) are 53.36% + 0.0% = 53.36%. It is not being stated in the SHMA that there is a requirement for over 50% PRS in Corby – this figure includes demand for Owner Occupation – thus the actual % need is likely to be substantially lower, although it is acknowledged that it does exist. Rental levels and controls of such within the proposed PRS development are unclear – the Hercurl response advises that rents will be calculated at ‘*slightly above Housing Association price points*’ however it is unclear if this is compared against their Social or Affordable rent levels which can differ considerably. Clarification is also required on whether or not rent levels are based upon local incomes, or whether the intention is to also attract residents from outside the Borough who may have greater income levels. The response from Hercurl goes on to advise that ‘*It is expected that rent levels will be graded to ensure accessibility by future tenants, which will be secured through the S106 agreement*’ – the exact mechanism by which this will be achieved is unclear and ideally it needs to be clarified to ensure no unexpected rent increases are levied – for example it may be that it is agreed that rents increase annually by the Retail Price Index. Clearly, we would normally expect to receive 30% affordable housing on a development of this size – rent or shared ownership – which would equate to 45 units, but understand viability is an issue – therefore further clarification is required to identify exactly what provision could be made and at what juncture.

- 5.6. NCC Ecology (28/12/17) – I’m writing in response to your consultation on the above application for up to 150 dwellings on land on the southwest side of Station Road. I note that no ecological documents have been provided with this application. From aerial photos and Streetview the southern part of the site appears to be brownfield habitat. Both Section 1A Question 5 and Section 2A in the Biodiversity Checklist in the Biodiversity SPD specifically mention previously developed land, and the need for more information to support the application. Without any survey reports – or statement from a qualified ecologist explaining why surveys are not required – it is my view that the council currently does not have the information required to determine this application. Further, I have not been able to find any information on proposed biodiversity enhancement as required by paragraph 118 of the NPPF.
- 5.7. CBC Environmental Health (05/04/18). I have reviewed the additional information submitted by the applicant in the form of a response to my comments made by Abigail Walters dated 8th January 2018 and re-reviewed the report reference A104054 dated August 2017 authored by WYG.
- 5.8. Ms Walters states: ‘Regarding further investigation, a detailed Remediation Strategy should be prepared for the site to provide regulators with the intended approach to remediation. If material is to be excavated and removed from site, supplementary site investigation work would be required to determine the extent of the contamination. Further detail regarding any supplementary site investigation work should be included in the Remediation Strategy’.
- 5.9. This is an acceptable approach, and I suggest the applicants submit a remediation strategy for review and if accepted, a suitably worded planning condition will be recommended for inclusion on the decision notice, should consent be given. The criteria for such a strategy is outlined below:
- 5.10. A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.
- 5.11. Should such a strategy not be forthcoming, and this is not my preferred option, I would recommend the approach in section 9.1.8 of report reference A104054 dated August 2017 is implemented, with the addition of a suitable geotextile membrane, across the entire site for the avoidance of doubt, and suggest the following condition be attached should consent be given:

Condition:

- Before occupation of the development all garden and landscaped areas shown on the approved plans shall have a capping layer of soil (top and/or sub soils) to a minimum depth of 600mm and this layer shall be separated from the soils below by a suitable geotextile membrane. A verification report that the required depth of cover has been achieved shall be submitted for approval and include a topographic survey or a visual inspection at numerous points across the site supported by photographic evidence. Details of the supplier and confirmation of the source(s) and total quantity of imported soil material must be stated in the verification report. The soil should be free from asbestos, metals, plastic, wood, glass, tarmac, paper and odours associated with contaminated soils and otherwise comply with the requirements of BS 3882:2015 – Specification for topsoil and [BS 8601:2013](#) – Specification for subsoil. Occupation of the development will only be permitted on approval of the verification report.

Informative:

- Sampling and analysis will be required to demonstrate the chemical suitability of imported soils. Please note that analytical certificates submitted by the supplier of the soil material will not be acceptable; i.e. independent sampling and analysis must be carried out. The samples shall be analysed at an independent accredited laboratory for an analytical suite which should include as a minimum Metals, PAH (speciated), TPH fractions (speciated), soil organic matter content, and pH. A sampling frequency of 1 sample per 40m³ is required where the soils are from a natural source. A minimum of 3 samples are required. For larger amounts of soil from a single source the sampling frequency can be reduced by agreement with an Authorised Officer of the Council.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

- In addition a condition to address the issue of unexpected contamination is required in the absence of a remediation strategy:

Condition:

- In the event that unexpected contamination is found at any time when carrying out the development hereby approved, it must be reported immediately to the Local Planning Authority. Development works at the site shall cease and an investigation and risk assessment undertaken to assess the nature and extent of the unexpected contamination. A written report of the findings shall be submitted to and approved by the Local Planning Authority, together with a scheme to remediate, if required, prior to further development on site taking place. Only once written approval from the Local Planning Authority has been given shall development works recommence.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

I would reinforce that my preferred option is the submission of a suitable remediation strategy for review and approval before consent is given.

5.12. CBC Landlord Services Manager – Inadequate parking provision for the scale of the development site.

5.12 NCC Development Management (04/01/18) – The following contributions are required:

- A primary education contribution of £145,260.
- A secondary education contribution of £105,300.
- A contribution towards 3 no. fire hydrants of £2676.

- A libraries contribution of £22,380.

A condition relating to provision of fire hydrants and sprinklers is suggested.

5.13 North Northants JPDU Urban Design Comments (03/05/18) - Note that there have been some amendments, but these do not overcome our concerns.

Key issues are:

- The layout fails to create safe and pleasant streets contrary to Policy 8b. The ground floor frontage has no entrances and therefore fails to create an active frontage onto the key link to the station entrance. This is compounded by the limited surveillance as the windows are primarily onto bedrooms which people will no doubt want to screen for their own privacy. The development should address these issues with how the building relates to the street, and the internal layout of the flats themselves. Having your own front door, or at least smaller clusters of residents using the same front door will be important both for those living there, but also for the long term successful management of the building, as well as to the wider street context.
- Furthermore, the internal arrangement of stair cores and central internal corridor means that many of the flats are single aspect north facing flats which will never see sunshine giving the residents a poor quality of life and contrary to Policy 8e. There is good practice advice about how to be more innovative on floor plans to design for higher density dwellings to try and overcome these issues.
- The scheme provides limited usable amenity space which is very important for flats. The scheme is making poor use of the available land with much given over to surface parking and what little amenity space there is, is poorly designed, disconnected from the dwellings and with limited function. It is unclear how a net gain in biodiversity will be achieved, as required in the JCS. To meet Policy 5 of the JCS the SuDs should be designed for amenity and biodiversity as well as water attenuation, and that does not appear to be the case.
- We would therefore suggest that further work on the arrangement of the flats, their relationship to the street and the landscape and parking space around the building needs to take place to resolve these concerns.
- We are concerned that the proposal is missing up an opportunity to act as a catalyst and stimulator for Corby's growth, unlocking economic prosperity and quality of life. The station area development presents an opportunity to exploit its location, and the associated footfall and to transform formerly underutilised industrial sites into attractive mixed-use places. The development should seek to improve the visual and physical connectivity to the station to increase footfall and generate more movements. Setting the right movement structure should help in creating a more walkable neighbourhood in line with Policy 8, JCS.
- The Corby town masterplan, plans for the Corby Walk and recent research on connectivity has shown that there is poor connectivity and legibility of routes between the town centre and the station. (Ref: Corby Walk Study, Transform Places Ltd). To ensure that the ambitions both of the Corby Town Centre Masterplan, and more generally the economic success and connectivity with the station are achieved, walking and cycling movement needs to be simple and to avoid convoluted routes. Movement routes and vistas need to be with quality landscaping that support the creation of public realm areas, (Policy 8, JCS). The proposal should enhance wider and local connectivity to allow the flow of pedestrian circulation as part of an overall movement strategy and multi-modal public realm spaces in the context of multi-transport scales. (Policy 8, JCS) It is very important that the scheme relates well to the existing public realm and creates new attractive routes and spaces. However, we are concerned that the proposed scheme fails to address this challenge effectively blocking the views to the station from the main routes in terms of the alignment of the building and could respond positively to help overcome these issues. Routes next to railways are particularly challenging, as the tracks form a further barrier to movement and

disconnect the population in eastern Corby from the town centre. This site should seek to overcome this severance but the current proposals miss the opportunity.

- We are of the view that the site needs to create a new diagonal pedestrian route to improve connectivity and to subdivide the site. We have examined how such a new route would support improved connectivity using a technique within Space Syntax analysis called VGA analysis.

External

- 5.14 Network Rail (02/02/18) – The developer must ensure that the development must not impact on the Network Rail land and a list of requirements and safe operation are detailed. A copy of the letter will be appended to the final decision notice.
- 5.15 Environment Agency (04/01/18) – No objection subject to the addition of condition relating to contamination during development that was not previously identified.
- 5.15 Anglian Water (05/02/18). No objection subject to the addition of a conditions relating to foul sewerage and surface water disposal.
- 5.17 Crime Prevention Design Advisor - Northamptonshire Police has no formal objection to the planning application in principle. However, we are unable to provide specific comment to the proposed application due to a lack of information at this time and we have serious concerns that this application does not comply with the principals of crime prevention. We therefore strongly advise that refusal is considered if the application continues in its present form.

It is our impression that designing out crime has not been fully considered and therefore does not comply with National planning policy or the North Northamptonshire Joint Core Strategy (2016) which states - Policy 8 (e iv), 'Seeking to Design out antisocial behaviour and crime and reduce the fear of crime through the creation of safe environments that benefit from natural surveillance, defensible spaces and other security measures having regard to the principles of Secured by Design'. Section 17 of the Crime and Disorder Act 1998 requires the District Council to consider the crime and disorder implications in all its activities. This is particularly important in planning matters, because if the principles of "designing out crime" are not applied, the opportunity can be lost forever, with consequences for the people who live and work in the area of the development.

We are most anxious to work with all parties to secure a sustainable environment for the residents of this new development. For an area to be sustainable, its residents and users need to feel safe and secure when they are going about their daily lives. Failure to provide such an environment will, over time, mean that people will vote with their feet, and crime and anti-social behaviour will thrive.

Our initial observations/recommendations are as follows:

- Full boundary treatments and landscaping details need to be submitted and agreed. It is noted that within the Planning Statement and the Design and Access Statement it is referenced '*Formal planting will be structured around the ground floor, providing a sense of defensible space and privacy*', '*the proposed development will include a gated vehicular access and egress from Station approach*'. The perimeter building line needs additional protection to the public facades. Further perimeter defensive features need to be agreed to make the site secure.
- External lighting scheme needs to be submitted and agreed. All external areas need to be illuminated for both security and safety reasons. They should be lit with LED lamps or similar and produce a uniform level of light (ideally 0.4 but 0.25 min), an agreed low lux level is acceptable.
- CCTV should be installed within the secure rear areas suitable for recording and monitoring back at the reception/residents service area.
- Ideally car parking needs to more localised to each block to improve passive surveillance. Residents prefer to be able to visually protect their own vehicle, reducing the fear of crime. More localized parking will also help identify persons within the area as being legitimate users and not potential offenders.

- Car parking spaces are limited and in our opinion not sufficient for this development. Provision for visitor parking should be made outside the secure gated area but limited to use by visitors to the development.
- All openings (doors and windows) should be in accordance with building regs for new dwellings and include the enforcement of AD 'Q' – Security of Dwellings – Q1 Unauthorised access. i.e. All external doors, internal flat doors and ground floor windows must be approved to BS PAS 24:2016, preferably with third party certification.
- All ground floor and easily accessible glazing should incorporate one pane of laminated glass meeting, or exceeding, the requirements of BS EN356:2000 class P1A.
- Ground floor or easily accessible windows should have restrictors fitted.
- Non primary ground floor access should not be directly lead out (without defensible space) to communal/amenity spaces. If this is unavoidable no external door furniture should be installed.
- Building, floor, lift and fire egress floor access control must provide access to authorised persons only and should be installed within the guidance of SBD Homes 2016.
- Cycle and bin storage should be more localised to apartment blocks and be within secure lockable purpose built approved units.

The following comments are after communication with my Fire protection Officer colleague and may need further discussions:

- Fire service access requirements may be inadequate regarding the amount of the perimeter of the main block the building regs says we should be able to access; this is based on the total aggregate floor area of the building. So the smaller block is likely between 2000-8000 sq mts and we would need 15% of the perimeter which is likely achievable given its location, the main block may exceed 8000 sq mts in total (all floors together) and therefore 50% of the perimeter will need to be accessible, and if that is the case the plans show this might not be achievable.
- The plans show main entrance and an alternative entrance to the bottom end of the block, as a pump cannot reach the bottom entrance I expect we would enter via the main entrance. This gives us an issue with the pure distance from the front door to the furthest flat on the upper most floor, acceptable hose length distances are exceeded very quickly given the length of the building, the plans do not show if any 'dry risers' are present for attending crews to connect to.
- Page 31 of design access statement No2 talks about use of fire-fighting lifts as part of the strategy of means of escape for disabled residents, without the strategy being available I cannot say that is acceptable, under building regs it does state under Para 5.39 of ADB "any such plan should include a contingency for when the fire and rescue service arrive". This means the lifts can be part of a plan but there can be no reliance on their sole use for escape.
- The D&A statements mention a couple of times 'on-site staff' and "onsite building management team", but I see no provision on the plans for this, where are their offices, storage spaces etc, who are the owners/operators? How often will they be onsite?
- The length of the corridors concerns me as there are no 'cross corridor' doors noted which would break up travel distances to a degree and also allow for increased time if escaping, and a choice of direction of travel. All stairs terminate in the actual ground floor corridors, none of them appear to have a door leading direct to 'fresh air', so for instance a fire in a flat on the ground floor that breaks out into the corridor, or smoke logs the ground floor corridor, immediately cuts off escape from all the floors above as it will not matter what stair people exit out of at ground floor they will be entering a corridor compromised by smoke.

- All two bed flats bedrooms are 'inner rooms' and with no Building regs submission yet I don't know their allowable reasoning for this.
- We would appreciate the opportunity to discuss our concerns to help mitigate against potential crime issues. Once a development has been completed the main opportunity to incorporate crime prevention measures will have been lost. The costs involved in correcting or managing inappropriate designed development are much greater than getting it right in the first place.

6. Advertisement:

- 6.4. Site Notice – Attached to a sign post outside of the site on the 3rd January 2018 (expired on the 24/01/18)
- 6.5. Public Notice (ET) – Published in the Evening Telegraph on the 4th January 2018 (expired on the 18/01/18).
- 6.6. Neighbour Notifications were sent to the following on the 19/12/17 –
- 1, 2, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25 and 27 Station Road, Corby.
 - 1, 3, 5 and 7 Scott Road, Corby.
 - 1, 2, 3, 4, 5, 7, 48, 50 and 52 Oakley Road, Corby.

Representations:

- 6.8. 10 letters of representation have been received from nearby residents that raise the following issues:

Highways.

- The development will cause problems of highways safety and traffic impacts.
- There is insufficient parking provided.
- Additional traffic from this development would add to the existing congestion.
- The development will lead to extra parking on Station Road.
- The junction between Station Road and the High Street is already bad and this will make it worse.

Design

- The development bears no relation to the existing style and arrangement of houses on Station Road.
- The design looks like an office block.
- Out of keeping with the two-storey buildings in the area.
- The external materials detailed are not appropriate and do not reflect the materials used in the properties opposite the site.
- Poor design and detail.
- What boundary treatment is proposed?

Amenity

- Potential impact from noise and odour on existing residents.
- Loss of privacy from the four-storey block.
- Overshadowing, dominant and oppressive.
- Proximity to the footpath will detrimental to occupants and pedestrians.

Other

- Inaccurate plans submitted.
- There is no affordable housing provision.
- There are no services such as schools, surgeries or doctors for the new residents.

6.9. These subjects are considered in full below.

7. **Officer's Assessment:**

The key issues for determination of this application are:

- Principle of Development
- Design
- Parking and Highways Issues
- Residential Amenity
- Planning Obligations and Policy Compliance
- Impact on Heritage Assets
- Other

7.1 Principle of Development

7.2 The site lies within the sustainable settlement of Corby. The principle of development within existing settlements is supported by the NPPF, although the NPPF sets out that Local Authorities should consider setting out policies which resist inappropriate development of residential gardens where development could cause harm to the local area. This opinion is supported by Policy 1 of the JCS.

7.3 Policy 11 of the JCS (Network of Urban and Rural Areas) seeks to ensure that development is distributed to strengthen the network of settlements. Part 1 of this policy deals with the urban areas and is supported by Policy 28 which seeks to provide housing stock to fulfill the growth agenda for the town and Borough

7.4 Policy 30 of the JCS (Housing Mix and Tenure) provides the framework for which housing development should provide a mix of housing types and the need to accord with National Space Standards.

7.5 A small part of this site falls on land allocated in the Corby Borough Local Plan for business use under 'Saved' Policy J18. However, this allocation has essentially been superseded with the development of the railway station and associated car parking. Moreover, most of the site is classed as 'white land' that, subject to policy compliance, is capable of being developed. General policy support for development in this location is provided by policies 6, 11 and 29 of the North Northamptonshire Joint Core Strategy. In addition, it is noted that the site forms part of the Councils five-year housing land supply.

7.6 It is considered that the principle of residential development on this site is acceptable subject to other policies being satisfied due to its location within the development confines of the village.

8 Design

8.1 Policy 8 of the JCS requires new development to carefully respect the character of the surrounding area and development in terms of layout, size, scale design and public views.

8.2 Part 7 of the NPPF attaches great importance on good design and seeks to promote development which is appropriate in terms of overall scale, massing, height, landscaping, layout, materials and access in relation to neighbouring buildings and the local area more generally. It further states that 'permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions'.

8.3 The development of the transport hub around the new railway station has been a significant development in recent years on land immediately adjacent. This application seeks to respond to that positive impetus and to in turn lead further regeneration of the area. The design steps up from south to north and is sited onto the outer edge of the site. This is considered appropriate as it maximises the distances to properties to the south and has a positive impact on Station Approach. The design has simple palette of materials that by careful design has changes in texture, relief and shadow lines that break up the mass. This is further enhanced by the vertical emphasis of the window details.

- 8.4 The comments from objectors and the JPU are noted but it is considered that with good quality materials, required by condition the development will see successfully see the further regeneration of this brownfield site and will add a positive influence on this important gateway site.
- 8.5 The final design is appropriate in terms of scale, massing, height and materials. It relates well to the neighbouring buildings and improves the character of the area and the way it functions.
- 8.6 To this end, it is considered that subject to conditions, the design and overall appearance of the property would be more than acceptable.

8.1 Parking and Highways Issues

- 8.2 Chapter 9 of the NPPF requires that consideration should be given to the opportunities for sustainable transport modes, that safe and suitable access to a development site can be achieved for all people, and that improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. It goes on to state that development should only be refused on transport grounds where the residual cumulative impacts of development are severe.
- 8.3 Policy 8b of the JCS seeks to ensure that streets and spaces are safe and pleasant. In particular part ii seeks to achieve this by: "Ensuring a satisfactory means of access and provision for parking, servicing and manoeuvring in accordance with adopted standards." The LHA has asked for clarification on a list of technical matters including the provision of visitor parking. The agent has responded in full to these comments.
- 8.4 On a wider context Policy 15 seeks to strengthen unity and ensure well connected towns, villages and neighbourhoods. It is not considered that the development would impact on the immediate area such that mitigation would be required. The development sits well in its surroundings with the key development fronting the site. It is considered that the proposal now accords with the requirements of this policy.
- 8.5 The transport assessment (TA) submitted in support of this application considered the potential impacts on the local road network and the provision of local services. It is not considered that there are any transport implications arising from this development that would result in a severe residual impact, or otherwise result in any adverse impact upon the safety and convenience of users of the public highway. The site is very well connected to provide access to a range of services and facilities within the town, thus reducing the reliance on the private car. It is considered that these details support the sustainable location of the site.
- 8.6 The Proposed Site Plan was updated to provide 84 car parking spaces, including 8 disabled car parking spaces and 3 electric car charge points – this plan is specified in the list of approved plans in condition 2. Disabled parking bays have been included in accessible locations adjacent to building entrances which meet the requirements of the County Council Parking Standards.
- 8.7 Although not adopted by CBC, the Northamptonshire Parking Standards document states on page 10: "Applications for new build flats... will be treated on their own merit based upon the local character and information in this guidance." It is considered that the application of these parking standards should not be used prescriptively for residential development despite the fact that it remains below the spaces referred to in the comments from the County Highways Team. There are two key reasons for considering the stated parking provision acceptable.
- 8.8 Firstly, the central location adjacent to a transport hub and the close distance to the town centre. The site is well connected to the transport network and is considered a sustainable location.
- 8.9 Secondly, the demand for car parking spaces in this particular location for this particular type of development (PRS) is considered to be below normal levels. The submitted Transport Statement demonstrates that the parking provision (0.56 spaces per unit) exceeds Corby's car ownership rate for households that are flats, apartments or maisonettes (0.4 cars per household). In addition, the quantum of car parking also recognises the low levels of car

ownership that exist within PRS developments. As car ownership in Corby is below average for the UK and with the sustainable location, it is considered that with the conditions listed below the parking provision is considered acceptable.

8.10 As a result of the above, and notwithstanding the concerns expressed by Northamptonshire Highways, it is considered that the proposals are in broad accordance with the requirements of Chapter 9 of the NPPF and Policies 8 and 15 of the North Northamptonshire Joint Core Strategy with respect to its relationship with the highway network.

8.11 Residential Amenity

8.12 The comments from the representations are noted and understood. It is not considered that the development would impact on the amenity of the occupants of the residential properties on the opposite side of Station Road, due to the distance between the properties and the design and internal layout of the proposed development.

8.13 The development has been orientated away from dwellings to the south, which in turn are separated from the development by the car park, Rainside Lane and the rear gardens to Oakley Street.

8.14 The proposed dwelling would not contravene the national space standards as detailed in Policy 30 of the JCS. The amenity space provided is acceptable and there are no issues in respect of loss of daylight or outlook as detailed in the BRE sunlight and daylight guidance ([Site layout planning for daylight and sunlight: a guide to good practice' \(BR209\)](#) September 2011).

8.15 Conditions are attached relating to boundary treatment and lighting within the central courtyard/parking area. As such and for the reasons given, it is considered that the proposal accords with policies 8 and 30 of the JCS.

8.16 Planning Obligations and Policy Compliance

8.17 Corby Borough Council Planning Obligations Supplementary Planning Document (POSPD) was adopted in April 2017. The POSPD sets out the approach to planning obligations when considering planning applications for development in the Borough. At the current time, the Council is not pursuing implementation of the Community Infrastructure Levy (CIL) and is therefore relying on planning obligations to contribute towards infrastructure where required.

8.18 Policy 30d – Housing Mix and Tenure – of the JCS seeks 30% affordable housing on development sites of 15 or more dwellings within the growth town of Corby. Part d concludes that: “The precise proportion and tenure mix of affordable housing will take into account the need identified in the SHMA toolkit (or more up to date local assessment agreed with the local planning authority) and the viability of the development.”

8.19 Further Policy 30e states: “Affordable housing will be provided on site unless the developer can demonstrate exceptional circumstances which necessitate provision on another site, or the local planning authority is satisfied that off-site delivery or an equivalent financial contribution for affordable housing will support urban regeneration and/or the creation of sustainable mixed and inclusive communities.”

8.20 A viability assessment was submitted and reviewed by an independent consultant on behalf of CBC. The conclusion is that the development is not viable with any contributions towards affordable housing and as such non is proposed. It should be noted that there are other provisions in the S106 including a sum of £275,616 for education, libraries and fire hydrants. On review of the viability assessment the consultant procured by CBC states:

- The viability review has been undertaken in accordance with Section 173 of the National Planning Policy Framework. This test requires that landowners should receive a reasonable return for disposal of land coming forward for such developments and that, in essence, the costs associated with the development should not be so detrimental to that returns to a willing landowner and willing developer should be such that the scheme would not be brought forward, but this also has to be within the context of policies requiring to be met.

- The viability model adopted is a standard residual model whereby the Applicant has fixed costs and values and the residual remaining in the appraisal is attributed to land value. The Applicant determined a Benchmark Land Value (BLV) against which the residual is measured to determine if the target BLV is met and hence whether it passes the viability test.
- In terms of the development value, as the scheme is PRS, all units are valued on the investment basis of a gross rent (i.e. what residents pay to rent the flats), less the costs of managing and maintaining the property to derive a net rent per annum which is then multiplied by an investment yield to derive a capital Gross Development Value.
- In comparison to rents achievable in the locality around the site the assumed rents would be considered above market. In the context of new developments at Priors Hall and Oakley Vale for example the rents assumed are comparable and reasonable.
- The deductions from the gross rent necessary to manage a PRS development were for unit management; amenity space management; maintenance and lettings fees. The total deductions of 24.5% of gross rent is a reasonable deduction for such costs.
- In summary, mathematically the Applicant 's submission was sound and there were only a small number of areas where the WLSL (The CBC Consultant) approach would adopt different assumptions. On the whole the appraisal submitted is fair and reasonable.
- Due to the lack of viability, even with identified savings, further discussions were had with the Applicant to consider the purpose of bringing forward such an unviable scheme. An all sales model was run by WLSL and it showed that an all sales model with the identified WLSL savings was a more viable option than a PRS model.
- The driver for the Applicant was not the developer profit but the packaging of similar PRS schemes in to a larger investment fund. In such a fund there would be a varying level of profitability across the portfolio of sites. Whilst this scheme is showing a lack of profitability the Applicant is choosing to rely on growth to balance the scheme in the future. The fact that it may not be profitable in development terms is less important than the revenue the scheme generates to contribute to the intended portfolio fund.

8.21 The proposal is supported by a S106 Legal Agreement which can be considered in two parts. Firstly, it includes contributions towards education, hydrants and libraries and in that aspect is accords with policy and the POSPD. Secondly it contains details of the PRS scheme, which is discussed further.

8.22 The S106 does not include any provision for affordable housing. As discussed and in accordance with the requirement of Policy 30d of the JCS a detailed viability assessment was submitted and reviewed on behalf of the Council by an independent specialist consultant. The conclusion is that the viability report proves that the development is not viable with any affordable housing contribution. This is an unusual position, but the council officers have interrogated the figures and the specific PRS element of this proposal confirms this.

8.23 The PRS scheme would seek to build bespoke, high quality 1 and 2 bedroomed flats for rent, not for sale. The long-term rental element means that the monthly rent is competitive which in turn ensures long-term leases, which also in turn ensures the long-term viability of the project. The S106 seeks to ensure that the flats are retained for 15 years for rent before they can be sold. It is these unique circumstances coupled with the regeneration of this important derelict plot that means officers can support this application with no affordable housing provision. More importantly due to the submission and review of a detailed and conclusive viability assessment this position is policy compliant.

8.24 Impact on Heritage Assets

8.25 Relevant policies in respect to the impact on Heritage Assets includes Policy 2 of the JCS and Paragraphs 14, 64, 128,131, 132 133 and 134 of the NPPF. The site is not within or adjacent to a Conservation Area, nor are there any listed buildings on site or in the

immediate area. As stated in paragraph 1.5 there are two conservation areas within 150m and 700m restively of the site and the impact on these is considered here.

8.26 Paragraph 131 of the NPPF states: *“that in determining planning applications, local planning authorities should take account of:*

- *the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
- *the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and*
- *the desirability of new development making a positive contribution to local character and distinctiveness.”*

8.27 Paragraph 132 of the NPPF then goes on to say that: *“when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. Substantial harm to or loss of a grade II listed building, park or garden should be exceptional. Substantial harm to or loss of designated heritage assets of the highest significance, notably scheduled monuments, protected wreck sites, battlefields, grade I and II* listed buildings, grade I and II* registered.”*

8.28 Further to the above there are no non-designated heritage assets on or near the site. The development would see the regeneration and redevelopment of a derelict but previously developed plot of land in a prominent location. Due to the distance from the stated conservation areas it is not considered that the development would have any negative impact and the impact would therefore be less than significant. The application has demonstrated a clear understanding and appreciation of the area including the heritage assets and has designed a scheme that successfully balances these issues to the enhancement of the area. The proposal is therefore considered to be compliant to Policies 2 and 30 of the North Northamptonshire Joint Core Strategy (2016) and the advice contained within Chapter 16 of the NPPF.

8.29 Other Issues

8.30 The objections raised from nearby residents have largely been considered within the above report. Of those that remain they are considered here.

8.31 The surface water drainage question has been answered and are covered by the conditions listed below.

8.32 The biodiversity and landscaping comments from NCC have been answered and are covered by the conditions listed below.

8.33 Any discrepancies in the plans have been resolved and the suite of approved plans are accurate.

8.34 The proposal is for 150 dwellings and therefore falls within the threshold of an EIA development. The project proposed has been screened based on Schedule 3 criteria of the EIA Regulations 2017. It is considered that based on the characteristics of the development and location, the potential impacts would not be of such magnitude, intensity and duration to warrant the submission of an Environmental Statement.

8.35 As stated the development does not include any provision for affordable housing and in accordance with Policy 30 the applicant has submitted a detailed viability assessment which in turn has been assessed by an independent consultant – on behalf of CBC. There is no debate on the viability of the development but as the applicant has made reference to the ‘affordable’ rent for the PRS model, further debate on this aspect is warranted. The weekly rents put forward by the applicant are consistent with comparable rents for 1 and 2 bed flats in the Borough, a view supported by the CBC Housing Manager and the CBC viability consultant. The amount charged for rent is not strictly a planning issue but the delivery of a bespoke development on previously developed land is. For the reasons given the

development is considered acceptable in terms of its appearance, land use and impacts. The financial model is unusual, but the advice is the model is robust and will lead to the required long-term rental income that the investors seek. In this respect the Borough Council has satisfied its duty of care. The control of rental rates is clearly out of the control of the Council but as stated the whole financial model revolves around long term rental income and there is no incentive to increase the rents out of the market aimed for as this would mean empty units and a loss of income.

- 8.36 Corby Borough Council currently benefits from a Housing Land Supply of 5.02 years (taking into account a 20% buffer required as a result of under delivery in preceding years. As an unallocated site, reference to the delivery of housing on this site is not included within that position. Policy 11b of the JCS states that small scale development will be permitted where this would not materially harm the character of the settlement and residential amenity or exceed the capacity of local infrastructure and services. For the reasons given earlier in this report it is considered that the proposal accords with Policy 11b. It is also acknowledged that this scheme would make a contribution to the Borough's housing stock. It is the view of officers that the socio-economic benefits of the additional dwellings are a material planning consideration that acts in favour of the proposed dwellings.

8. Conclusion:

9. For the reasons outlined above, it is considered that the proposal represents an appropriate form of development in this location. It is considered that the new dwellings would be appropriate in their context and not harm the setting or character of the surrounding area. Furthermore, it is not considered that the proposal would cause harm to the amenity of nearby residents and that the highways impacts have been mitigated. For these reasons approval is recommended subject to the conditions set out below.

10. Recommendation:

Recommended that planning permission is granted subject to the conditions outlined below and the satisfactory completion of a Section 106 Agreement based on the heads of terms as outlined below.

And that delegated authority be given to the Head of Planning and Environment Services to agree the Section 106 Agreement relating to:

- the provision of contributions towards primary and secondary education, fire hydrants and library provision totalling £275,616;
- limiting the residential units as build to rent for a 15 years; and
- a viability assessment be undertaken to determine further obligations should residential units come forward as market sale properties before 15 years

1 Full planning permission

The development hereby permitted shall begin before the expiration of three years from the date of this permission.

Reason: As required by Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. List of Approved Plans and Drawings

The development shall conform in all aspects with the plans and details shown in the application as listed below, unless variations are agreed by the Local Planning Authority in order to discharge other conditions attached to this decision:

- 17326-0200 Location Plan
- 17326-0201 Existing Site Plan
- 17326-0300 Revision P-05 Proposed Site Plan
- 17326-0310 Revision P-04 Ground Floor Plan
- 17326-0311 Revision P-02 First and Second Floor Plan
- 17326-0312 Revision P-02 Third Floor Plan

- 17326-0313 Revision P-02 Roof Plan
- 17326-0320 Revision P-02 Block A North and East Elevations
- 17326-0321 Revision P-02 Block A South and West Elevations
- 17326-0322 Revision P-02 Block B – C West Elevation
- 17326-0323 Revision P-02 Block B – C East and South Elevations
- 17326-0330 Revision P-02 Block A – Section A-A, Section B-B
- 17326-0331 Revision P-02 Block B – C Section C-C, Section D-D
- 17326-0340 Revision P-01 Block A – Elevation Study Typical Bay Elevation
- 17326-0341 Revision P-01 Block B – Elevation Study Typical Bay Elevation

Reason: For the avoidance of doubt and to ensure a suitable form of development in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

3. Archaeological Programme of Works

No demolition/development shall take place until a written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition/development shall take place other than in accordance with the agreed WSI which shall include:

- a) the statement of significance and research objectives
- b) the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works
- c) the programme for post-excavation assessment and subsequent analysis, publication and dissemination, and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI.

Reason: To ensure that archaeological remains and features are recorded prior to their destruction in accordance with Policies 2 and 8 of the North Northamptonshire Joint Core Strategy.

4. Surface Water Drainage

A) No development shall take place until 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 has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is occupied and retained thereafter. The scheme shall 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 basins.
- 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 control devices.
- iv) Full specification for any permeable paving.
- v) Details of the ownership and maintenance for every element of the surface water drainage system proposed (for the lifetime of the development and to include a maintenance schedule that sets out which assets need to be maintained, at what intervals and using what methods. The maintenance schedule to be accompanied by a site plan to include access points, easements and outfalls and operational areas.

Reason: to reduce the risk of flooding both on and off site in accordance with the NPPF and Policy 5 of the North Northamptonshire Joint Core Strategy.

5. Foul Water Strategy

No development shall commence until a foul water strategy has been submitted to and approved in writing by the Local Planning Authority. No dwellings shall be occupied until the works have been carried out in accordance with the foul water strategy and they shall be retained thereafter.

Reason: To prevent environmental and amenity problems arising from flooding in accordance with Policy 5 of the North Northamptonshire Joint Core Strategy.

6. Contaminated Land Verification Report

Before occupation of the development all garden and landscaped areas shown on the approved plans shall have a capping layer of soil (top and/or sub soils) to a minimum depth of 600mm and this layer shall be separated from the soils below by a suitable geotextile membrane. A verification report that the required depth of cover has been achieved shall be submitted for approval and include a topographic survey or a visual inspection at numerous points across the site supported by photographic evidence. Details of the supplier and confirmation of the source(s) and total quantity of imported soil material must be stated in the verification report. The soil should be free from asbestos, metals, plastic, wood, glass, tarmac, paper and odours associated with contaminated soils and otherwise comply with the requirements of BS 3882:2015 – Specification for topsoil and BS 8601:2013 – Specification for subsoil. Occupation of the development will only be permitted on approval of the verification report.

Informative:

Sampling and analysis will be required to demonstrate the chemical suitability of imported soils. Please note that analytical certificates submitted by the supplier of the soil material will not be acceptable; i.e. independent sampling and analysis must be carried out. The samples shall be analysed at an independent accredited laboratory for an analytical suite which should include as a minimum Metals, PAH (speciated), TPH fractions (speciated), soil organic matter content, and pH. A sampling frequency of 1 sample per 40m³ is required where the soils are from a natural source. A minimum of 3 samples are required. For larger amounts of soil from a single source the sampling frequency can be reduced by agreement with an Authorised Officer of the Council.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with Policy 6 of the North Northamptonshire Joint Core Strategy.

7. Unexpected Contaminated Land

In the event that unexpected contamination is found at any time when carrying out the development hereby approved, it must be reported immediately to the Local Planning Authority. Development works at the site shall cease and an investigation and risk assessment undertaken to assess the nature and extent of the unexpected contamination. A written report of the findings shall be submitted to and approved by the Local Planning Authority, together with a scheme to remediate, if required, prior to further development on site taking place. Only once written approval from the Local Planning Authority has been given shall development works recommence.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with Policy 6 of the North Northamptonshire Joint Core Strategy.

8. Travel Plan

Notwithstanding the submitted details, no building or use hereby permitted shall be occupied or the use commenced until a Travel Plan comprising immediate, continuing and long-term measures to promote and encourage alternatives to single-occupancy car use has been prepared, submitted to and been approved in writing by the Local Planning Authority. The approved Travel Plan shall then be implemented, monitored and reviewed in accordance with the agreed travel Plan Targets to the satisfaction of the council.

Reason: In order to deliver sustainable transport objectives including a reduction in single occupancy car journeys and the increased use of public transport, walking & cycling in accordance with Policies 8 and 15 of the North Northamptonshire Joint Core Strategy.

9. Vehicle to Vehicle Visibility

Prior to first use or occupation of the development hereby permitted, vehicular visibility splays of 2.0m from the carriageway edge along the centre of the vehicular access by a distance of 43m measured from the centre of the vehicular access along the carriageway edge. The splays shall thereafter be permanently retained and kept free of all obstacles to visibility over 0.9m in height above carriageway level.

Reason: To ensure the development has a suitable relationship with the highway network in accordance with Policies 8 and 15 of the North Northamptonshire Joint Core Strategy.

10. Vehicle to Pedestrian Visibility

Prior to first use or occupation of the development hereby permitted, pedestrian visibility splays of at least 2.0m x 2.0m shall be provided on each side of the vehicular access. These measurements are taken from and along the highway boundary. The splays shall thereafter be permanently retained and kept free of all obstacles to visibility over 0.6m in height above access / footway level.

Reason: To ensure the development has a suitable relationship with the highway network in accordance with Policies 8 and 15 of the North Northamptonshire Joint Core Strategy.

11. Parking and Turning

Prior to first use or occupation, the proposed vehicular access, parking and turning facilities shall be provided in accordance with the approved plans and shall thereafter be set aside and retained for those purposes.

Reason: To ensure the development has a suitable relationship with the highway network in accordance with Policies 8 and 15 of the North Northamptonshire Joint Core Strategy.

12. Submission and Approval of Landscaping Scheme

No building or use hereby permitted shall be occupied or the use commenced until there has been submitted to and approved in writing by the Local Planning Authority a scheme of hard and soft landscaping, which shall include indications of all existing trees and hedgerows on the land, and details of any to be retained, together with measures for protection, in the course of development. The approved scheme shall be implemented so that planting is carried out no later than the first planting season following the occupation of the building(s) or the completion of the development whichever is the sooner. All planted materials shall be maintained for five years and any trees or plants removed, dying, being damaged or becoming diseased within that period shall be replaced in the next planting season with others of similar size and species to those originally required to be planted unless the council gives written consent to any variation.

Reason: To protect and enhance the character of the site and the area, and to ensure its appearance is satisfactory in accordance with Policies 3 and 8 of the North Northamptonshire Joint Core Strategy.

13. Construction Traffic Management Plan

Prior to the commencement of the development hereby permitted, a full CTMP (Construction Traffic Management Plan) shall be submitted to and be approved in writing by the local planning authority. The Plan is to include the following elements:

- Detailed work programme / timetable.
- Site HGV delivery / removal hours to be limited to between 10:00 – 16:00
- Detailed routing for demolition, excavation, construction and abnormal loads.
- Supply of pre-journey information on routing and site restrictions to contractors, deliveries and visitors.
- Detailed plan showing the location of on-site stores and facilities including the site compound, contractor & visitor parking and turning as well as un/loading point, turning and queuing for HGVs.
- Breakdown of number, type, size and weight of vehicles over demolition & construction period.
- Details of debris management including location of wheel wash, programme to control debris spill/ tracking onto the highway to also include sheeting/sealing of vehicles and dust management.
- Details of public impact and protection to include road, footway, cycleway and PRow. Details of TROs and road / footway / cycleway / PRow closures and re-routeings as well as signage, barriers and remediation.
- Public liaison position, name, contact details and details of public consultation/liaison.
- Route details as required covering culverts, waterways, passing places, tracking of bends/junctions and visibility splays.
- Pre and post works inspection of the highway between points A and B as requested to identify remediation works to be carried out by the developer. Inspections are to be carried out in the presence of a member of the Highway Authorities Inspection team. To also include the removal of TROs, temporary signage, barriers and diversions.
- Details of temporary construction accesses and their remediation post project.
- Provision for emergency vehicles.

14. Submission of samples before specified elements started

Samples of the materials to be used in the construction of the dwellings, boundary walls/fences and hard surfaced areas shall be submitted to and be approved in writing by the Local Planning Authority before the relevant parts of the work are commenced. The development shall be completed in accordance with the approved samples before the building is occupied.

Reason: In order that the external appearance of the building is satisfactory and its relationship with the Conservation Areas appropriate, in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

16. Cycle and Bin Storage

Prior to the first occupation of the development hereby permitted details of the proposed enclosed secure bicycle parking and bin storage for each dwelling shall be submitted to and approved in writing by the local Planning Authority and the scheme approved shall be provided and be retained thereafter.

Reason: To ensure the provision and availability of adequate cycle parking in accordance with policy 8 of the North Northamptonshire Joint Core Strategy.

17. Sustainability Measures

Notwithstanding the submitted Sustainability Checklist, the construction of the dwellings hereby permitted shall not commence until details of what measures are to be incorporated into their design to ensure high standards of resource and energy efficiency and a reduction in carbon emissions has been submitted to and approved in writing by the local planning

authority. The approved details shall thereafter be incorporated within the construction of the dwellings hereby approved.

Reason: To ensure the scheme delivers sustainable buildings in accordance with Policy 9 of the North Northamptonshire Joint Core Strategy.

18. No Further Windows

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and/or re-enacting that Order) no windows, other than those shown on the approved plans shall at any time be placed in any units as hereby permitted without the grant of a separate planning permission from the Local Planning Authority.

Reason: To safeguard the amenities of the adjoining premises from overlooking and loss of privacy in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

Reasons for Approval:

Subject to the conditions the proposed development of 150 dwellings on land off Station Road, Corby is considered to represent a form of development which is of a suitable design and appearance that preserves the character and appearance of the street scene and the nearby conservation area, whilst safeguarding the living conditions of neighbouring residents and providing sufficient off-street parking in the interests of highway safety. The proposal is therefore considered to be in accordance with the requirements of Policies 1, 3, 8 and 15 of the North Northamptonshire Joint Core Strategy, paragraphs 14 and 17 and Sections 6 and 7 of the National Planning Policy Framework and no other material considerations indicate that the policies of the development plan should not prevail, furthermore the decision has been reached taking into account paragraphs 186-187 of the National Planning Policy Framework.

Human Rights Act 1998

Officers have considered the Human Rights Act 1998 in reaching a recommendation to grant planning permission, subject to conditions. Officers have considered the potential interference with the rights of the owners/occupiers of surrounding properties under Article 8 and/or Article 1 of the First Protocol of the Act and consider that it is proportionate.

Officers have also considered the interference with the human rights of the applicant under Article 8 and/or Article 1 of the First Protocol caused by imposing conditions. Officers consider that the conditions are necessary to protect the rights and freedoms of others and to control the use of property in accordance with the general interest. The interference is therefore justifiable and proportionate.

Section 17 of the Crime and Disorder Act 1998

Officers have considered, with due regard, the likely effect of the proposal on the need to reduce crime and disorder as part of the determination of this application, in accordance with section 17 of the Crime and Disorder Act 1998. In reaching a recommendation to approve, Officers consider that the proposal will not undermine crime prevention or the promotion of community safety.

Background Papers:

- The application is supported by:
 - a planning statement;
 - a housing statement;
 - a pre-planning assessment report for Anglian Water;
 - a flood risk and drainage technical note;
 - a design and access report;
 - a heritage impact assessment;
 - an archaeological evaluation;
 - a transport statement;
 - an extended phase 1 habitat survey; and

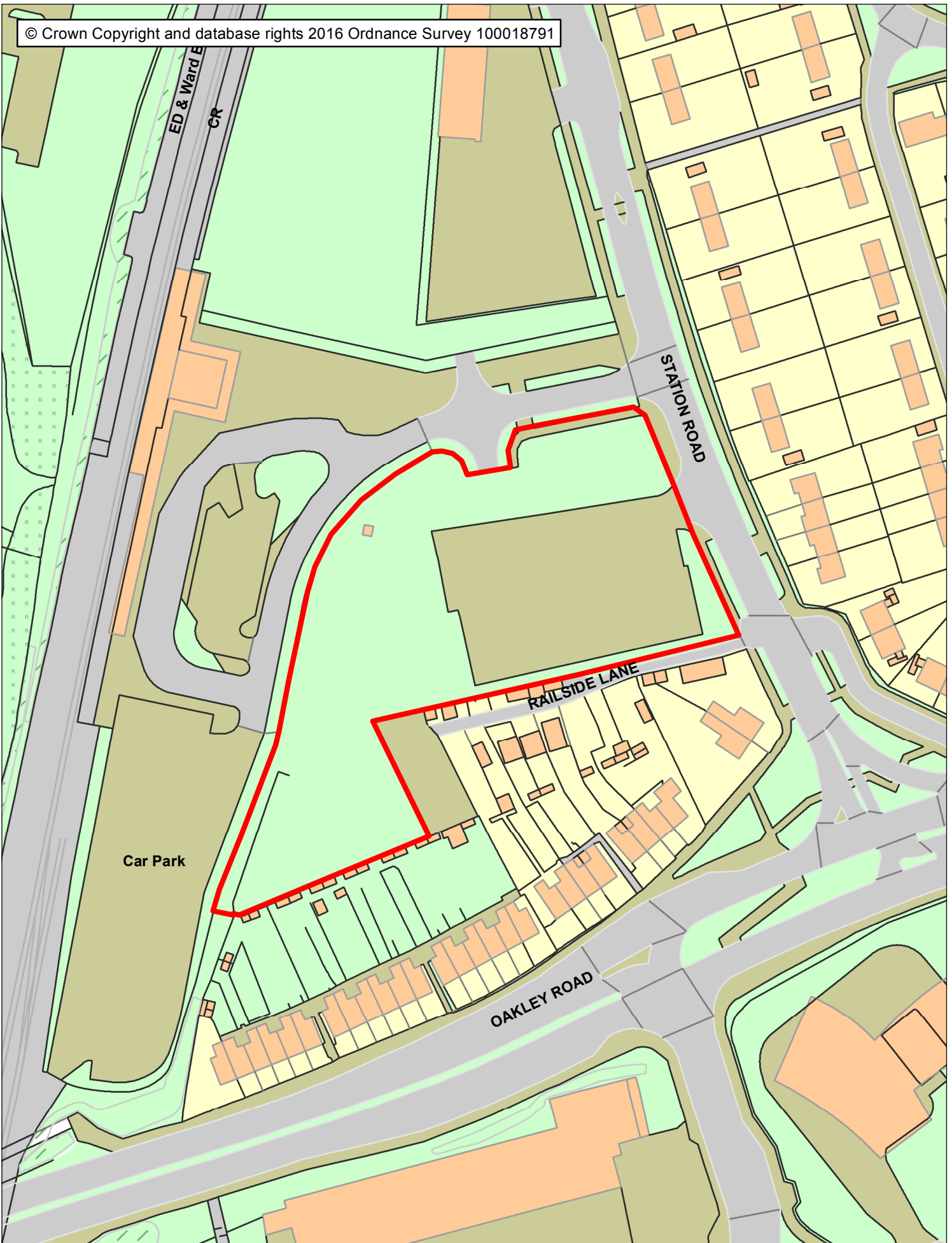
- a phase 1 environmental risk assessment.
- A pre-application submission in relation to the development of 150 dwellings on the same site. Response sent from the LPA on the 24/07/18.

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Land on Station Road, Corby
Planning Application Reference: 17/00663/DPA
Planning Committee Date: May 2018

Scale: 1:1,250

