**APPLICATIONS FOR DETERMINATION**

**PLANNING MANAGEMENT COMMITTEE – 12th November 2020**

**INDEX OF APPLICATIONS FOR CONSIDERATION**

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<td>19/01781/FUL</td>
<td>Federal Estates, Newton Road, Higham Ferrers, Northamptonshire</td>
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<td>2</td>
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*Hybrid application comprising:*

*Site 1. Federal Estates land off Newton Road, Higham Ferrers: demolition of industrial buildings and redevelopment to create 120 dwellings with highway works, battery storage area, landscaping, acoustic fencing and bunding. (Full planning permission).*

*Site 2. Phased development of land at the Chelveston Renewable Energy Park with.*

(2a) 10,000 sqm of replacement employment space - six buildings in B2/B8 Use Class - and a 4,900 sqm building for vertical farming in horticultural/agricultural use with highway works, and landscaping (Full planning permission); and

(2b) Development of up to 18,000 sqm of employment space - B1/B2/B8 Use Classes - with a maximum of 2,000 sqm of B1 Use - and provision of a primary substation (Outline planning permission all matters reserved except Access)
Case Officer: Gordon Smith 19/01093/FUL

Date received 17.11.2019 Date valid 09.12.2019 Overall Expiry 20.11.2020

Ward Site 1 and 2 Higham Ferrers Lancaster
Parish Site 1 - Higham Ferrers Site 2 - Chelveston-cum-Caldecott

Applicant Federal Estates Limited
Agent Savills UK Ltd

Location 1. LAND AT FEDERAL ESTATES, NEWTON ROAD, HIGHAM FERRERS, NN10 8HW, AND:
2. LAND AT CHELVESTON RENEWABLE ENERGY PARK, CALDECOTT, NN9 6AR

Proposal Hybrid application comprising:

Site 1. Federal Estates land off Newton Road, Higham Ferrers: demolition of industrial buildings and redevelopment to create 120 dwellings with highway works, battery storage area, landscaping, acoustic fencing and bunding. (Full planning permission).

Site 2. Phased development of land at the Chelveston Renewable Energy Park with:

(2a) 10,000sqm of replacement employment space - six buildings in B2/B8 Use Class - and a 4,900sqm building for vertical farming in horticultural/agricultural use with highway works, and landscaping (Full planning permission); and

(2b) Development of up to 18,000sqm of employment space - B1/B2/B8 Use Classes - with a maximum of 2,000sqm of Class E Office Use and new substation (Outline planning permission all matters reserved except Access).

The application is brought before the Planning Management Committee because it presents "major" development as defined in legislation and falls outside of the Scheme of Delegation in Part 3.2 of the Council's Constitution (2019).

1 Summary of Recommendation

1.1 Recommendation 1:

That planning permission is GRANTED subject to:

- The completion of a satisfactory section 106 legal agreement by 31 May 2021 (or other date as agreed), which secures the obligations as set out in this report.
- Any Heads of Terms which are not agreed at the time of the committee resolution shall be delegated to the Head of Planning Services.
- Subject to conditions, the final list of conditions to be delegated to the Head of
Planning Services.

Recommendation 2:

That if a satisfactory section 106 legal agreement cannot be completed by 31 May 2021 (or other date as agreed) then planning permission be REFUSED with the refusal reason(s) being delegated to the Head of Planning Services.

Figure 1: The two sites

Site 1
Higham Ferrers
Housing Site 1.
Full application

Site 2
Chelveston Renewable Energy Park
Commercial Site 2a and 2b.
2a- Full application
2. **Summary**

*The project*

2.1 There are three main elements covering a housing site and a new commercial area.

1. Housing Site 1 - detailed full planning permission is sought for 120 houses at Higham Ferrers.
2. Commercial Site 2a - detailed full planning permission for the first phase of the Innovation Park at Chelveston Renewable Energy park This will be the first phase of this development enabling business relocation from Site 1 above.
3. Commercial Site 2b - outline permission is sought for the later phases of the Innovation Park.

This is shown in the attached site plans at Appendix 3

2.2 As planning policies provide support to de-carbonise and transform local economies, developments arise that could offer a step change and support green recovery. This application presents several interrelated growth projects that are an exceptional opportunity for innovation creating low carbon communities and jobs growth.

2.3 Chelveston Renewable Energy Park already generates wind and solar sourced power. Initiatives already being planned at the Energy Park include large-scale energy storage facilities and renewable hydrogen production. The owners, Federal Estates, now want to accelerate zero-carbon solutions for industry, integrating high energy consumer businesses with large scale direct-supply renewable energy to business tenants. The outcome of their ambitions is this project to create the *Chelveston Employment and Innovation Park* (the current application, called 'Site 2-Commercial' in this report).

2.4 Allied to this they want to move existing business tenants from the applicant’s site in Higham Ferrers to be part of the first phase of the new business park, and the consequent release of the land for residential development of the Higham Ferrers site. This is called Higham Ferrers Urban Regeneration (HFUR), simplified to ‘Housing – Site 1’ in this report.

2.5 Officers have been assisted in their review of this case with independent advice from Climate Integrated Solutions Ltd on renewable energy and sustainability, and DSA Environment and Design on the landscape and visual impact assessment.

*Higham Ferrers Urban Regeneration (HFUR) – or Site 1-Housing*

(Note – this is referred to as Site 1 - Housing only for ease of reference in this report. On the submitted plans it may be labelled HFUR).

2.6 This is a 120-house development site. Although largely vacant, remaining business occupiers here will have the opportunity if they wish to move to the new Commercial Site 2 or other sites owned by the applicant. This is a welcome move that will secure existing employment. Irrespective of this, the development of this brownfield site for housing is consistent with emerging policy.
2.7 National planning objectives include ensuring security of energy supply, keeping bills as low as possible for households and businesses, and decarbonising. This proposed housing site of 120 homes will deliver energy efficiency well above standards required by the current and future Building Regulations. This estate will offer occupiers a choice of energy supplies that will include on-site battery storage, ground source heat pumps, and photovoltaic cells. Electric vehicle charging points will be included.

2.8 The applicant has worked with officers and will use the development to test a "proof of concept" for the particular blend of low carbon energy. It may help to advance an option of direct wire supply from the Renewable Energy Park for new housing at Rushden East Sustainable Urban Extension. The project at this site will offer ideas than can be scaled up for other larger sites.

2.9 The development will achieve a 75% carbon dioxide (CO₂) emission reduction against Building Regulations benchmarks through high standard construction with enhanced insulation to minimise heat loss and energy demands of the buildings. To give some context of the efficiency of these houses, their increased efficiency will save the equivalent energy consumed in 44 average homes in a year.

2.10 The proposal has been improved with significant revisions since first submission. This new neighbourhood will now be protected from noise from neighbouring land uses (an existing industrial estate to the west, and the A6 road to the east).

2.11 The main access from the north has also been the subject of change. As part of a balanced highways assessment, Northamptonshire County Council (NCC) has compelled the applicant to close a present access off the A6 roundabout.

2.12 Site layout allows good non-car movement from the site to the town centre of Higham Ferrers as well as providing an opportunity for improved future connectivity to the new housing site to the south (East of Ferrers School, planning reference 18/01648/OUT).

The Chelveston Employment and Innovation Park (CEIP), or Sites 2a & 2b – Commercial

(Note – these are referred to as 'Sites 2a and 2b' only for ease of reference in this report. On the submitted plans they may be labelled CEIP Phase 1, and Phase 2)

2.13 The development is for 32,900m² of new floorspace of which 65% is Use Class B2 General Industrial, 15% B8 Storage and Distribution, 6% Class E offices, and 14% as a vertical farm. It is presented as a phased development with the first phase (45% of the total) detailed as a 'ready to go' scheme to create an option for relocating employment space from the related Site 1 – Housing in Higham Ferrers.

2.14 This is on a former airfield site, once occupied by buildings and near the former military quarters at Chelston Rise. It was chosen given established maturing planting blocks, appropriate landform, and because of its countryside location - an ability to significantly screen it from view. The residential area of Chelston Rise is closest, being 225m west of the nearest proposed buildings. The landscape strategy has been independently scrutinised and, it is concluded, will effectively screen Commercial Site 2 from Chelston Rise. A Landscape and Ecology Management Plan ('LEMP') will knit this new site into landscape management for the whole Chelveston Estate to ensure longer term actions. A first top priority will be to secure an early establishment of landscape work close to the close-by Chelston Rise. A
LEMP will require a report every two years to the Council on the degree to which the LEMP objectives are being met, with targeted actions.

2.15 This part of the project does not sit well with the Chelveston Neighbourhood Plan (CNP) that seeks no further development in the airfield other than projects that generate renewable energy. This project does not generate power (so is not policy compliant in this respect) but instead seeks to use renewable energy generated within the Renewable Energy Park at the point of its production. In this report, it is reasoned this conflict with CNP Policy REN1 is outweighed by the considerable weight of strategic priorities in Joint Core Strategy (JCS) Policy 22(a) for developing and expanding renewable and low carbon energy and green technologies. JCS Policy 26 also lends strategic support as this is bringing forward a desirable project that is not elsewhere being delivered.

2.16 The site would provide new energy efficient buildings that will be serviced by renewable energy supply by a ‘direct wire’. This avoids the significant losses experienced from standard grid connections. To give some context the applicants estimate:
   a. Once completed, the tenants would have a combined saving of nearly £2.8m per year on their electricity bill compared to being located anywhere else on the national grid.
   b. The combined Carbon Savings of the tenants from being situated on the CEIP saves the equivalent CO₂ emissions from over 2000 homes from their gas and electricity.

2.17 It is a highly innovative scheme that will harness the significant volumes of renewable energy generated at the Energy Park. This includes the on-site availability of hydrogen as a fleet vehicle fuel. The situation of a new commercial park next to an energy park is reflective of a template for a ‘best in class’ Energy Park. This model has already been applied but only as a theory for the Kettering Energy Park (as referred to in the Joint Core Strategy) but the Kettering project is not yet being delivered.

Examples of current actively interested occupiers for the Innovation Park

2.18 The new commercial area will have significant attractions for business seeking a low carbon profile. The following occupiers are examples but very real ones that have expressed an interest and meet the key requirements of an intended occupier profile. The applicant has designed buildings for them. Contracts cannot be entered with prospective tenants until planning permission is granted so it is possible the quoted tenants may not be secured.

Innovate Recycle Ltd. (www.innovaterecycle.co.uk). This new business (supported by significant South East Midlands Local Enterprise Partnership (SEMLEP) growth funding) recycles used polypropylene carpets (currently sent to landfill) into second life products used in various industries including automotive and packaging. The process is mechanical and does not use chemicals, burning or water. It creates no emissions to air, water, or land. The recycling process requires extremely high levels of power and diverts a significant amount of non-biodegradable waste away from landfill each year. This new venture will generate up to 90 local jobs in Building 3.

Spread is a Japanese Vertical Farming business (www.spread.co.jp). This form of farming allows for crops to be grown in a much denser and controlled environment using LED lighting. The process prolongs the life of the product, significantly
reducing domestic waste. The technology requires a high energy supply. The non-
seasonal food production reduces the reliance on food imports and enhances food
security. This is to be in Building 4.

Support and opposition

2.19 Federal Estates Ltd have attracted support for Commercial Site 2 from key national
and regional organisations, underpinning the strategic importance of the facility
bringing a stable low carbon energy supply to energy intensive industry. It will not be
a logistics park. Both the housing area and commercial project, given further
development, may have near ‘off grid’ status. Having such a facility on the doorstep
of a housing growth area offers an exceptional opportunity for further innovation with
low carbon communities.

2.20 There has been minimal objection to Housing-Site 1 apart from the adjacent
business occupiers whose interest has now been addressed in a revised layout that
will remove the potential for noise complaint. However, considerable objection to
the Commercial Site 2 has been received from nearby residents and Chelveston
Parish Council. This is given the countryside location, visual impact, location away
from good road access, potential disturbance, and poor accessibility.

The planning balance and recommendation

2.21 Subject to control on the mix of uses proposed, the Site 2 Commercial part of the
proposal would accord with the economic ambitions of local planning policy (North
Northamptonshire Joint Core Strategy [JCS] Policy 22), supporting priority
economic sectors and contributing to the delivery of employment targets. On the
other hand, the scale of development proposed in the rural area conflicts with JCS
Policy 11 and is not supported by JCS Policy 25 nor Policy REN 1 of the Chelveston
cum Caldecott Neighbourhood Plan [CNP] that present this as inappropriate
countryside development. The commercial site is also not on the edge of a
settlement and is served by B-class roads. It stands in conflict with those policies
that promote greater levels of non-car access than would be secured here.

2.22 A balanced conclusion is reached that the opportunities presented by this
exceptional and innovatory project can only be advanced at the Chelveston
Renewable Energy Park. It is unique. The project will not work if detached from the
Energy Park. The balance of considerations relating to promoting low carbon
communities thereby falls in the applicant’s favour.

2.23 A useful point of reference is found with the criteria in JCS Policy 26 relating to
promotion of the Burton Wold Energy Park (Kettering) (still at early stages, and not
yet being delivered). The Kettering site also promotes provision for a mix of
complimentary employment uses in a rural location. The proposed scale and mix of
uses proposed with this application, together with occupancy controls applied to
any planning permission, will ensure a comparable and exemplary scheme would be
delivered here in the next few years. The current application site carries the
additional advantage of existing grid connections, solar panels (both present and
planned), hydrogen production capacity (under construction), battery storage and
on-site manufacturing capacity for related items such as solar panel framework.

2.24 Commercial Site 2a will be the first phase of this development enabling business
relocation and is planned for a mid to late 2021 commencement. This will capture
current occupier interest. Earthworks and screening are to be detailed as pre-
commencement conditions. This is to initiate landscape screening to benefit the

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most affected residents.

2.25 The conditions are extensive and present some duplication as the hybrid application contains three overlapping elements traveling in different timescales.

3 The Proposal

3.1 The proposal encompasses two sites proposing a residential and an employment development. The first development site (*Site 1 - Housing*) is situated on the eastern edge of Higham Ferrers on an existing industrial site just off Kimbolton Road. The second development site (*Site 2a & b - Commercial*) falls within the Chelesten Renewable Energy Park (CREP). Site 1 is submitted in full detail and Site 2 has a detailed component (Site 2a, ready to start development) and an outline element (Site 2b) as a later phase.

3.2 Some of the existing employment uses on Site 1, displaced by the residential development, will be offered the option of moving to this site. This is to ensure that employment land provided on the Higham Ferrers site is not entirely lost from the local area.

3.3 The proposal has been prepared in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and is accompanied by an Environmental Statement (ES). Environmental Impact Assessment (EIA) is a procedure for ensuring that the likely significant effects of a proposed new development on the environment are understood and considered before the development can proceed. The scheme has been revised and Addenda to the ES have been publicised.

**Site 1 - Housing (full application)**

3.4 The applicant’s overarching vision for the site, referred to by the applicant as *Higham Ferrers Urban Regeneration* (HFUR), is to create an attractive, high quality and sustainable neighbourhood on the edge of the settlement 120 houses are proposed with a total of 30% of the new homes provided as Affordable Housing. The density based on the developable site area is 26 houses per hectare (the same as that on a recently approved site to the south, *Land East of Ferrers School*).

**The Housing Mix**

3.5 The scheme has been designed for 120 dwellings, 16 of which are provided in blocks of flats, and 6 are labelled as ‘aspirational’ or luxury homes. Nationally described space standards are met by all units

**The overall mix for all x 120 units is:**

<table>
<thead>
<tr>
<th>Size by bedrooms</th>
<th>No. (with affordable share shown)</th>
<th>% of total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 bed</td>
<td>10 (6)</td>
<td>8%</td>
</tr>
<tr>
<td>2 bed</td>
<td>36 (20)</td>
<td>30%</td>
</tr>
<tr>
<td>3 bed</td>
<td>56 (9)</td>
<td>47%</td>
</tr>
<tr>
<td>4 bed</td>
<td>15 (1)</td>
<td>12%</td>
</tr>
<tr>
<td>5 bed</td>
<td>3</td>
<td>3%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>120</strong></td>
<td><strong>100%</strong></td>
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Open Market Housing x84 units Mix (70%):

<table>
<thead>
<tr>
<th>Type</th>
<th>No.</th>
<th>Size m²</th>
</tr>
</thead>
<tbody>
<tr>
<td>1B2P flats</td>
<td>2</td>
<td>51</td>
</tr>
<tr>
<td>2B3P flats</td>
<td>2</td>
<td>61</td>
</tr>
<tr>
<td>2B semi/terraces</td>
<td>16</td>
<td>79.0</td>
</tr>
<tr>
<td>3B semi/terraces</td>
<td>26</td>
<td>93.0</td>
</tr>
<tr>
<td>3B semi</td>
<td>12</td>
<td>109.3</td>
</tr>
<tr>
<td>3B detached</td>
<td>9</td>
<td>111.0</td>
</tr>
<tr>
<td>4B detached</td>
<td>9</td>
<td>139.0</td>
</tr>
<tr>
<td>4B detached</td>
<td>2</td>
<td>167.4</td>
</tr>
<tr>
<td>4B detached</td>
<td>3</td>
<td>195.2</td>
</tr>
<tr>
<td>5B detached</td>
<td>3</td>
<td>223.2</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>84</strong></td>
<td>****</td>
</tr>
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</table>

Affordable Housing x36 units (30%):

<table>
<thead>
<tr>
<th>B=beds, P= persons</th>
<th>No.</th>
<th>Size (m²)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1B2P flat, ground fl.</td>
<td>3</td>
<td>51</td>
</tr>
<tr>
<td>1B2P flat, 1st fl.</td>
<td>3</td>
<td>57</td>
</tr>
<tr>
<td>2B3P flat, ground fl.</td>
<td>3</td>
<td>61</td>
</tr>
<tr>
<td>2B3P flat, 1st fl.</td>
<td>3</td>
<td>67</td>
</tr>
<tr>
<td>2B4P houses</td>
<td>14</td>
<td>79</td>
</tr>
<tr>
<td>3B5P houses</td>
<td>9</td>
<td>93</td>
</tr>
<tr>
<td>4B7p house</td>
<td>1</td>
<td>139</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>36</strong></td>
<td>****</td>
</tr>
</tbody>
</table>

Affordable units are shown on the layout drawing 001M marked ‘A’.

Sustainable Construction and Energy Use

3.6 The project will maximise the on-site generation and consumption of energy. It includes integrated battery storage capacity to store renewable electrical energy produced on-site from technologies used in the development of approximately 0.5MW. Whilst this kind of development has been considered in other parts of the country this has often been in urban areas where system sizes are limited by available space for the development and the required grid connections are either not available or require significant infrastructure upgrades.

3.7 Nationally, new gas supply to new build properties will be stopped from 2025. The projected use of Solar Photovoltaic panels (PV’s) and air sourced heat pumps (ASHP’s) on this development is likely to be an increasingly common specification for a growing number of new housing development designs. What is more innovative in this development is the integration of on-site battery storage, particularly in a centralised storage facility as opposed to individual units per property. This will allow homes to export unused self-generated energy to the storage facility during periods of over production. In addition, space heating (of internal rooms), hot water and potential cooling will be provided by an air sourced heat pump (ASHP) for each property. Space heating is set to be provided by a water based underfloor heating system providing reduced distribution temperatures.
from typical radiator solutions.

Street and Open Space Design

3.8 Open space is provided in a manner that allows for connection with the shortly to be approved development site to the south and offering connections to the established Green Way cycle route (as noted in the section below on the 's106'. resources will be provided to complete this route northwards to Kimbolton Road). On the western edge of the development a proposed pedestrian and cycle link will provide this connection towards Higham Ferrers town centre. Two access routes for pedestrians and cyclists are also proposed on the eastern side of the proposed development, connecting to the proposed housing development on land to the east and south-east of the site. One of these is a direct vehicular access between these neighbouring developments. This will enable the whole development (in combination they will comprise some 420 new homes) to achieve vehicular access from two main points – one direct to the A6 and the other direct to Kimbolton Road.

3.9 The proposal includes 0.39 hectares of amenity green space which includes the area identified for surface water management as it has been appropriately designed with shallow contoured slopes rather than an engineered basin. It will only be wet following storm periods so will function as an amenity green space. A play area measuring 400sqm is provided. The areas around the Local Area for Play (LAP) would function as informal parkland area and would measure 0.18 hectares. The proposal finally includes 5,205 sqm (0.52ha) of natural and semi-natural space which consists predominantly of new mitigation planting along the boundaries of the site, existing trees and hedgerow planting as well as the area adjacent to the existing sub-station.

Parking

3.10 The development meets standards if garages are included as parking spaces. 332 spaces are addressed across the site identified within the scheme for 120 dwellings which equates to an average of 2.76 spaces per dwelling However, this reliance is now discouraged so the scheme has been amended to increase the number of visitor parking bays particularly along the busier main spine road access. Following amendment, the arrangement is now satisfactory. This reduces to 2.24 spaces per dwelling if, as encouraged by Highways Authority standards (that have not been adopted), single garages are not counted. This level of provision and its arrangement is adequate for a site reasonably close to the town centre, and this amount is consistent with other schemes recently allowed in this district (e.g. 18/01388/FUL, Land east of Brindley Close, Rushden – 80 houses allowed on appeal).

Car Access

3.11 There has been a marked change to the vehicular access since submission. It will now be via a junction enhancement onto the B645 Kimbolton Road to the northern end of the site, which enables the closure of the fifth arm onto the A6 roundabout. Contrary to the applicant’s wishes, Northamptonshire County Council Local Highway Authority (LHA) has required this access preference due to the safety benefits associated with closure of the fifth arm onto the A6 roundabout.
Revisions to Site 1 submitted in August 2020, and further amendments in October 2020

3.12 These include:
- an amended residential layout to respond to design issues and the wider issue of potential noise from the A6 and the adjacent industrial units (the site is now distanced from the industrial area and enveloped with noise barriers),
- additional noise mitigation with a new landscaping bund along the western boundary as well as permanent and temporary acoustic fencing,
- revised planting proposals with the introduction of a new tree lined boulevard,
- revised access to the development site onto Kimbolton Road and closure of the existing fifth arm onto the roundabout,
- raised tables as traffic calming measures,
- additional visitor parking, and,
- amendment to the affordable housing now providing a better balance to the mix of one- and two-bedroom apartments.

Site 2 – Commercial at the Chelveston Renewable Energy Park

(Phase 2a is a full application, Phase 2b is in outline)

3.13 The development is for 32,900m² of new floorspace of which 65% is Use Class B2 General Industrial, 15% B8 Storage and Distribution, 6% Class E offices, and 14% as a vertical farm. It is presented as a phased development with the first phase 2a (45% of the total) detailed as a ‘ready to go’ scheme to create an option for relocating employment space from the related Site 1 -Housing in Higham Ferrers as well as to attract active interest from prospectove occupiers.

Site 2a (Full application)

3.14 The main components of the development would be:
- a mixture of large and small scale commercial and industrial buildings approaching 14,900m²,
- access roads and internal roads and parking,
- drainage including a stormwater attenuation pond in Phase 1b
- lighting, and
- hard and soft landscape works including a significant new planting zone between the Site and Chelston Rise

3.15 This is a linked application to offer the potential for the loss of employment space on Site 1 (10,000m²) to be offset by new employment space at the new site. It is designed to retain employment within these existing businesses, with potential to employ some 65 people, and to provide new employment opportunities. This is the ‘Phase 2a development’. Consequently the ‘ready to build’ element is a detailed application on this 5.6ha site with:
- 10,000 m² of replacement employment space (six buildings in B2/B8 Use Class), and
- A 4,900 m² building for vertical farming (the hydroponic production of market garden produce – a new and innovative process).
3.16 The sizes of the Phase 1 buildings are:

<table>
<thead>
<tr>
<th>Building</th>
<th>Description</th>
<th>Total m²</th>
<th>Height -m</th>
<th>W</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>Building 1</td>
<td>RJC Building</td>
<td>1700</td>
<td>16</td>
<td>66</td>
<td>26</td>
</tr>
<tr>
<td>Building 2</td>
<td>Haulage Building</td>
<td>510</td>
<td>14.7</td>
<td>30</td>
<td>17</td>
</tr>
<tr>
<td>Building 3</td>
<td>Hydroponics Building</td>
<td>4914</td>
<td>16</td>
<td>91</td>
<td>54</td>
</tr>
<tr>
<td>Building 4</td>
<td>ACL Building</td>
<td>6032</td>
<td>16.5</td>
<td>116</td>
<td>52</td>
</tr>
<tr>
<td>Buildings 5 / 6</td>
<td>Industrial starter units</td>
<td>450</td>
<td>14.6</td>
<td>15</td>
<td>30</td>
</tr>
<tr>
<td>Building 7</td>
<td>Speculative unit</td>
<td>875</td>
<td>17.4</td>
<td>25</td>
<td>35</td>
</tr>
</tbody>
</table>

The maximum building height is 17.4m. All buildings are set to have integrated roof mounted solar PV’s with building orientation and roof pitch set to optimise energy generation.

3.17 The phase 2a development above includes ‘Building 3’ - a 4,900 m² horticultural / agricultural use class structure for vertical farming. The building would be constructed for the development of sustainable intensive farming through ‘vertical farming’. This entails growing crops such as lettuce, kale, and strawberries in racks under tightly controlled conditions inside the building. It is highly innovative and sustainable, requiring significant energy to operate effectively – this energy is available as renewable energy direct from the Renewable Energy Park. It will be air-locked to exclude pests, obviating the need for pesticides. There is active interest from a major UK food retailer.

**Site 2b (Outline application)**

3.18 The second phase (phase b) of commercial development is for outline planning permission (all matters reserved except access). It has not been detailed at this stage but is intended to accommodate:

- up to 18,000 m² of employment space (elements of the new Class E and B2/B8 Use Classes)
- on a site of 10.7ha
- within this, a cap of 2,000 m² of Class E Office Use.

**Site Access for both Sites 2a and 2b**

3.19 The primary vehicular access to the site would be from the A6 at Higham Ferrers, at its junction with the B645 Chelveston Road, and then via B Class roads, Newton Road and Upper Higham Lane (a journey of 3.5km/2.2miles). This route provides a connection between the site and the A6. An enforceable routing agreement is offered to ensure that heavy goods vehicles (HGVs) only use this route during both construction and operation. This is already in place for previously approved developments. Access is taken from the main airfield spine road that forms the south-eastern boundary of the site.

3.20 A total of 425 car parking spaces will be made available within the commercial areas, with 75 additionally assigned to visitors, service vehicles and car-share use across the site.

3.21 A Travel Plan has been prepared, which identifies a range of alternative transport means to the site that could be implemented and other useful ways of reducing car usage in overall terms. This Travel Plan is intended to act as an umbrella document
for the development, with individual occupiers being required to submit their own Plans for approval. Given the need to improve accessibility, this Travel Plan will be developed in the proposed legal agreement.

**Appearance**

3.22 The proposals contain a variety of building types and scales within the known first phase. A selection of green tones has been shown on the elevations.

**Sustainable construction and energy use**

3.23 The buildings will be designed to achieve a standard of BREEAM 'excellent' in terms of environmental performance.

3.24 Several letters of support are provided from various businesses and organisations with which the applicant has been discussing its plans for CEIP:

- Oxford-Cambridge ARC Universities Group
- Greater South East Energy Hub – Cambridgeshire and Peterborough Combined Authority
- GE Renewable Energy
- Ultra-Low Emission Mileage Company Ltd.
- NPower.

These letters are provided to show wider support from important renewable energy innovators, and they help to clarify the opportunity presented for growth and a shift towards net zero carbon, green businesses.

3.25 The focus will be on attracting innovative higher energy consuming businesses (the consumption target stated is 200-250kw /sq. ft). Companies expecting a typical market cost of 12-13p per kWh for electricity are to be offered significant discount on energy costs. This low-cost energy provided for higher energy users should ensure the benefits are commercially relevant. This model will allow reduced running costs and offset market rents for tenants and offer commercial benefits. Energy distribution losses to CEIP will be negligible, due to the proximity of the consumers to the actual energy production. Significantly lower energy costs should attract innovative high energy using companies to the area. This is further reviewed below in the Evaluation section: "Local carbon energy use, and the creation of a model energy park"

**Revisions to Commercial Site 2 - Submitted in August 2020**

3.26 - Photomontages to support the Landscape and Visual Impact Appraisal.
- Amendment to show on site landscaping and drainage as Phase 1a to be delivered alongside Phase 1 subject to further details.
- Addition of off-site planting within ‘blue line land’ owned by the applicant to mitigate the visual impact on residents and wider landscape. This includes the addition of a substantial new bund with additional planting between the proposed development and the residential properties at Chelston Rise
- The addition of a primary substation.
4 The Sites and Surroundings

Site 1 - Housing at Higham Ferrers

4.1 The site at Higham Ferrers site extends to 5.6 hectares and is located on the eastern edge of the main settlement of the town. The site is an irregularly shaped parcel of land which runs broadly in a south-west to north-east orientation. To the immediate west of the site is Higham Ferrers Industrial Estate, and The Ferrers Specialist Arts College secondary school (including 6th form) is directly to the south of the site. Higham Ferrers High Street is within 350 metres to the west of the site, where bus stops are located.

4.2 The site is currently occupied by four separate industrial buildings, which are in varying uses and states of repair. It currently has two vehicular and pedestrian accesses. Three of the four buildings are accessed via Newton Road from north of the site. Newton Road is accessed from both the roundabout junction of the A6 and Kimbolton Road (B645). The fourth building which is situated on the southern boundary is accessed via a narrow lane from Midland Road to the west of the site. The present site has 4 separate buildings (including one with cladding removed) with some 20,000m² of employment space.

4.3 The three fields directly to the south and east of the site are subject of an outline planning application (application reference 18/01648/OUT) that will, once a s106 is in place, shortly be granted planning permission for up to 300 dwellings works once a s106 is in place.

Site 2 - Commercial site at Chelveston Renewable Energy Park (CREP)

4.4 This 16.3-hectare site is currently grazing land. It is roughly square and is accessed from an unnamed adopted road off the main road connecting Caldecott with Newton Bromswold. It is 5km away by road from the related housing site.

4.5 The site is part of the south-west part of the Chelveston Renewable Energy Park (CREP), on land associated with the former RAF Chelveston Airfield and subsequent military uses. The existing renewable energy park sub-station, control building and biomass facility building are situated to the north-east. In other directions, there are wind turbines and solar arrays. The site is flat, lies partly on a plateau, and is poor-quality agricultural land used for grazing. The site slopes gently downhill in a north-westerly direction towards a natural bowl closer to the houses at Chelston Rise, 225m away.

4.6 The boundaries of the broader CREP are irregular, with protrusions where the runways of the former airfield were extended at various stages of the park’s history. The boundaries are a series of established woodland belts that are approximately 30-35 years old and were planted to provide enclosure to the airfield.

4.7 On the application site, there is a substantial copse of mature trees in the northern corner of the site as well as existing boundary hedgerows along the north-west and south-west boundaries. The north eastern boundary and south-eastern boundary are open but marked by post and rail fences. The site otherwise has no distinguishing natural features.

4.8 A private access to the Chelveston Renewable Energy Park (CREP) borders the application site and runs along the south-west and south-east boundaries as do
existing Public Rights of Way. Bridleway MM14 is situated along the south western boundary and Bridleway MM18 is located along the south eastern boundary. Many rights of way are screened with establishing hedgerows of variable maturity.

4.9 The nearest residential properties are those located to the west of the application site, directly adjoining the former airfield. These are the former USAF housing development at The Crescent, Chelston Rise. They would be located approximately 225 metres away from the nearest proposed building. The nearest residential settlements to the application site include Caldecott, Chevelston and Yelden which are all are located within 1.5km of the proposed development.

4.10 The applicant owns and operates the Energy Park, which is steadily increasing power generating capacity, particularly from diverse renewable sources. As an indicator, the following provides a broad guide to all recently approved structures and their size.

- Operational Anaerobic Digestion building – 12m high, 3,000m² footprint (built).
- Wind turbines x 9 – 73.5m to hub, 125m to tip (built).
- Former MOD buildings, switchgear – 5m high, 815m² footprint (built).
- Battery storage building – 6m high, 1,890m² (largely completed).
- Solar PV Panels: in the eastern part of the CREP (commenced).
- Manufacturing building for solar panels and mounting systems – 12.45m high, 3,890m² footprint. (under construction).
- Biofuel plant and stack – 5m - 15m high, c.200m² footprint (not started).
- Biofuel Storage tanks x3 – 12.5m high (not started).
- Ancillary office building – 11m high, 324m² footprint (not started).
- Operational solar arrays and inverter/transformer buildings (under construction).
- Hydrogen building – 12.5m high, 1,120m² (not started)
- Electricity generating station (gas), exhaust stacks, height 20m (not started).
5 Policy Considerations

Both sites

5.1 National Planning Policy Framework (NPPF) (2019)
National Planning Practice Guidance.

Councils are asked to:

'support the transition to a low carbon future in a changing climate.... It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the re-use of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure (para 148).'

When determining applications for renewable and low carbon development, local planning authorities should:
'a) not require applicants to demonstrate the overall need for renewable or low carbon energy, and recognise that even small-scale projects provide a valuable contribution to cutting greenhouse gas emissions; and
b) approve the application if its impacts are (or can be made) acceptable. Once suitable areas for renewable and low carbon energy have been identified in plans, local planning authorities should expect subsequent applications for commercial scale projects outside these areas to demonstrate that the proposed location meets the criteria used in identifying suitable areas' (para 154).

Housing – Site 1

5.2 North Northamptonshire Joint Core Strategy (JCS) (2016):
Policy 1 - Presumption in Favour of Sustainable Development
Policy 2 - Historic Environment
Policy 4 - Biodiversity and Geodiversity
Policy 5 - Water Environment, Resources and Flood Risk Management
Policy 6 - Development on Brownfield Land and Land Affected by Contamination
Policy 8 - North Northamptonshire Place Shaping Principles
Policy 9 - Sustainable Buildings
Policy 10 - Provision of Infrastructure
Policy 11 - The Network of Urban and Rural Areas
Policy 15 - Well-connected Towns, Villages and Neighbourhoods
Policy 16 - Connecting the Network of Settlements
Policy 17 - North Northamptonshire’s Strategic Connections
Policy 28 - Housing Requirements
Policy 29 - Distribution of New Homes
Policy 30 - Housing Mix and Tenure

5.3 Higham Ferrers Neighbourhood Plan (HFNP) (April 2016)
HF.H2 - Type of Dwelling
HF.H4 - Land East of Ferrers School HF.CD1 - Provision of Community Facilities
HF.DE1 - Achieving High Quality Design
HF.DE3 - Access to Green Infrastructure Network
HF.TC3 - Access Design for New Developments
HF.TC4 – Parking
5.4 Minerals and Waste Local Plan (MWLP) (July 2017)
Site WL20: Site at Rushden / Higham Ferrers - West of Bypass. Designated as being acceptable in principle for waste management uses under Policy 13 (Locations for waste management facilities) of the MWLP. Policy 29 of the MWLP: Safeguards minerals and waste related development from alternative uses.

Other Material Planning Policy Considerations

Emerging Local Plan Part 2 (LPP2)

5.5 Policy EN8: - The Greenway. The policy seeks completion
Policy EN10 - Open space provision
Policy EN37. - This site is allocated for at least 120 dwellings. The Policy sets out key objectives:
  a) a mix of housing types and tenures to meet local needs, consisting of an appropriate mix of residential properties,
  b) appropriate development contributions towards education (primary and secondary), social, community, public open space, and green infrastructure, in accordance with priorities set out in the Infrastructure Delivery Plan,
  c) east/ west connections, providing linkages between Ferrers School, the allocated housing land to the east, Moulton College campus and the Rushden East sustainable urban extension, and the town centre,
  d) improvements to the Midland Road/ Newton Road link roads, and
  e) appropriate mitigation measures to ensure that the amenity of future occupiers is not unacceptably affected by the established businesses at Woodley's Yard and Bury Close.

Commercial - Site 2

5.6 North Northamptonshire Joint Core Spatial Strategy (JCS) (2016):
Policy 1 - Presumption in favour of Sustainable Development
Policy 2 - Historic Environment
Policy 3 - Landscape Character
Policy 4 - Biodiversity and Geodiversity
Policy 8 - North Northamptonshire Place Shaping Principles
Policy 9 - Sustainable Buildings
Policy 22 - Delivering economic prosperity
Policy 23 - Distribution of jobs.
Policy 25 - Rural economic development
Policy 26 - Renewable and Low Carbon Energy generation supported

5.7 Minerals and Waste Local Plan (adopted July 2017),
WL20: Rushden / Higham Ferrers - West of Bypass, designated as being acceptable in principle for waste management uses under Policy 13 (Locations for waste management facilities).

5.8 Chelveston cum Caldecott Neighbourhood Plan (March 2017):
Policy REN - Renewable Energy Policies: To support the generation of electricity from renewable sources, whilst preserving the quiet, rural nature of the Parish and protecting the amenity of residents.

A. Developments on the site should protect or enhance the amenity value of the Rights of Way network.
B. The site to the north of footpaths MM16 is allocated for further renewable energy installations and activities, provided that:
• no new permanent buildings are erected on the green-field areas beyond those already permitted, to minimise the cumulative impact on the rural landscape;
• new structures newly permitted do not exceed the height of the currently permitted buildings (12.36m), so as to minimise the cumulative impact on the rural landscape,
• all temporary structures newly permitted are screened with planting and painted to minimise their impact on the rural landscape when viewed from the B645 and the Rights of Way,
• all temporary structures are maintained during their life and are removed from the site when no longer required or fit for use;
• the impact of additional HGV traffic on residents at Chelveston Rise and the users of the Rights of Way network is effectively mitigated,
• developments protect or enhance the amenity value of the Rights of Way on the former Chelveston airfield.

5.9 Policy documents applicable to both Sites 1 and 2:

• Northamptonshire County Council - Local Highway Authority Standing Advice for Local Planning Authorities (2016)
• Upper Nene Valley Gravel Pits Special Protection Area (SPA) Supplementary Planning Document (2016)

6 Relevant Planning History

Housing - Site 1

6.1 On the site itself, there are no applications of relevance to the current scheme. To the south, application 18/01648/OUT for 300 houses has been approved subject to the completion of a legal agreement.

Commercial - Site 2.

6.2 The airfield was opened in August 1941 and then closed in 1947. In 1951 it was re-commissioned to accommodate the USAF B47 Bombers with the construction of a large concrete apron and runway. The base remained operational until 1962. It was used in 1977 as a radio transmitter site accommodating 22 masts within the central compound of buildings. The radio transmitters have since been removed. The application site contained single storey barrack accommodation when the site was a military airfield, and these have been removed.

6.3 Several planning permissions have been granted:
   a. 08/00003/WAS – Permission granted by NCC for a biomass anaerobic digestion plant. Under construction.
   b. 08/00451/FUL – Change of use of redundant MOD buildings for electricity generation and switching room construction and use of ancillary plant and
equipment (allowed on appeal). Completed.
c. 10/00415/FUL (ENC) and 10/00484/MAR (Bedford Borough Council) –
Permission for nine 125m high wind turbines granted on appeal. Completed.
d. Permissions for solar arrays including ENC – 12/01993/FUL,
14/00414/FUL, 14/01177/FUL and 15/00489/FUL, Bedford Borough Council –
12/02408/MAF, 14/00469/MAF, 14/01499/EIA and 15/00454/EIA. Under
construction.
e. 15/02271/FUL – Construction of B2 manufacturing building for solar panels
and their mounting systems (HGV parking/turning area (permitted). Under
construction.
f. 17/00784/FUL Approved 15.06.2017 - Construction of a 20MW energy
storage facility incorporating battery storage, and associated transformers,
security fencing, and hardstanding. Under construction

g. 18/02043/FUL. Approved 19.02.2019. - Construction of hydrogen fuelling
building with on-site hydrogen generation, storage, ancillary maintenance and
storage units. Not built.
h. 19/01903/FUL. Approved 03.02.2020.- A peak lopping electricity generating
station and associated exhaust stacks. Not built.

6.4 On the eastern side of the A6, land is identified in Policy 33 of the JCS for the
Rushden East Sustainable Urban Extension, for a new community of up to 2,500
homes and associated employment and community facilities.

7 Consultations and Representations

7.1 Site notices.
10.12.2020 - Site notices were placed in three locations (two near the site and one in
Caldewcott Village). A reply by 04.02.2020 was requested.
04.03.2020 - The exercise was repeated with a reply requested by 05.04.2020
19.08.2020 - Site Notices for revised scheme. A reply was requested by 21.09.2020.

7.2 Public notices. 26.12.2019 and 20.08.2020 (for revisions). An advert was placed in
the Northamptonshire Evening Telegraph advertising the inclusion of an
Environmental Statement with the proposal. A 30-day period for comments was
allowed.

7.3 Neighbours
10.12.2019. 91 letters sent to residents and businesses
12.03.2020. 106 letters re-sent
19.08.2020. 108 letters sent. A 30-day period was allowed for replies.
Residents in the Cheslepton area were reconsulted by letter on 01.09.20 given a
street name error in the ‘Site 2’ address.

7.4 Consultation between the applicant and East Northamptonshire Council has been
on-going over the last 18 months leading up to the submission. This has included
representations on the emerging Local Plan Part 2.

Parish and Town Councils


Reply received 14.01.2020.
Occupiers are not innovatory; this is simply an industrial estate.
The application is contrary to:
1. Neighbourhood Plan Policies:
‘EC’ that restricts commercial uses to the Upper Higham Lane Industrial Estate.
‘RENI’ that limits development in the area only to renewable energy installations.
2. Local Plan Policies 24b (as it has poor access to the Class A road network). 24c
(As it is a remote rural location with no public transport) 25 (as it does not promote
appropriate rural development, and will result in environmental harm from traffic
noise and vibration, Particularly for the residents of Chelston Rise)

Additional objection received 21.05.2020.
1. Housing offered as a carrot. Despite this there is no guarantee that the housing
will happen, since the applicant states the Industrial Estate development must
happen first. This may result in the retention of their present industrial state as well
as the new one in the countryside.
2. Misleading drawings showing speed limits. Submission is unclear and does not
show where speed limits will be changed.
3. Cumulative Impact with previous approvals not addressed.
4. Traffic Routing poorly managed. The applicant has consistently failed in the last
12 years to apply for and install HGV directional signage approved for highways.
They instead rely on hand painted wooden signs which rot and fade over the years.
There are frequent HGV routing incursions with HGVs traveling through Caldecott
rather than via the agreed Upper Higham Lane.

Consultation on revisions 19.08.20. Additional Objection received 05.10.20.
Welcome the Council’s recognition that this is a departure from the development
plan.
Also draws attention to the Local Plan Part 2 Consultation concerning Site 4 (west of
Slaters' lodge). The conclusion on that site for housing also applies to the current
application: “The County highway authority advises Newton Rd is in poor condition
and undulated with some potential width constraints therefore NCC strongly advises
that this site is served from the proposed Rushden East development rather attempt
to upgrade Newton Rd”.

7.6 Higham Ferrers Town Council

Reply received 19.12.2019 and 08.04.2020. Supports Housing Site 1 element only.
Measured the scheme against the Neighbourhood Plan.
• Beneficial addition to housing stock.
• Welcomes affordable housing. Wants more single storey homes
• Secure new vehicular link through site
• Good design with character
• Parking acceptable
• Welcomes high standard of energy efficiency.
• Notes shortfall in allotments and open space
• Wants open space transferred to Town council
• Seeks funding for
• Community buildings support sought
• Land for allotments wanted on site
• Sports facilities wanted on site.

Consultation on revisions 19.08.20. No reply received.
7.7 Rushden Town Council.

Replies received 21.01.2020 and 09.04.20
Housing Site 1. No objection.
Commercial Site 2. Objects.

1. This development would conflict with Policy 13 Rural Exceptions of the Core Spatial Strategy. This development does not meet the criteria of Rural Exceptions in any form and should not be permitted.

2. Access to the proposed site is poor as it is served by a minor B-road. This road does not have the capacity to accommodate the amount of extra traffic movements that would be generated by this this amount of development. These extra traffic movements would also impact on Chelston Rise, a residential site.

3. No public transport to the site, indicating employees would have to use car transport which is again in direct conflict with Policy 13 (c) of the Core Spatial Strategy."

Consultation on revisions 19.08.20. No reply received.

East Northamptonshire Council

7.8 East Northamptonshire Council – Head of Economic Development.

Reply received 09.01.2020. Supports.
Strongly support the application from an economic development point of view given the significant employment associated with the scheme and the positive impact this will have on the local economy. I would be keen for the balance of employment use to be in favour of B1/B2 uses over B8 uses.

7.9 East Northamptonshire Council - Housing Strategy and Enabling Officer.

Replies received 04.02.2020 and 24.09.2020. Housing Site 1 only

- Made comments on detailed design.
- Originally noted there are too many affordable homes in one cluster at the north of the site. Wish to see the affordable housing blended better into the scheme
  - (note: distribution has now changed).
- Too many 1 bed flats are being proposed as affordable housing in this development (note: these have now been reduced from 16 to 6)
- More 3 beds should be provided and at least one 4 bed affordable home for rent Seeks an increased number of 3 bed units and a new 4 bed unit
  - (note: a 4 bed is now provided).
- There does not appear to be a proposed tenure mix referred to in either the drawings or the revised Design and Access Statement for the affordable housing. A sustainable tenure mix which meets need would be 70% affordable housing for rent (25 dwellings) and 30% as low-cost home ownership (11 dwellings). In addition, 50% of the low-cost home ownership properties should be provided as Rent To Buy
  - We also think that 50% of the low-cost home ownership properties should be provided as ‘Rent To Buy’.
- All affordable rented housing (where provided) should be capped at the local housing allowance level.
- The provision of 2-bed 3-person flats does not meet the primary need of households on our waiting list. There is a need on our waiting list for single
people who would not qualify for 2 bedrooms and for family accommodation for which 2 and 3 bed houses would best meet this need, not flats. The proposed 2 bed 3 person flats would also create issues with the spare room subsidy as a family would be expected to have 2 children in a single bedroom. 2 bed 3p flats primarily are only suitable for households without children but due to affordability issues they are unlikely to qualify for them.

7.10 East Northamptonshire Council – Waste Management.

Reply received 16.03.2020.
Housing site 1 only: Object to elements of the road layout (note: this is resolved in amended scheme).

7.11 East Northamptonshire Council – Senior Conservation Officer

Reply received 02.01.2020 No objection.
Provided advice.

7.12 East Northamptonshire Council – Health Protection team


7.13 East Northamptonshire Council - Environmental Protection Officer

Housing Site 1

Air Quality - Comments received 20.3.2020: No objection.
Provides detailed comments noting advanced energy efficiency provisions that will offset car emissions.

Contamination - Comments received 23.09.2019: No objection.
Advises it would be prudent to have a condition on the planning permission for discovery of previously unidentified contamination.

Noise - Comments received 18.03.2020 and 30.09.2020: No objection subject to minor design changes to selected houses.
Overall, no objection in principle to development of the site for residential use but need to ensure houses along the spine road are not at risk of potential significant adverse impact from noise. Internal redesign needed.
The most likely times of battery storage use will be in the morning and evening peak times of demand. The plant will be operated under an environmental permit issued and regulated by the Environment Agency.

Commercial Site 2

Noise. Comment made 18.03.2020 and 30.9.2020. No objection
Advanced conditions to control noise. The most likely times of use will be in the morning and evening peak times of demand. However, it may be called upon to operate at other times depending upon the demand and local generating conditions.
The plant will be operated under an environmental permit issued and regulated by the Environment Agency. Section 183 of the NPPF states the control of processes and emissions, including noise emissions, will be the subject of a separate pollution control regime. The scheme amendments should not result in any significant changes to the noise environment but will provide visual screening.

Planning Management Committee 12th November 2020
7.14 North Northamptonshire Joint Planning & Delivery Unit- Policy Review

Reply received 12.05.2020. No objection with qualifications.

Policy comments are reflected in the report. It could accord with the economic ambitions of the JCS, supporting priority economic sectors and contributing to the delivery of employment targets. Development of a scale beyond that required to support a prosperous rural economy or to meet a locally arising need could be considered in the context of the unique situation of the present Energy Park. The criteria in Policy 26 relating to the Kettering Energy Park are a useful point of reference and they recommend occupancy controls are applied to any planning permission to ensure an exemplary scheme would be delivered. It will be for the Council to determine whether the exemplary nature of the proposal and its contribution to delivering the economic priorities of the JCS, together with any other material considerations, outweigh the identified conflict with JCS Policies 11 and Policy REN1 of the Neighbourhood Plan.

7.15 North Northamptonshire Joint Planning & Delivery Unit- Design Review.

Reply received 10.04.2020. No objection to first set of designs.

Applauds the visioning principle that the development will achieve a 75% CO₂ emission reduction against Building Regulations 'PASS' benchmarks through high standard construction. The site development sets out by mitigating issues from adjoining and existing uses, for examples, battery storage, noise, acoustic barrier, etc. A good standard of urban design is achieved, by framing open spaces, vistas, streets, aligning key frontages and providing activation and passive surveillance by focal points throughout the layout. Strategic development parameters and design layout seem to be generally acceptable in urban design terms. We have assessed, the street widths, access to parking courts, surface materials, landscaping, back to back distances, privacy, edge conditions and boundaries details with roofscape for the current layout and found these to be satisfactory at this stage. Where possible due consideration must be given to private amenity spaces and designing in bin and bike storage especially for apartments. Recommend the applicant use Building for Life 12, national design standards. Subject to minor amendments to the proposal, they support Site 1- Housing.

Northamptonshire County Council

7.16 Northamptonshire County Council - Lead Local Flood Authority (LLFA)

Reply received 14.05.2020. No objection to revised scheme. Required conditions (as in the recommendation).

Consultation on revisions. Reply received 30.09.2020. No objection subject to conditions.

Notes a design issue exists with the Newton Road site with regards to the attenuation basin which needs to be 3m from the edge of the adoptable highway (the footpath edge). From the FRA and Masterplan, there is not enough space to accommodate such a separation and attain the appropriate storage capacity within a basin. We would request that the strategy of on-surface attenuation is maintained, and that underground storage is not increased. As such this would require a change to the layout to accommodate the basin.
7.17 Northamptonshire County Council – Local Highway Authority (LHA)

Replies received 07.04.2020 and 06.10.2020.

Housing - Site 1 - Requested changes. No objection subject to minor technical details and conditions (in the recommendation). Provided detailed comments and advised changes to include technical improvements to the shared surface area, and additional visitor parking on the main spine to reduce reliance on tandem parking (note: this is now done)

Commercial - Site 2 - No objection subject to conditions and highways agreements, as expanded below.

- Travel Plan approved.
- *Proposed Speed Limit change* to 40mph on Church Lane, Rushden Road and Bidwell Lane - the applicants will need to provide a submission to the Speed Limit Review Panel
- *A ghosted right turn lane* will be required at the junction where Chelveston Road meets Newton Road due to the increase of traffic turning right.
- *Newton Road and Upper Higham Lane Conditions Survey.* The applicant will be required to undertake an existing condition survey to establish areas where carriageway improvements are required. The applicant would be responsible to undertake such work. This may take the form of localised resurfacing or widening. Any identified schemes need to be submitted to the LHA for approval and secured via a planning condition and implemented by a highway’s agreement. The scope of any such condition survey will require prior agreement with the LHA.
- *Resurface the existing access road from the private access up to the junction with Caldecott Road* as this adopted carriageway is currently not suitable to serve any more traffic and may need some areas of full reconstruction. These works shall be secured by a suitably worded condition and facilitated via a Section 278 Agreement.
- *Lorry signs.* The LHA has concerns that, as a result of this application, the number of HGV’s passing through Caldecott could be exacerbated therefore we request that the applicant investigates lorry signs at the junction of B645/Upper Higham Lane, and also to a short 7.5T weight limit through Caldecott.
- Requested the use of bridleways MM14 and MM18 to not be prejudiced

7.18 Northamptonshire County Council - Ecology Advice

Reply received 10.12.2019 and 09.04.2020: No objection subject to conditions (reflected in the recommendation).

Housing Site 1

The change to residential will improve its biodiversity value.
- The lighting scheme will need to maintain a dark corridor along the existing hedgerow on the southern boundary.
- I would recommend a method statement (to be included in any site Construction Management Plan) for mammals. The boundary plan will need to include hedgehog holes incorporated within the garden fences.
- Faunal enhancements should be conditioned. They should be delivered prior
to occupation and my preference would be for the bat, bird and bug nesting boxes to consist of integral nest bricks within the dwellings, to reduce the need for ongoing maintenance.

Commercial Site 2

Concerned about badger sett (note this is a matter reflected in scheme design and conditions).

Northamptonshire County Council – Developer Contributions

Reply received 09.04.2020

Housing Site 1

1. Early years services. Capacity in the Higham Ferrers and wider Rushden area is limited, with the number of available places insufficient to accommodate the number of pupils expected. An Early Years contribution of £407,880 will be required.

2. Primary Education. The proposed development would most likely be served by Higham Ferrers Infant and Junior Schools. At November 2019 however, these schools were operating at 94% capacity. Cumulative impact of other anticipated housing development in the area is likely to place increased pressure on availability of primary school places across the area. There will be insufficient capacity in the local area to accommodate the pupils expected to reside in this development. A Primary Education contribution of £325,334 will be required.

3. Secondary Education. This development would most likely be served by the Ferrers School, currently operating at 92% capacity with several year groups operating above 100% capacity. Forecasts indicate a continued high demand for places. A Secondary Education contribution of £360,412.


5. Libraries. The considerable planned development in the Higham Ferrers area is expected to impact the current level of library provision as the new families moving in to the developments utilise the facilities. A Libraries Contribution of £24,573 is therefore required

Commercial Site 2.

No objection subject to provision of fire hydrants. Provided advice on broadband provision.

Consultation on revisions. Reply not received.

Northamptonshire County Council - Waste.

Housing Site 1.

Commented: The proposed site is located within part of the industrial area WL20: Rushden / Higham Ferrers - West of Bypass, designated as being acceptable in principle for waste management uses under Policy 13 (Locations for waste management facilities) of the Minerals and Waste Local Plan (MWLP) (adopted July
2017). The applicant will therefore need to satisfy Policy 29 of the MWLP: Safeguarding minerals and waste related development from alternative uses.

If the application is approved, the proposed housing development would be adjacent to a location where waste management uses are acceptable. The applicant should therefore demonstrate how the proposal meets Policy 30 (Preventing land use conflict) of the MWLP.

7.21 Northamptonshire County Council - Archaeology.

*Reply received 23.10.2020. No objection; advised on condition for Site 2.*

7.22 Northamptonshire Fire and Rescue Service

*Reply received 11.12 2019: No objection. Referred to fire service guidance.*

**Other Statutory and Key Consultees**

7.23 The Environment Agency - Anglian Region.

*Reply received 19.12.2019 and 07.05.2020: No objection.*

**Housing Site 1**

Reviewed ground conditions given present industrial use and advised on conditions for housing site.

**Commercial Site 2.**

Confirmed no objection to the industrial park.

Consultation on revisions. No reply.

7.24 Anglian Water.

*Reply received 20.03.2020. No objection.*

Provide standard information, recommended conditions and provided information on connection procedures.

Consultation on revisions. No reply.

7.25 NHS Northamptonshire Clinical Commissioning Group (CCG).

*Reply received 09.01.2020.*

Requested financial contribution from Housing element. Increased patient population will lead to additional consulting and treatment room needs. The proportionate share of the cost is £93,508.27

7.26 Historic England.

*Reply received 09.01.2020. No objection. Offered general advice.*
7.27 **Northamptonshire Police - Crime Prevention Design Advisor**

Housing proposal only.

*Reply received 20.01.2020: No objection subject to details on the following:*

- private lighting and full dwelling boundary treatment
- Pedestrian route being well overlooked with good sight lines.
- Residents parking should be in curtilage. Tandem parking should be avoided particularly where on street parking would cause safety or neighbour disputes.
- Any communal rear access alley ways should be avoided,
- Refuse bin storage must be safe, secure and allow easy transportation to the collection points.
- Boundaries of public open space should have clearly defined features to prevent unwanted access.
- All dwellings without garages should be supplied with cycle storage facilities.

*Consultation on revisions 19.08.2020. Reply not received.*

**Advisory Agencies and Interest Groups**

7.28 **Natural England**

*Reply received 09.01.2020: Advises.*

"... within the zone of influence of the Upper Nene Valley Gravel Pits Special Protection Area (SPA), and therefore is expected to contribute to recreational disturbance impacts to the bird populations for which the SPA has been notified. Mitigation for these impacts is available via a financial contribution towards a strategic mitigation project...."

... this proposed development, and the application of these measures to avoid or reduce the likely harmful effects from it, may need to be formally checked and confirmed by your Authority, as the competent authority, via an appropriate assessment in view of the European Site's conservation objectives and in accordance with the Conservation of Habitats & Species Regulations 2017"

7.29 **Northamptonshire Badger Group.**


Sought further information on badger location (confidential exchange of information followed)

7.30 **Campaign For Dark Skies**

*Reply received 22.12.2019, 26.03.2020 and 15.09.2020:*

Housing Site 1 - No objection

We expect the street lighting to be of significant standard and design to minimise energy waste and glare from light pollution.
Commercial Site 2 - Objection

"Grave concerns, it will occupy a prominent and, currently dark location. Whilst we acknowledge that there is some exterior lighting nearby, we feel that this development will create another Warth Park, Rauds situation in a completely unsuitable location with high levels of light glare and light bounce from the proposed buildings. We advise that there is stringent conditions put upon the exterior lighting proposed and that no lighting apparatus will have a greater upward waste light ratio (UWLR) than absolute 0% and this Condition is set in perpetuity to prevent poor future retrofit lighting."

Also advised on colour of external materials to reduce glare (officer note: revised scheme followed this advice with the use of more muted green-coloured cladding).

7.31 Rambler’s Association.

Reply received 07.01.2020. No objection.

This will lead to more traffic using the Public Bridleway (7.5 metres wide access road), good signs should be erected informing motorised business users to beware of walkers, cyclists and horse riders who may be using the Public Bridleway

7.32 National Grid.

No response received.

7.33 Western Power Distribution.


"Western Power Distribution (WPD) are required to transition from being a Distribution Network Operator to a Distribution System Operator between now and 2023. Responsibilities about managing the electricity distribution network will change. In future, WPD will also be required to operate a Smart network, managing two-way power flows.

WPD recognise the mix of generation types, including solar and wind generation, and the energy storage capabilities at the Chelveston site. Developments of the type proposed for Chelveston Airfield could be significant to a Distribution System Operator in the in the future and flexibility services."

Others

7.34 Bedford Borough Council

Consulted 09.01.2020. No reply.

7.35 National Planning Casework Unit.

Reply received 31.01.2020. No comment to make on the Environmental Statement.
7.36 

Highways England.


**Representations Made by Local People**

7.37 

Site 1 - Housing

5 letters of objection stating:
- Inadequate facilities for increased population
- Road network cannot cope
- Loss of employment land
- Need to ensure road is connected to adjacent site

7.38 

Site 2 - Commercial

37 letters of objection stating (list in order of frequency issue was raised):
- location of site is poor / would be better closer to main roads
- conflicts with Neighbourhood Plan/ site is only for renewable energy
- adverse noise impact to residents from operations / from traffic serving the site
- overspill light will be a nuisance
- harm to flora and fauna
- large number of car movements would be harmful given increased traffic / obstructions or nuisance in Caldecott
- as part of any approval the applicant should put local roads into good order and widen it by 1m to allow cyclists to be passed safely by HGVs
- loss of countryside, harm to landscape, can be seen from a long distance
- very visible from Chelston Rise
- industrialisation of the area not wanted, harmful to peaceful rural character
- no public transport
- increased traffic harmful to walkers on or adjacent to the old runway / walker parking occurs near entrance
- harm to health and well being
- loss of privacy
- form of application unclear or confusing / distrust applicant / applicant makes too many applications
- more suitable sites elsewhere
- inadequate community engagement
- access road to site floods
- sharp hazardous bend on entrance / site needs an alternative entrance
- harmful to present farmer’s livelihood

**Local Business Interests**

7.39 

Tenant farmer states that Commercial Site 2 will undermine their business by displacing grazing, and hardship will result.

Extensive objection produced by Planning (Warner) and Transport Consultant (MAC) for local business interest (farmer) covers:
7.40 Housing Site 1
- Poor connections to more sustainable infrastructure
- Relocation of employment uses is not a like for like replacement but a large growth in floorspace in the countryside
- Relocation site fails on sustainability grounds as it is remote.
- The Council’s own policies and its employment land review express various preferred locational criteria that are not met.
- There are several existing employment areas with vacancies and extant consents which this application would undermine.
- The site is in the open countryside
- Accepts the vertical farm proposal supports the rural economy.
- The scale of the office floor area proposed would require a sequential test. Contrary to Policy EN19 of Emerging draft Local Plan
- Poor connectivity. Unsafe pedestrian routes promoted.
- A range of detailed design issues

7.41 Commercial Site 2
- Cumulative harm from past permissions not tested.
- Light pollution will result. Harm to dark skies.
- Should have been addressed thru the plan making process.
- There are other employment sites in more sustainable locations
- Local roads unsuitable, no preferred route, the roads do not include a hard edge and are unlikely to have been constructed with large vehicles in mind. Therefore, regular use by large vehicles could result in significant damage to the carriageway
- Edge of carriageway (Newton Road) is likely to deteriorate further worsening conditions for cyclists, access conditions are intimidating for cyclists
- Height disproportionate the residential dwellings on Chelston Rise, will shadow houses
- Travel Plan not sufficient nor ambitious, would result in minimal modal shift
- Lorry routing not specified.

7.42 Housing Site 1.

Extensive objection from James Wilson Associates acting for local business at an adjacent industrial park at Higham Ferrers.

Does not object in principle to the development of the adjacent site for residential uses, however, seriously concerned about the existing employment uses on Higham Ferrers Business Park cannot be allowed to be encumbered by potential future complaints from residents of new housing development which is located inappropriately too close to these noise emitting uses.

Would not be acceptable is if complaints were raised by future residents against lawful uses on the Higham Ferrers Business Park which might then lead to a reduction in their processes or activity due to the location of the dwellings so close to the boundary of the site.
8 Evaluation

8.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 require that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

SITE 1 - HOUSING

8.2 It is suggested the following considerations are relevant.
   a. Principle of Development - loss of an employment site with issues covering
      a. the draft local plan,
      b. brownfield land,
      c. relocation of occupiers.
   b. Design and layout issues including
      i. physical qualities of the new neighbourhood
      ii. residential amenity - noise from A6 road and industrial estate, and air quality,
      iii. access, highway safety and parking.
   c. Innovations in sustainability and energy covering
      I. building construction, and
      II. decentralised energy networks such as on-site energy storage
   d. Housing mix
   e. Other matters: surface water management, contamination, and biodiversity.

   a. Principle of Development - Loss of an Employment Site

8.3 The site is identified by the Higham Ferrers Neighbourhood Plan 2011-2031 as an existing employment site. Policy 22 (Delivering Economic Prosperity) of the JCS and Policy EN18 (Protected Employment Areas) of the emerging LPP2 together set out that existing employment sites should be safeguarded. This is unless it can be demonstrated that there is no reasonable prospect of the site being used for that purpose and that an alternative use would be more appropriate. A case thereby needs to be made. The following makes that supportive case.

   i. Draft Local Plan Part 2

8.4 The emerging draft Local Plan Part 2 Policy EN37 allocates this site for housing. This is in recognition of the site sitting close to local infrastructure. Consideration of the weight that could be given to this draft policy is dependent on any objections during consultation. A small number of responses were received, mainly regarding the detailed policy wording, rather than the principle of development. However, one representation was received raising concerns that the release of the site for residential development could be incompatible with existing employment uses at the adjacent Woodley/ Bury Close industrial estate to the west. This is given that noise complaints from future residents might constrain the industrial site.

8.5 Such is an objection, potentially reduces the weight of the supportive draft Local Plan policy. However, as the environmental issues have now been satisfactorily addressed with a layout redesign and resubmission of an amended Environmental Impact assessment, the objection cannot be sustained. The emerging local plan provisions are therefore given substantial weight.
ii. Brownfield Land Re-use

8.6 On the other hand, considerable weight may also be given to policy imperatives to bring under-used brownfield sites back into use within the existing urban area. A large part of the site is vacant and there is no reasonable prospect of the site being reused for industry. Whilst marketing evidence has not been sought, it has been largely vacant for over a decade; a significant factor in the proposed allocation of the land for residential development in the Local Plan. The requirements of JCS Policy 22(c) are thereby fulfilled. On this basis, the site could reasonably come forward, regardless of whether it is being actively promoted through the Local Plan. In this regard, the draft Policy EN37 provides an explicit recognition that there is no reasonable prospect of re-using the site for employment uses.

8.7 iii. Relocation of Occupiers.

In addition to the above encouraging policy position in respect of the loss of employment on the site, the proposed development includes the relocation of 10,000m² of existing employment space to Site 2 – Commercial as well as the creation of additional employment space. The applicants have offered the relocation of current occupiers, if they so wanted, to Site 2 – Commercial. The consequence is that the overall provision of employment after development will be no less than that of the current use or most recent use. This offer is welcomed and adds some weight to its overall acceptability.

Federal Estates are landholders within the local area and have the land available to relocate the existing employment use. With the replacement employment included within the same application as the residential proposals, a unique scenario is created. The Council thereby has influence over delivery of the displaced employment alongside the delivery of much needed new homes.

It is important that the relocation of the employment is undertaken in land that is owned by Federal Estates to ensure the deliverability of the employment element of this development. Through appropriate conditions and Section 106 agreements, the Site 2a development at Chelveston can be implemented first to guarantee that this element of the development does come forward and that the existing businesses and jobs can continue with minimal disruption.

iv. Identification as Waste Management Area.

The proposed site is within part of the industrial area designated as being acceptable in the Minerals and Waste Local Plan for waste management uses. The proposal does not conflict with this as the policy does not say the identified areas can only be used for these purposes. Further, the proposed waste allocation is proposed in an urban setting where there are nearby residential properties. This proposal has come forward first, is shown to be otherwise acceptable, and the development cannot be prejudiced because of a policy proposal which is conceptual.

The scheme has been revised now including a noise buffer to ensure the adjacent industrial site to the west can function uninhibited by residential complaint. New waste management uses may therefore continue to come forward.
5 Year Housing Land Supply

8.11 In order to give full weighting to relevant policies relating to the supply of housing land it is necessary for the Council to demonstrate five years supply of deliverable housing sites. The Council’s latest five year land supply position, agreed by the Planning Policy Committee on 8th June 2020, as at 1st April 2019 (2018-2019 monitoring year) is 6.16 years, applying a 5% buffer.

The five year housing land supply is not a relevant consideration if the Committee wishes to grant planning permission. However, in a scenario that the Committee concludes that there are sufficient material factors that justify a refusal of planning permission it is important that the Council is able to demonstrate a deliverable five year housing land supply at appeal.

8.12 The existing site at Higham Ferrers is an industrial estate with large expanses of hard landscaping and buildings in varying states of repair. It does not make a positive contribution to the wider area; a housing development will bring environmental advantage. Key elements are as follows:

- An entrance area of open space.
- A planted perimeter landscape strip along the northern site boundary to visually separate the residential development from the A6 roundabout and the existing sub-station.
- The inclusion of landscaped bund or acoustic fencing to separate the residential properties from the industrial estate, the proposed battery storage area and the A6 corridor.
- A widened, reinforced landscape strip along the western site boundary to help filter views towards the industrial units located off-site immediately to the west.
- A tree-lined central spine road.
- An area of open space focused on the pedestrian link along the existing public right of way which connects through to the Greenway, conservation area and St Mary’s Church.
- The incorporation of a play area and an adjoining SuDS provision which link onto the Greenway, thus also providing an area that opens out to give a spatial break to the otherwise strongly linear route.
- The amount of open space meets standards.

8.13 A condition will secure small improvements to cycle connections, as well as to road layouts to anticipate change with access to the undeveloped site to the south.

ii. Residential Amenity - Noise and air quality.

Noise from A6 Road and Industrial Estate

8.14 There are two main noise sources, the A6 road to the east of the site and the existing employment site to the west of the site. The noise survey also identified one onsite proposed noise generator, the proposed battery storage area, which will be in the north-eastern corner of the site.

8.15 The layout for this site has been re-designed considering potential noise from the employment site on the western boundary. A spine road is now proposed creating a tree lined boulevard on the site’s western face with a bund and acoustics fence adjacent to the industrial area. This site plan has been arrived at further to
discussions with the applicant and their acoustic engineer. It will allow for sufficient
distance from the industrial area in combination with the acoustic bund and fence to
prevent adverse noise impact. The applicant has submitted an amendment (Chapter
A7) to the Environmental Statement on noise and vibration to support this.

8.16 The proposed development shares the eastern boundary with an existing approved
residential proposal for 300 dwellings (Committee resolution is to grant subject to
Section 106 Agreement). The present scheme has been designed to have future
connectivity with this adjoining development but will include landscaped buffers
along the boundary and dwellings that have rear boundary relationships with the
adjoining site. However, as this site has not yet been built out, and is in outline only,
independent acoustic measures are necessary on the present scheme. This is in the
form of a 4.5-metre-high acoustic barrier running the entire eastern length of the site.
In the event this is not needed once the site to the east starts to be constructed then
noise barriers may be either reduced down to 2m or removed. A condition will cover
this staged approach.

Air quality

8.17 A study was carried out the applicant to see if the development might itself be
affected by concentrations of nitrogen dioxide (NO2) and particulates. Off-site
impacts were also modelled. These pollutants can arise from demolition,
construction activity, as well as existing and proposed traffic. The results were
compared with national standards for the protection of human health. No
unexpected impacts arose. Impacts can readily be addressed by a range of
mitigation measures that will be addressed in an Construction Environmental
Management Plan (see relevant Condition). The Environmental Protection team
have no objection.

iii. Access, Highway Safety and Parking

Main Entrance and A6 Access.

8.18 Vehicular access is from the north. The revised proposal is approved by the LHA as
it has an acceptable impact on the strategic and local highway network with no
implications on highway safety. An alteration of substance was considered
necessary by the LHA during the application process. This was an alteration to the
roundabout junction from the A6 to facilitate safe access and egress to the site. The
LHA has sought the closure of a present 5th arm of the roundabout. This has the
effect of sending more traffic westward on exiting from the site and some queue
length increase for eastward bound traffic approaching the A6.

8.19 The new road infrastructure being delivered at the main access off Kimbolton Road
will provide sufficient traffic capacity for most of the forecast traffic once the
proposed amendments are incorporated. This is true even if a potential new 300
house development to the immediate south of the site East of The Ferrers School
was to progress. The exception would be – as commented on above - the eastbound
B645 Kimbolton Road in the mornings, which would be over-capacity.

8.20 The provision has however, as stated above, been deemed by the LHA to be
satisfactory to serve the site given the clear safety benefits associated with closure
of the fifth arm onto the A6 roundabout. The impact of the development is not
severe, and the additional impact generated by the development must be considered
against the safety improvements on the roundabout generated through the closure of
the existing fifth arm.
8.21 Housing Site 1 will not commence for at least two years. This is to allow time for the new floorspace at Commercial Site 2 to be completed, and to offer relocation to present occupiers. In that time there is scope for considerable change to local traffic patterns. This may arise from traffic predictions from connecting Housing Site 1 to the approved 300-house site to the south. It may also result from new traffic surveys that might reevaluate post-Covid traffic movement. It is stressed however that the current access design has been found acceptable by the LHA. Despite its present acceptability, officers additionally recommend that a review of the design for the key access into this site from Kimbolton Road should be undertaken prior to any commencement of development other than ground works. This will allow for a possible design refresh with minor changes only. This will be provided for in the proposed legal agreement.

Internal Streets and Parking

8.22 The parking arrangement is now satisfactory, and all house and flats have dedicated parking. In amendments, additional visitor parking bays has been included particularly along the busier main spine road access. The development meets LHA parking standards if garages are included as parking spaces (332 spaces are provided across the site which equates to an average of 2.76 spaces per dwelling for 120 units). If garage parking is not counted, there are still an overall 2.24 spaces per dwelling. This level of parking provision provided is adequate for a site reasonably close to the town centre.

8.23 The outcome is a layout that is not car dominated. There would be areas where communal courtyard parking arrangements would be prevalent, but the general arrangement of houses and in-curtilage parking would be such that vehicles would mostly be parked in driveways between many of the houses. This helps to prevent cars dominating the areas to the front. Where more communal forms of car parking are proposed, these tend to be in areas of the development where smaller house types at greater density are proposed and there would be capacity to soften these areas through planting. Moreover, such areas are not prominent within the proposal, or in views into the development from outside it. Private cars would not therefore be the defining image of the proposed development.

Integration with the Greenway

8.24 The site is well connected by foot and cycle to the centre of the town. To the southwest is the existing Greenway forming part of a pedestrian route that links the site to the town centre. This development will provide for completion of the Greenway extending new surfacing and lighting south of Kimbolton Road to connect with the completed section near the Ferrers School (a north-south distance of about 300m). The developer will also undertake improvement to an east-west section of 200m at the southern end linking the site to Midland Road (already hard-surfaced but surface and signage improvements needed). The specification is to be agreed but will be to create a tarmacked surface 3 metres in width, unless restricted by ownership or other constraints, with bollard access controls at access points, associated lining and shared-use signage, plus directional destination signage at access points and junctions. If subsequent issues inhibiting implementation arise (such as ownership complications), then a sum of money will be secured to improve pedestrian and cycle accessibility in the vicinity.
8.25 Potential improved connections to the south-east are available but are dependent on the adjacent site coming forward for development. Conditions are also recommended to ensure small improvements to cycle connections and adjustments to ensure good future connections to the adjacent housing site.

c) Innovations in Sustainability and Energy

i. Building Construction

8.26 The dwellings are designed using the ‘Fabric First’ approach with a good degree of insulation which is necessary to make good use of passive solar gains. The utilisation of air source heat pumps (ASHP’s) will allow the use of passive cooling in the mitigation of any overheating. The heating and hot water systems are highly efficient with the application of an ASHP and energy efficient extract ventilation. A highly insulated building envelope plus site wide photovoltaic panels will reduce carbon emissions by 75% better than current Building Regulation values.

8.27 Apart from the above space heating measures, it is intended to provide most of the regulated energy for the site with 100% renewable energy. This is to be provided in part by the dwellings’ own PV panels. Excess energy from these panels will be stored in a communal battery facility on-site. Energy from the battery storage facility, and an agreement with an energy company will provide properties with 100% renewable energy with a sleeved supply from CREP. This energy can be considered ‘net zero carbon’. It is stated that a separate consumer unit will be provided for the solar PV, battery import/export and electric vehicle charging points. Given the rapid change in design standards, these will be presented as a later exercise under a planning condition.

8.28 To provide some context, the Council’s own consultants have advised the average kWh of energy used by an average domestic home for gas and electric is £14,900 kWh pa. (source OFGEM). Assuming annual saving of 658,000kWh, this equates to saving the equivalent energy consumed in 44 average homes in a year.

8.29 JCS Policy 9 requires control of water use and this will be covered by condition. Overall the project’s environmental credentials and exemplar status are welcomed but will need to be secured - a condition is advanced to secure this.

ii. Decentralised Energy Networks

8.30 The application goes into a significant amount of detail about plans to connect directly to local energy generation produced off-site. Shared on-site storage for the solar electricity generated on site for the domestic development is covered immediately above.

8.31 Significant steps have been taken to ensure renewable energy capacity from the nearby Chelveston Renewable Energy Park (CREP) can support on site generation albeit as a ‘sleeved’ energy supply for this housing development. For clarity, a sleeved supply is where an intermediary utility company handles the transfer of energy to and from a renewable energy (RE) project on behalf of the buyer. The utility takes the energy directly from the RE project and “sleeves” it to the buyer at its point of intake. However, this is a small development for such innovation and is stated to be a proof of concept by the applicant. There will be a private wire connection to CREP subject to ongoing discussions with the developers of the Rushden East development. The developer is safeguarding for such connection in a variety of future scenarios.
8.32 This matter remains to be resolved. There are too many variables for conditions to be imposed. However, given the nature of the applicant’s business, JCS Policy 9 is met as access to or provision of decentralised energy networks is, in all probability, safeguarded.

8.33 Further details on the battery storage facility to be installed are necessary and this will be required by Condition.

d) Housing Mix

i. Market Housing.

8.34 The mix is shown in the ‘site description’ above. The proposed mix of housing is acceptable and in accordance with Policy 30 of the JCS which requires small to medium sized properties (1-3 beds are 85% of the total). Only 10 of these (8%) are presented as flats (the scheme has been revised to reduce the flat component). It is not fully compliant with Policy HF.H4 of the Neighbourhood Plan, which requires that at least 50% (70) of the site is one- and two-bedroom homes. The application only proposes 38% (46) – but the difference is not considered a reason for rejection in the context of the broader objectives of the applicant to secure an otherwise exemplary housing project.

ii. Affordable Housing (AH)

8.35 The developer is meeting policy as 36 units (30%) are being provided as AH units. Originally there were too many affordable homes in one cluster at the north of the site. The distribution has now acceptably changed.

8.36 However further work will be needed in the associated legal agreement to define the balance of tenure as relevant more closely to different type of unit (i.e. the balance between rented/rent to buy/shared ownership). There has been considerable debate on the affordable housing mix, and further work is needed. The presently proposed blend strikes a reasonable balance between the applicant’s aspirations and the views of the Council’s Housing Department.

8.37 The remaining details will be resolved in the discussion on the legal agreement. They are between the Housing Department (who reasonably seek to match developer supply to AH demand) and the applicant (seeking to provide a balance and mix to fit their project aspirations and increases the viability of their scheme). The differences are:

- the number of 1 bed flats being proposed as affordable housing in this development (these have now been reduced by the applicant from 16 to 6);
- more 3 beds were requested by the Housing Department (yet to do so will further conflict with Neighbourhood Plan policy encouraging more 1 and 2 bed units, so no more change is sought);
- a proposed tenure mix which meets need would be 70% affordable housing for rent (25 dwellings) and 30% as low-cost home ownership (11 dwellings). 50% of the low-cost home ownership properties might be provided as ‘Rent To Buy’ (these details need to be worked through in the legal agreement); and
- The applicant desires the provision of 2-bed 3-person flats (6 are provided) but Housing believe they do not meet the primary need of
households on the waiting list.

(Please note that there are no paragraphs at 8.38 & 8.39)

8.40 The differences are in context now minimal but will be further explored as amendment to the scheme during the preparation of the legal agreement. A housing start is unlikely to commence for a further 2-3 years (given the need to relocate the present industrial occupiers) and AH options will inevitably change during that period requiring flexibility in the legal agreement and the possibility of changing plot types exists in that time period. Overall the mix is considered acceptable but with further detailed development of the affordable housing offer being sought.

e) Other Technical Matters (Surface Water Management, Contamination, Biodiversity)

i. Surface Water Management

8.41 The proposed development will significantly decrease the quantity of impermeable area on the site replacing it with large areas of open space and private gardens being provided. This will have a significant positive impact on the surface water discharge volume that flows off site. It allows for more water to be managed on site through Sustainable Urban Drainage Systems (SuDS) and through the decontamination of the site which will improve the overall quality of the water environment. The mitigation proposals for the redevelopment of the site include the provision of a balancing pond, surface water storage, flow control and permeable paving. These mitigation measures allow the site to control the surface water run-off from the development.

ii. Contamination

8.42 The site investigations to date indicate that there have been significant releases of fuels or oils in at least the north of the site and that the ground is locally impacted and remediation works will be required to be protective of human health and controlled waters. It is likely that:

- impacted soils in the north west of the site will need localised remediation or removal from site
- some made ground will need to be removed from all private gardens and replaced with clean soils and
- any landscaped areas or public open space should be provided with a suitable clean cover of validated topsoil and subsoils.

iii. Biodiversity

8.43 There is minimal ecological value in the present site. The NPPF encourages new developments to maximise the opportunities for biodiversity through incorporation of enhancement measures. This will be achieved mainly with new landscape tree and shrub planting, wildflower grassland, bats boxes and nesting boxes.

8.44 The SPA Supplementary Planning Document requires a mitigation payment against the effects of the development on the SPA. This will be included within a Section 106 Agreement. In addition a Habitats Regulations Appropriate Assessment is attached to this report (Appendix 2) and concludes that the proposal would not adversely affect the integrity of the SPA provide such payment is made.
SITE 2 COMMERCIAL

8.45 This element of the proposal is assessed by reference to the following key issues.

a. The acceptability of the principle of development given the site’s open countryside location and conflict with the Chelveston Neighbourhood Plan
b. Local economic development related to use of renewable and low carbon energy
c. Highly sustainable construction methods
d. Design and layout
   i. Overview
   ii. Site layout and building style
   iii. Visual impact
   iv. Residential visual amenity and impact on walkers
   v. Cumulative visual effects given other sites recently developed or likely to be developed.
   vi. Long term landscape management
e. Impact on residents from noise and vibration
f. Access and Highway Safety
g. Response to Local Objections
h. Other Technical Matters (Heritage Assets, Archaeology, Contamination, Lighting, Flood Risk., and Ecology)

a. Principle of Development

8.46 The proposed development of up to 32,900m² of new employment floorspace includes the relocation of existing operations and vacant floorspace at Newton Road, Higham Ferrers, equating to a net 12,900m² increase. The site is in the open countryside.

8.47 Previously Developed Land (PDL)

The site has been occupied in part by structures associated with airfield, communications, and military use. Consequently, the site is partly PDL. Not all the land was developed, and it should not be assumed that the whole of the area should be re-developed. Indeed, the remains of permanent structures have now blended into the landscape. There is national policy support for redevelopment and some weight is given to the national encouragement to bring such land back into use.

8.48 Loss of Countryside

The principle of developing land in the countryside will need to be considered against the site specific Chelveston cum Caldecott Neighbourhood Plan (CNP) Policy REN1 where it states:

"The site to the north of footpaths MM16 is allocated for further renewable energy installations and activities, provided that... no new permanent buildings are erected on the green-field areas beyond those already permitted, so as to minimise the cumulative impact on the rural landscape".

This development conflicts with this policy as it would increase both the physical extent of Chelveston Renewable Energy Park into the open countryside and provide a significant amount of new employment land that does not generate energy.
8.49 There is a considerable weight of strategic priorities for developing and expanding renewable and low carbon energy and green technologies, such as JCS Policy 22(a). Reference should also be made to other strategic policies from the JCS (particularly policies 11 and 25) that provide support for development that support a diverse rural economy or increases sustainable food production. In this case, it is considered the weight of JCS Policy 22 therefore outweighs the CNP Policy REN1.

8.50 The reasons for giving such weight in favour of the development is because its scale is strategic in nature, although consideration would still need to be given to the non-strategic policies in the CNP in determining the principle of development. In this case, JCS Policy 22 provides clear direction. Para 8.9 provides further guidance on certain sectoral strengths and opportunities (low carbon energy and green technologies) and states that

"Capitalising on these opportunities will be important to ensure that Northamptonshire provides new, high quality jobs in sectors that are attractive to the market."

8.51 Policy 26 (Renewable & Low Carbon Energy) is not directly relevant to Commercial Site 2 as it does not involve new proposals for energy generation. However, the supporting text (paras 8.33, 8.44) offers material policy considerations that recognise the potential for "Energy Parks", comprising a mix of complementary employment uses related to renewable and low carbon energy generation. This is to support the development of green industries and a sustainable and stable supply of energy. JCS paragraph 8.9 refers to one of the sectoral priorities as:

"Renewable and low carbon energy and green technologies including wind, solar, biomass and other technologies, and associated research and development, food production and food production benefits".

The current project is delivering an ambitious project that is only being contemplated by this policy (elsewhere it is unfortunate that Burton Wold/Kettering’s Energy Park is not the subject of any planning application nor has advanced discussions).

Office elements.

8.52 Preference in policy (JCS 12 and NPPF 86) directs office uses to town or edge of centre sites. This site is not in such a location. The Class E office element in the proposal a small part of an overall mixed employment park. The park needs to have a balance of uses designed to attract occupiers that support green energy development and related innovations. In any event Class E office uses will not here exceed 2000 square metres and policy does not require a town centre impact test where floor space is less than 2500 square metres (NPPF 89). The office element is therefore not contrary to that policy.

Conclusion on the Principle of Development

8.53 Chelveston cum Caldecott Neighbourhood Plan (CNP) Policy REN1 is outweighed by the considerable weight of strategic priorities in JCS Policy 22(a) for developing and expanding renewable and low carbon energy and green technologies. JCS Policy 26 supports this in bringing forward a project that is not elsewhere being delivered.
8.54 The policy framework would normally seek to direct new employment development to urban areas. However, this needs to be considered in the context of the unique opportunity that siting the innovation park adjacent to the CREP provides. It will enable the new proposed employment development to be supplied with renewable energy to meet 100% of its future demands. This development would be innovative, market leading and simply could not be achieved at any other site given the requirement to be located adjacent to the renewable energy generation source. This is a significant material planning consideration when assessing the planning balance.

b. Local Economic Development Related to Renewable and Low Carbon Energy

8.55 The Council's Head of Economic and Commercial Development strongly supports the application from an economic development point of view given the significant employment associated with the scheme and the positive impact this will have on the local economy. This is provided the balance of employment use to be in favour of B1/B2 uses over B8 uses. This is the case here.

8.56 The development is for 32,900m2 of new floorspace of which:

- 65% is Use Class B2 General Industrial,
- 15% is Use Class B8 Storage and Distribution,
- 6% is Use Class E offices, and
- 14% as a vertical farm.

8.57 This site can deliver employment growth of approximately 541 to 742 new FTE jobs. These will be placed in priority employment sectors identified in Paragraph 8.9 of the JCS. Three sectors are highlighted as follows:

a. Logistics – storage and distribution,
b. High performance technologies; and
c. Renewable and low carbon energy and green technologies, including food production.

Only items b and c above are relevant to this site. This is not a Logistics Park. The proposed development would mainly provide new employment space with a mix of new Class E / B2. The B8 uses are only included here to allow for storage and distribution activity connected with mixed industrial activity.

8.58 Controls are recommended in a legal agreement to ensure that occupiers are primarily from the priority sectors of Renewable and Low Carbon Energy and Green Technologies, which will contribute to the exemplary nature of the CEIP. The ability to provide new business space to the priority employment sectors is again a significant benefit of the scheme which should weigh in favour of the proposals in the planning balance.

8.59 Typical occupier characteristics will be influenced by a legal agreement to ensure the Innovation Park is used for its designed purpose. Restrictions include occupiers being of the following character:

   Locating here will result in reduced carbon footprints for occupiers, accelerating solutions to combat climate change. Each large occupier will be required to have a minimum occupier consumption of 200 KW/sqft/year and
will have reduced power tariffs.

2. **Occupiers with Innovative Technologies or Processes.**
   Occupiers will be selected to enable the formation of a new cluster of environmental and technological industries, within our region specifically targeted by Government for the settlement and growth of these sectors.

3. **Green Technology Development.**
   Occupiers will be selected where they aim to pioneer new solutions in energy generation, management and consumption including solar & wind, battery technology, renewables and clean forms of energy which will revolutionise how the UK generates power for residential, industrial and commercial use. The applicant says this will catalyse new technology sectors which will be exportable and internationally market leading.

4. **Industry Leading Food Production and Processing.**

5. **Existing Tenants of Federal Estates at HFUR (Housing Site 1)** will be supported by being offered the option of relocating to more sustainable premises at Site 2a or at alternative sites. Once they vacate the new site, then subsequent occupiers will need to meet the more exacting requirements above.

8.60 To give some context of the importance of sourcing power on site, the applicants estimate:

a. The tenants would have a combined saving of nearly £2.8m per year on their electricity bill compared to being located anywhere else on the national grid.

b. The combined Carbon Savings of the tenants from being situated on the CEIP would be 8,793 Tonnes CO₂ per year. The equivalent CO₂ emissions from over 2000 homes from their gas and electricity.

The 200kwh/sqft/year power requirement of tenants at the CEIP can be compared to the UK standard requirements of Warehouses which is 10 kwh/sqft/year and standard industry/factories are 26 kwh/sqft/year. Neither of these latter standard types would meet the requirements to be situated at the CEIP

**Local Carbon Energy Use, and the Creation of a Model Energy Park**

8.61 The balance of policy matters has been addressed above. The Council will clearly need to balance in the equation the negative considerations such as conflict with the Neighbourhood Plan. It is reasoned here that creation of a centre for innovation next to the energy park is reflective of a template for a ‘best in class’ Energy Park. This model has already been applied at the Burton Wold/Kettering Energy Park. The site at Chelveston shares further attributes with the Kettering site including the strategic allocation of on-site renewable capacity to deliver local energy demands for new housing development and commercial entities.

8.62 The proposal at Chelveston Employment and Innovation Park (CEIP) would deliver new employment development to the market which needs modern building stock. The CEIP would provide new energy efficient buildings that will be serviced by a renewable energy supply from the CREP by direct wire avoiding losses experienced from standard grid connections. The carbon efficiency of this operation will help attract business and jobs to the area. The Council’s own consultants Climate Integrated Solutions (CIS) also confirm that the CEIP proposal is a highly innovative scheme in seeking to link users directly to the significant volumes of renewable energy generated on site.
8.63 To be exemplary, the CEIP should also be designed to the Building Research Establishment Environmental Assessment Method (BREEAM) 'excellent' rating (JCS policy 9 seeks a lower 'very good' as standard). It has been agreed with the applicant to target BREEAM 'Excellent' standard. This is an international scheme that provides independent third-party certification of the assessment of the sustainability performance of individual buildings.

8.64 Construction principles will lead to
- high standards for air tightness;
- lighting energy being minimised and where necessary
- high building insulation standards,
- natural ventilation employed wherever feasible;
- water saving appliances used to reduce energy and water consumption; and
- a Building Management System will be provided to minimise the carbon footprint of the building throughout its operational life.

8.65 Commitment to achieving BREEAM Excellent (minimum compliance) should be submitted along with a pre-assessment showing how this target can be achieved.

8.66 Measures should be put in place to ensure BREEAM fitout takes place to an equivalent standard (e.g. providing funding within development budget).

c. Design and Associated Visual Impact on the Area

i. Overview

8.67 This site has its own character, and this former airfield does not share all the characteristics of the landscape surrounding it. The site has also been subject to a great deal of change over the years. It is relevant to note it was a bomber base, with large buildings and a tremendous amount of activity. The application continues this change with a particularly good new landscape framework.

8.68 The Masterplan is based around existing features of the site including vegetation, and landform with a central focus of the site around water and existing planting. Proposed built development follows key movement routes with a boulevard street providing the vehicular spine. Larger scaled buildings are located on the level plateaux to the east of the site with smaller scale buildings located to the west of the site where there are some level changes. The aims of the landscape strategy are to create an attractive workplace setting, improve interconnectivity of green infrastructure within and adjacent to the site, and enhance local biodiversity.

8.69 The proposals would result in a change to the existing landscape character with replacing the vacant buildings, compounds, access tracks and low-level grazing areas with the introduction of several large-scale buildings. However, in time, most residents and road users would have limited awareness of a change in the area due to the influence of distance, variations in landform and intervening vegetation and buildings. As landscape work progressively matures, the scheme will be screened off only being glimpsed from the east-west footpath through the site. It will in time become a far more mixed landscape with buildings enclosing previously open views.

8.70 The applicant's visual assessment has been reviewed independently by the Council's own landscape consultant. The designs are good in terms of screening function, potential biomass resource, biodiversity, effective habitats, health of planting, and longevity, together with the application of management best practice.
8.71 It is concluded however that the landscaping strategy will progressively significantly minimise the visual effects (in line with the requirements of JCS Policy 3 Landscape Character). There will be some remaining visual harm in early years arising from the loss of openness and views of roof structures, but this will be from only some limited vantage points to the west and south. This is more than offset by the longer-term planting maturity that will screen views significantly.

8.72 The proposed B2 and B8 buildings would be of a similar character and form to the existing and consented buildings within the core of the Energy Park but designed to have a higher quality contemporary appearance. The units would retain a simple form and appearance as suits a development designed to merge into the landscape.

8.73 The maximum height of the proposed buildings in Phase 1 has been determined by the specific requirements of the end users and their operational requirements. This results in a maximum building ridge height of 17.4m. The height of the remaining development is set at 15 metres. This is higher than the Neighbourhood Plan requirement of 12.36m, but it is concluded the height will not result in visual harm (see comments on visual impact and impact on walkers presented below).

8.74 Good building design and layout is achieved. The proposed materials and details will effectively establish a sense of consistency between buildings. High quality design and finishes alongside careful consideration of the use of colour to reduce visual impact on the landscape has been important. A selection of green tones has been shown on the elevations and have been applied. These colours have been selected as capable of reducing the visual impact of the proposed development and helping to assimilate the buildings into the landscape and skyline.

8.75 The proposals will result in a change to the existing landscape character with replacing the vacant buildings, compounds, access tracks and low-level grazing areas with the introduction of several large-scale buildings and roads. The change in landscape character would predominantly be experienced within a very local context. This is due to its location on a plateau, with the proposed buildings set back on the plateau, and the presence of several woodlands, particularly around the perimeter of the Energy Park.

8.76 The landscape works would be undertaken at an advanced stage of the proposed development, in the first available planting season of Phase 2a. The proposed planting would all be located on land within the blue line ownership of the application and can therefore be secured through planning conditions. These conditions will be designed to allow for earthworks and bund construction to take place whilst initial ground remodelling proceeds.

8.77 The proposal has been measured against the Chelveston Neighbourhood Plan (Policy REN1) that aims to prevent new permanent buildings more than this height as a control on visual impact. It is concluded there would be very limited visibility of the even the tallest proposed building beyond the site. Within the site the existing and consented solar arrays will obscure some views of the proposed building from the public rights of way near the site. Mature woodland screens, and new planted areas will in time significantly moderate or obscure visual impact.
iv. **Residential Visual Amenity and Impact on Walkers**

8.78 The nearest residential properties are situated at The Crescent, Chelston Rise which are located approximately 125m west of the site boundary and 225m west of the nearest proposed buildings.

8.79 The layout has been configured so that the impact of the building mass and scale is limited on the surrounding landscape and Chelston Rise. The north east of the site forms part of a level plateau which extends to the original airfield, making this area of the site suitable for buildings with a larger footprint. By contrast, the topography to the south-west of the site has a greater slope and therefore there is greater sensitivity in this area to the existing residential development to the west and long views across the landscape.

8.80 The scheme been significantly amended to include a large landscaped visual screen (with varying height of between 1.5 - 2m and a width between 15 and 20m) between the site and Chelston Rise. Once matured the planting will significantly screen the site as seen at close quarters from Chelston Rise. The new buildings will not readily be seen from this important south-east view, but there will be an impact while the landscape work matures. This screening work will be done at a very early stage of the project.

8.81 Other views will still be possible at close quarters, notably from the nearby footpaths. Walkers will be close to the proposed new planting and their views are relatively easy to screen away. Indeed, some present views from footpaths within the site are not possible given the existing solar panels that stands 2m or so high.

8.82 The native woodland, tree and hedgerow planting would include a 20-40m wide woodland belt along the western site boundary that connects with the existing Hare Spinney woodland; and a hedge and 10m wide tree belt along the northern and eastern site boundaries. Much of this is also designed to provide an important new habitats and wildlife corridors, providing new linkages and connections to existing woodland and hedgerows, also new foraging opportunities for mammals, birds, and bats.

v. **Cumulative Visual Effects Given Other Sites Recently Developed or Likely to be Developed.**

8.83 Some local comments suggest that this otherwise quiet rural area is being overwhelmed with ‘exciting’ new innovations. Regard has therefore been given to the possibility of a cumulative adverse effect together with other developments.

New developments that might be relevant include:

a. **The energy park itself.** There would be a notable awareness of an increase in built development in combination with the developed central part of the Energy Park. An awareness of an increased presence of built form within the view creating a cumulative effect is possible in the early years. There would particularly be some effects relating to walkers and horse riders using the rights of way where they pass through the energy park. The effect would be short term due to the screening effect of the establishing tree belt.

b. **Industrial site off Upper Higham Lane.** This is approximately 800m to the south-west of the site. Here permission has been granted (in 2018) for the
construction of a plastic recycling and recovery facility involving the conversion of waste plastic by pyrolysis into diesel petrol and LPG. The proposals include two large scale buildings (the tallest building is 21m in height). The proposals also include a stack of 35m height. These structures would be experienced in different geographical locations and visual contexts. It would however be seen primarily from footpaths to the west. The present development would be viewed in peripheral terms, or only from occasional points along footpaths. As a result the combined adverse impact would be negligible.

c. **Rushden East Sustainable Urban Extension.** This would be expected to take several years before any commencement of work started on site and would take many more years to reach a size where it starts to have a significant effect on the wider landscape character. During this time, it would be expected that the existing established planting and vegetation within Site 1 Commercial and the proposed planting that forms part of the proposed development would have established to provide an effective mitigation.

vi. **Long Term Landscape Management**

8.84 This topic has exhibited complexity given the years given the work done since 2014 on overlapping plans to offset the visual impact of wind turbines, new buildings, and the solar park. The opportunity has there been taken to consolidate this work into one document known as a Landscape and Ecology Management Plan (LEMP).

8.85 The overall Plan is to ensure successful establishment and to ensure ongoing objectives are met in terms of screening function, potential biomass resource, biodiversity, effective habitats, health of planting, and longevity, together with the application of management best practice applied in a consistent manner. Given that robust new landscape his central to the scheme’s acceptability, it is proposed to impose a condition requiring a biennial report (every 2 years) on progress, thus enabling easy enforcement as might be necessary.

d. **Impact on residents from noise and vibration**

*Noise from Construction and Operation.*

8.86 This was a key issue raised in consultation. There are very few dwellings located in proximity to the proposed development. Chelston Crescent is located approximately 125m west of the site boundary and 225m west of the nearest of the proposed buildings. All other dwellings are located significantly further from the development and there are no noise sensitive buildings proposed as part of the site. The applicants have done very full noise assessment that has been reviewed by the Environmental Protection team, who have no objection.

8.87 Construction of the various phases of the development will occur at distances that will not result in noise levels that approach typical construction noise limits. However, noise during construction works would be controlled by generally restricting works to standard working hours and exclude Sundays. This would be underpinned by a Construction Environmental Management Plan (CEMP).
There could be various plant introduced as part of the proposed development depending on the industry that occupies the various buildings. It is expected that the impact will be particularly low. Furthermore, most of the potentially noisy plant would be housed within buildings which will appropriately insulated, further minimising any potential impact.

**Noise from Increased vehicle movements.**

This is an issue also raised in consultation. There may be a noticeable increase in the number of HGVs passing a few residences located next to local roads along the proposed construction traffic route. A similar but lesser impact will occur during operation of the site. Sporadic vehicle movements passing dwellings situated on local roads already occur and the introduction of the development is not considered to unduly change the current situation. As a result, this aspect of the noise generated by the proposed development is considered not significant.

Conditions will require a Construction Environment Management Plan covering on-site noise, dust, and hours of construction.

**e. Access and Highway Safety**

i. **The expected levels of traffic generated.**

The LHA agree that the site can be accessed in an acceptable manner whilst still allowing the existing highway network to function in a safe and efficient way. As a result of the proposed design measures, the effects of the project on the surrounding local highway network would not result in any significant adverse highways effects at any location.

ii. **Sustainability of the location, and condition of the road.**

In access terms the site occupies an unsustainable location given its distance from major settlements. This issue is addressed above in 'Principle of Development'. This adverse consideration is balanced by the stronger sustainability imperative to fully exploit proximity to the renewable energy park in a manner that is acceptable.

Access improvements such as footway/cycleway provision has been considered along Newton Road / Upper Higham Lane but would not be commensurate with the level of development, and as the highway corridor width is limited. Is it important to improve the condition of Newton Road / Upper Higham Lane and potentially widen the carriageway in selected areas. Once a pre-commencement condition survey has been undertaken this will assist to identify such improvements. The improvements will be sought to be secured via condition under a Section 278 Agreement with the works to be undertaken by the applicant.

Other measures to be required by conditions or legal agreement include:

- **Proposed speed Limit change** to 40mph on Church Lane, Rushden Road and Bidwell Lane - the applicants will first need to provide a submission to the Speed Limit Review Panel.
- **Surfacing the existing access road** from the private access up to the junction with Caldecott Road as this adopted carriageway is currently not suitable to serve any more traffic and may need some areas of full reconstruction.
- **Lorry signs.** The LHA has concerns that, as a result of this application, the
number of HGVs passing through Caldecott could be exacerbated therefore we request that the applicant investigates lorry signs at the junction of B645/Upper Higham Lane, and also to a short 7.5 Tonne weight limit through Caldecott.

iii. Parking.

8.95 It is proposed that a total of 425 car parking spaces will be made available within the commercial areas, with 75 additionally assigned to visitors, service vehicles and car-share use across the site. The overall figure of 500 accords with the requirements of adopted Parking Standards (Sept 2016) for a mostly B2/B8 development and acceptably equates to 1.8 spaces per 100sqm of floor-space.


8.96 The site is not well placed to be served by existing bus services; bus stops are too far way for practical use in Higham Ferrers. It is not then considered likely that existing Public Transport routes can currently provide a realistic alternative to the private car. This is a negative aspect of the proposal.

8.97 In the longer term the East Rushden Urban Extension and possibly other sites are likely to come into play. This allocation would see the construction of some 2,500 new dwellings to the east of the A6, which in turn would bring with it the likelihood of new public transport opportunities being provided. These would then bring buses significantly closer to the site.

8.98 v. Travel Plan

A Travel Plan will be prepared for this development, which must identify a range of alternative transport means to the site that could be implemented and other useful ways of reducing car usage in overall terms. This Travel Plan will be intended to act as an umbrella document for the development, with individual occupiers being required to submit their own Plans for approval prior to occupation. This can be secured by condition.

vi. HGV Routing

8.99 All construction and operation HGV traffic to and from the site would be controlled by routing restrictions in accordance with the TA, which would prevent the use of local roads through Chelveston cum Caldecott by such vehicles. As a result, construction traffic and operational HGV traffic would be confined to Newton Road and thence the A45 via the A6 to the north and south, thereby avoiding sensitive areas. The applicant has controlled such movements in association with the CREP and remains committed to doing so in relation to the CEIP proposals.

f. Response to Objectors’ Comments – Additional Comments

i. Lighting and Night-time Visual Impact.

8.100 The site has a predominantly dark setting. The proposed lighting scheme for any future development consequently needs to be carefully considered to minimise the effect of artificial light. Once the proposed planting has established, most lower level lighting and light reflected from surfaces would be obscured by vegetation. The use of cut-off luminaires and cowlings would prevent sky glow. Conditions will address
this in detail.

\textit{ii. Chelveston Parish Council’s Objection to use of Newton Road}

8.101 As expressed in the Consultation summary above, the Parish see inconsistency in the LHA’s concern about a new housing site being consulted on as part of the emerging Local Plan Part 2. The LHA’s advice, for that housing site, is that Newton Rd is in poor condition and undulating with some potential with constraints. Therefore, NCC strongly advises the site is served from the proposed Rushton East development rather than attempt to upgrade Newton Rd.

The LHA’s response as follows.

"... we have maintained the view that the proposals demonstrate an unsustainable location however the improvements required to mitigate this along Newton Road / Upper Higham Lane would not be commensurate with the level of development and therefore it is unreasonable to make the request to provide a footway along the length of existing carriageway to tie into Chelveston Road particularly as the highway corridor width is limited.

In response to the comments made relating to the Gladman site the number of associated pedestrian movements would be far greater and there is an opportunity to avoid the costly exercise of bringing Newton Road up to current standards including a shared footway / cycleway by utilising better connectivity from the emerging adjacent site Rushden East

We do consider it appropriate to improve the condition of Newton Road / Upper Higham Lane and potentially widen the carriageway in some areas. Once a pre-commencement condition survey has been undertaken this will assist to identify such improvements. The improvements will be sought to be secured via condition under a Section 278 Agreement with the works to be undertaken by the applicant.

In regard to traffic routing from the Renewable Energy Park or Rushden East, the primary objective will be to get HGV’s onto the Strategic Road Network as efficiently as possible."

\textbf{g. Other Technical Matters}

8.102 The proposal acceptably covers the following:

\textbf{i. Heritage Assets.} Work by the applicant shows the site only falls within the setting of St Marys church (Grade I) and that it lay outside the settings of other heritage assets and on the margins of the setting of the Highham Ferrers Conservation Area. Given distance and intervening buildings there is sufficient separation that there is no material impact on the conservation area or any other heritage asset.

\textbf{ii. Archaeology.} The heritage assessment has identified the potential for archaeology of local importance to survive in the proposed development area. The nature, extent and character of this archaeology is unknown but might relate to the later prehistoric or Roman periods. However, it is considered unlikely that any archaeology will require in-situ preservation. The assessment recommends targeted trial trenching consistent with the approach followed for the development elsewhere in the airfield.
iii. Contamination. The possibility of encountering unexpected 'hotspots' of contaminated materials cannot be ruled out. Should suspicious material be encountered during the development works, a condition will be imposed to require appropriate remediation.

iv. Lighting. This will not be a logistics park; such areas tend to be characterised by large marshalling yards and high-level lighting. The lighting scheme expected here will allow for reasonable amounts of security lighting, dominated by bollard type low-level lighting. The concerns of the Campaign for Dark Skies to minimise upward light pollution are accepted. External lighting will be LED lighting units with a zero-degree tilt angle such that lighting is directed straight down towards the ground where practical. Whilst there would be some reflected light from the ground, this would be minimal. Additionally, as part of the strategy to minimise energy use, lighting at the site would make use of passive-infra-red motion detection technology to automatically turn lights on and off both inside and outside of the building. Specific lighting units have not been selected at this stage, but details will be confirmed prior to construction of the development.

v. Flood Risk.
A drainage assessment has been satisfactorily completed and meets the requirements of the Northamptonshire County Council – Lead Local Flood Authority. Conditions will address construction details and management.

vi. Biodiversity.

The landscape theme is addressed earlier, developed to retain the key habitats on-site with a net gain in tree, shrub, and aquatic habitat. There is no objection from the County Ecologist provided suitable conditions are imposed.

As part of the landscape scheme, hedgerows with trees will be planted at the southern, northern, and eastern site boundaries. This will provide a substantial net increase in hedgerow length on-site and provide enhanced foraging and refuge habitat for birds, mammals, and invertebrates. In addition to on-site planting, new native hedgerows will be planted off-site along the boundary with The Crescent at Chelston Rise.

Native wildflower grassland will be seeded within the open space at the west of the site which will provide a botanical enhancement. In addition, this will enhance opportunities for invertebrates at the site and provide enhanced foraging habitat for bats, reptiles, and amphibians.

An attenuation basin will be created within the west of the Site, which will include an area of permanent open water. This will provide a net gain in aquatic habitat on-site and therefore enhanced opportunities for amphibians, invertebrates and foraging bats, as well as providing a water source for other fauna, such as mammals and birds. Margins of the basin will be seeded with a native wetland wildflower mix, providing a botanical enhancement and opportunities for invertebrates.

Policy JCS Policy 4 requires a net biodiversity gain and this requirement is comfortably met.
9 The Planning Balance

‘HFUR’ - Higham Ferrers, or Site 1 - Housing

9.1 Although largely vacant, remaining business occupiers on this prospective housing site will have the opportunity offered to move to the new Commercial Site 2 with new energy efficient buildings, or other sites owned by the applicant. This is a welcome move that will secure existing employment. The consequence is that the overall provision of employment after development will be no less than that of the current use or most recent use. This offer is welcomed and adds some weight to its overall acceptability.

9.2 The Higham Ferrers Neighbourhood Plan protects the site for employment. Policy 22 of the JCS (Delivering Economic Prosperity), and Policy EN18 of the emerging new Local Plan (LPP2) (Protected Employment Areas). These together set out that existing employment sites should be safeguarded. However, in favour it can be demonstrated that there is no reasonable prospect of the site being used for employment and that an alternative use would be more appropriate.

9.3 Considerable weight may also be given to policy imperatives to bring under-used brownfield sites back into use within the existing urban area. The site may reasonably come forward for residential development. In this instance, this outweighs the policies safeguarding employment land.

9.4 National planning policies (including NPPF 148 and 154) include ensuring security of energy supply, and decarbonising. This proposed housing site of 120 homes will deliver energy efficiency well above standards required by the current and future Building Regulations. The development will achieve a 75% CO₂ emission reduction against Building Regulations benchmarks through high standard construction with enhanced insulation to minimise heat loss and energy demands of the buildings. This saves the equivalent energy consumed in 44 average homes in a year (an estimate provided by the Council’s own consultants). It is of considerable importance that such new standards for housing growth are advanced. The model nature of the project weighs heavily in the balance supporting approval and is supported by JCS Policy 9.

9.5 The design, scale, and detailing of the properties is acceptable consistent with JCS Policy 8 (place shaping principles). Outdoor amenity space meets new open space policy requirements in the LPP2. Environmental considerations and local amenity issues are also positively addressed. This new neighbourhood will be protected from noise from neighbouring land uses. There are no negative considerations to weigh in the balance other than minor adjustments covered by conditions.

9.6 Other environmental matters are positively addressed (JCS Policies 5 and 6). This includes surface water management and decontamination of soils polluted by previous industrial uses.

9.7 The main access from the north has also been the subject of change. As part of a balanced highways assessment, the LHA has compelled the applicant to close a present access off the A6 roundabout. The LHA reason that this offered the right balance of safety at the cost of sending more exiting traffic westwards from the site and an increase in queuing onto the A6 at morning peaks.
However, given the sensitivity of this junction, and the considerable scope for local traffic patterns to change over the next few years, officers additionally recommend that a review of the design for the key access from Kimbolton Road should be undertaken prior to any house construction starting. This will allow for a possible design refresh with updated traffic surveys. This is all provided for in the proposed legal agreement and has the applicant’s agreement.

Site layout allows good non-car movement from the site to the town centre of Higham Ferrers as well as providing improved future connectivity to the new housing site to the south (east of Ferrers School). Conditions and the legal agreement will secure off site access improvement as supported by JCS policy 10 (Infrastructure)

The Chelveston Employment and Innovation Park, or Site 2a & b – Commercial

This former airfield site, once occupied by buildings and near former military quarters, is previously developed land (thereby gaining policy support expressed in NPPF 118) but this is given less than substantial weight. This is given that its recent life has been predominantly open and used for agricultural uses.

It was chosen for development given established maturing planting blocks, and appropriate landform to maximise the chance of effective screening. In the short term, the proposals will result in a change to the existing landscape character with the introduction of several large-scale buildings and roads. The change in landscape character would be marked but predominantly experienced within a very local context. In the longer-term screening of some substance will be achieved meeting the requirements of JCS Policy 3 (Landscape Character).

To ensure longer term actions are robust, a landscape and ecology management plan will replace this new site into landscape management for the whole Chelveston Estate. It will be a pre-commencement planning condition to secure an early establishment of landscape work close to Chelston Rise.

The possibility of a cumulative adverse visual effect and disturbance jointly with other recent developments has been addressed (e.g. a nearby industrial estate and new housing sites east of Higham Ferrers). Some major housing developments, if permitted, will not have any effect for many years, thus allowing new landscape frameworks on this site to mature.

This part of the project does not sit well with the Chelveston Neighbourhood Plan (CNP) that seeks no further development in the airfield other than projects that generate renewable energy. This project does not generate power (so is not policy compliant in this respect) but instead seeks to use renewable energy generated within the Renewable Energy Park at the point of its production. In this report, this conflict with CNP Policy REN1 is outweighed by the considerable weight of strategic priorities in Joint Core Strategy (JCS) Policy 22(a) for developing and expanding renewable and low carbon energy and green technologies. JCS Policy 26 also lends strategic support as this is bringing forward a desirable project that is not elsewhere being delivered.

The site would offer a leading example way of decarbonising commercial activity consistent with national (NPPF 148 and154) and local planning policies. It will provide new energy efficient buildings that will be serviced by renewable energy supply by a ‘direct wire’. It is a highly innovative scheme that will harness the significant volumes of renewable energy generated at the Energy Park. The situation of a new commercial park next to an energy park is reflective of a template for a
‘best in class’ Energy Park. This extends to the building quality that will be the ‘BREEAM excellent’ standards as would be expected for a new employment area located in the countryside. The environmental policies of the JCS are very positively addressed as, once fully completed, it is the applicant’s assessment the combined Carbon Savings of the tenants from being situated on the CEIP would be 8,793 Tonnes of CO2 per year - the equivalent CO2 emissions from over 2000 homes from their gas and electricity

9.16 This site can deliver employment growth in priority employment sectors identified in Paragraph 8.9 of the JCS: namely high-performance technologies; and renewable and low carbon energy and green technologies, including food production. The ability to provide new business space to priority employment sectors is again a significant benefit of the scheme which weighs heavily in favour of the proposals in the planning balance.

Both sites - support and opposition

9.17 A key objection to Housing-Site 1 from adjacent business occupiers expressed concern their operations would not be constrained by new housing neighbours. Their interests have been satisfactorily addressed with a considerably revised layout and conditions.

9.18 Federal Estates have attracted support for Commercial Site 2 from key national and regional organisations, underpinning the strategic importance of the facility bringing a stable low carbon energy supply to energy intensive industry. Officers conclude that having such a facility close to a housing growth area offers an exceptional opportunity for further innovation with low carbon communities.

9.19 However, considerable objection to the Commercial Site 2 has been received from residents and Chelveston Parish Council given the countryside location, visual impact, location away from good road access, potential disturbance, and poor accessibility. These concerns reflect the matters in NPPF 83/84 and JCS Policies 11,13, and 25 (that rural development needs to be of an appropriate scale, and well related to a settlement). They have all been brought into the balance with a conclusion that negatives (such as short-term visual impact, B-class road access, disturbance to residents from operations or traffic) may be more than offset by the overall sustainability of the proposal. It is simply not possible to secure the decarbonising innovations offered here elsewhere. Conditions will also address concerns about disturbance (from construction as well as operation), appearance and landscape screening, road conditions and future improvements to those roads.

9.20 The Highways Authority do not object but want to improve the condition of Newton Road / Upper Higham Lane and potentially widen the carriageway in some areas. Once a highway condition survey has been undertaken this will assist to identify such improvements. The improvements will be sought to be secured via condition and under a Section 278 Agreement with the works to be undertaken by the applicant over a period of years, prior to occupation and later at periods following initial use.

9.21 It is accepted the location, being remote from main settlements, is a negative consideration contrary to policy. Although a Travel Plan will be secured to maximise for instance car sharing, it stands in conflict with those policies that promote greater levels of non-car access than would be secured here. The opportunity to link power generation from renewable sources with users could not be achieved at any other site. The balance of considerations relating to promoting low carbon communities
thereby falls in the applicant's favour with far more decarbonising gains than losses. This is a significant material planning consideration when assessing the planning balance.

9.22 For reasons given above the combined development across both presents sustainable development.

10 Other Matters

10.1 Equality Act 2010
It is not considered that the proposal raises any concerns in relation to the Equality Act (2010).

10.2 Local Finance
There are no local finance considerations which would add or remove weight to the other considerations already discussed elsewhere in the report. No contractual arrangements that have an impact on Northamptonshire County Council, East Northamptonshire District Council or the on-site contractor FCC have played any part in assessment of this application, nor do such arrangements represent material planning considerations.

The proposed new homes will result in a sizeable payment of New Home Bonus to East Northamptonshire Council to support ongoing delivery of essential services and will increase Council Tax revenue. These are material financial considerations which provide economic support to the proposal.

The proposed development will also provide a financial economic benefit to East Northamptonshire Council. The replacement employment floorspace from HFUR would ensure that the existing business remain within the administrative area of the Council and business rates are not lost and the new employment floorspace would result in the creation of new business rates generation from the new business occupiers of the CEIP site.

11 Planning Obligations

These are as follows:

For site 1 - Housing.

Financial provision to cover:
   a. education
   b. health centre contributions
   c. nature conservation Special Protection Area
These are detailed in Appendix 1 of this report.

Additional non-financial measures will provide for the following.
   d. Affordable housing
   e. Current occupiers to be offered relocation from Housing Site 1 once new floorspace is available off-site or at Commercial Site 2.
   f. Prior to starting any works above ground level to review local traffic conditions, in accordance with an agreed scope of study to be agreed with the LHA. This is to ensure designs for the main access from Kimbolton Road are reviewed with any design changes secured to the satisfaction of the LPA.
   g. A "Links Corridor" to adjacent land. This is a carriageway to be built in accordance with all relevant adoptable highways standards as approved in
writing by the County Council to provide connectivity between this site and the adjacent land to the east to allow for connections to the adjacent land as part of an approved residential development (currently planning application 18/01648/OUT on the Adjacent Land), and to grant a right of access to the adjacent landowner over the Links Corridor.

h. Completion of the Greenway route Phase 2A in accordance with an agreed specification and timescale. The works are to extend south of Kimbolton Road to connect with the completed section near the Ferrers School (a north-south distance of about 300m) and improvement to an east-west section of 200m at the southern end linking the site to Midland Road (already hard-surfaced but surface and signage improvements needed), with bollard access controls at access points, associated lining and shared-use signage, plus directional destination signage at access points and junctions. If implementation cannot be achieved, then a commuted sum is to be agreed for local access improvements in Higham Ferrers.

i. Open Space Specification and delivery, confirming:
   i. details of the Open Space Works to be provided on the Open Space Land including a programme for delivery, including any remedial works design specification and landscaping treatments together with equipment for the Play Areas to be provided to serve the Development;
   ii. details of the maintenance standards that are to be applied to the Open Space Land and Open Space Works to serve the development.
   iii. once completed to the Council’s satisfaction (independent confirmation to be secured of completion to defined standards) to either maintain the open space, or to pass the open space over to a management agency with full funding arrangements in place.

j. Implementation of the travel plan

k. Management of energy supply systems to ensure continuity of supply and equitable energy pricing for all houses.

For site 2 - Commercial

Non-financial measures to provide for the following.

l. Constraints on the type of occupiers allowed at Commercial Site 2 consistent with its status as an Energy and Innovation Park (to be from the priority sectors of Renewable and Low Carbon Energy and Green Technologies)

m. A limitation to prevent the new Commercial Site 2 being sold, let, or otherwise separated in ownership and control from the present Chelveston Renewable Energy Park (thus retaining the special character of Commercial Site 2 as an Innovation Park supplied with locally provided renewable energy).

n. Implementation of the Travel Plan to maximise non car travel and car sharing.

o. An obligation to investigate lorry signage and local speed limit changes, and payment for any new signs and associated road works to support this.

12 Recommendation

12.1 Recommendation 1

If a satisfactory legal agreement is completed by 31 May 2021 (or other agreed date) which secures obligations as set out in this report: GRANT planning permission subject to conditions. Any Heads of Terms, which are not agreed at the time of the Committee resolution shall be delegated to the Head of Planning Services.
12.2 **Recommendation 2**

If satisfactory Heads of Terms cannot be agreed and a subsequent satisfactory legal agreement to secure obligations as set out in this report and those delegated to the Head of Planning Services is not completed by 31 May 2021 (or other agreed date): Delegate to Head of Planning Services to REFUSE planning permission

**Legal agreement terms**

12.3 These are listed above in Section 11 and in Appendix 1 to this report.

12.4 **CONDITIONS**

**CONDITIONS FOR SITE 1 - HOUSING**

1 The following conditions 1-26 shall relate only to the element of the housing site at Higham Ferrers.

**Reason:** For clarity given the hybrid nature of this permission with three separate sections.

2 The development hereby permitted shall be begun before the expiration of 5 years from the date of this permission.

**Reason:** To comply with Section 91 of the Town and Country Planning Act 1990, as amended, and to acknowledge phasing plans with a commencement is dependent Commercial Site 2 being commenced.

3 **Approved drawings and documents.**

The development shall be carried out in accordance with the following plans and documents except as may be substituted with subsequently approved details:

**Plans**

1. WYK-317-SUR-01 location plan
2. 001 '0'-Site layout
3. 002 J-Site layout-1of2
4. 003 'l'-Site layout-2of2
5. 004A-Site sections & elevations
6. 011A bin and cycle store elevations
7. 012A single garage floor plans
8. 013A double garage
9. 014A triple garage floor plans
10. 100C (AH)
11. 200B (AH)
12. 300C (AH)
13. 400B (AH)
14. 500B (AH)
15. 600B floorplans
16. 700B floorplans
17. 800B floorplans
18. 900B floorplans
19. 1000B floorplans
20. 1100B floorplans
21. 1400B floorplans
22. 1800B floorplans
23. 1900B floorplans
24. 2000B floorplans
25. 2100 floorplans
26. Site Access Proposals - Figure 6 (Rev C)

Documents
29. Environmental Statement Appendices and addenda:
   a. Addendum Chapter A7 and Appendix A7.1 Noise (submitted August 2020)
   b. Addendum Appendix A5.2 – Travel Plan (rev A August 2020)
   c. Chapter 8 Ecology
   d. Appendix 6.1 -Air Quality Report by CERC dated 22 Oct 2019
   e. Appendix A12.1 – Flood Risk Assessment (March 2020)
   f. Addendum Appendix A12.1 Flood Risk Assessment - Part 1, 2 & 3 (August 2020)

Reason: for the avoidance of doubt and in the interests of proper planning.

Note: Submitted House floorplans 1200B, 1300B, 1500B, 1600B and 1700B are not approved given Condition 5 below that requires amendment to upper floor internal layout

**Prior to the commencement of any groundworks**

4. **Construction and Environmental Management**
   Prior to the commencement of any part of the development hereby permitted including ground preparation works, a Construction and Environmental Management Plan shall be submitted to and approved in writing by the local planning authority. The Construction Management Plan shall include and specify the provision to be made for the following.
   i. Measures to control the emission of dust and dirt during construction. The submission must have regard to the Mitigation Measures advanced in Appendix 6.1 of the Air Quality technical Report dated 20 October 2019.
   ii. Control of noise emanating from the site during the construction period.
   iii. Hours of construction work for the development.
   iv. Contractors’ compounds, materials storage and other storage arrangements, cranes and plant, equipment, and related temporary infrastructure.
   v. Designation, layout and design of construction access and egress points.
   vi. Internal site circulation routes.
   vii. Directional signage (on and off site).
   viii. Provision for emergency vehicles.
   ix. Provision for all site operatives, visitors and construction vehicles loading and unloading plant and materials
   x. Provision for all site operatives, visitors and construction vehicles for parking and turning within the site during the construction period.
   xi. Details of measures to prevent mud and other such material migrating onto the highway from construction vehicles, and other similar debris on the adjacent public highways.
xii. Storage of plant and materials used in constructing the development.

xiii. Enclosure of phase or development parcel development sites or development parcels and the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate.

xiv. Waste audit and scheme for waste minimisation and recycling/disposing of waste resulting from demolition and construction works.

The approved Construction Management and Environment Plan shall be adhered to throughout the construction period and the approved measures shall be retained for the duration of the construction works.

Construction activities on site will normally be carried out between 08.00 hours to 18.00 hours Monday to Friday and 08.00 hours to 13.00 hours on Saturdays, with no such activities on a Sunday or a Public or Bank Holiday.

Reason: In the interests of residential amenity, highway safety and visual amenity in accordance with the North Northamptonshire Core Spatial Strategy.

5 Contamination.

The development hereby permitted shall not be commenced until a scheme to deal with any contamination of land or pollution of controlled waters has been submitted to and approved in writing by the Local Planning Authority (LPA) and until the ground preparation measures approved in that scheme have been implemented. The scheme shall include:

i), a further site investigation shall be carried out to characterise the nature and extent of any land contamination fully and effectively and/or pollution of controlled waters. It shall specifically include a risk assessment that adopts the Source-Pathway-Receptor principle, in order that any potential risks are adequately assessed considering the sites existing status and proposed new use. The site investigation and findings shall be forwarded to the LPA without delay upon completion.

ii) thereafter, a written method statement detailing the remediation requirements for land contamination and/or pollution of controlled waters affecting the site shall be submitted to and approved in writing by the LPA, and all requirements shall be implemented and completed to the satisfaction of the LPA. No deviation shall be made from this scheme. If during development contamination not previously considered is identified, then the LPA shall be notified immediately, and no further work shall be carried out until a method statement detailing a scheme for dealing with the suspect contamination has been submitted to and agreed in writing by the LPA.

iii a full closure report shall be submitted to and approved in writing by the LPA prior to the commencement of the first dwelling. The report shall provide verification that the required works regarding contamination have been carried out in accordance with the approved Method Statement(s). Post-remediation sampling and monitoring results shall be included in the closure report to demonstrate that the required remediation has been fully met.

Reason: To assess whether the site is polluted and to address any pollution
to ensure a satisfactory development. This issue is integral to the development and therefore full details need to be finalised prior to the commencement of works.

**Prior to any development above ground level.**

6

*Revised internal design to improve the acoustic environment of selected houses.*

Prior to any development above ground level the following shall be submitted to and approved in writing by the Local Planning Authority.

The revised design and internal layout of all dwellings fronting onto the spine road from a point where the road enters the site in the north to the southern internal T junction (by Plot 99) as shown on drawing WYK-317-PA-001-'O'-Site layout. This relates to the presently submitted house designs 1200B, 1300B, 1500B, 1600B, 1700B and is to address upper floor layout relating to external noise impact.

Notwithstanding the submitted plans, only this approved scheme shall be implemented concurrently with the development to the exclusion of the arrangement shown on WYK-317-PA-001'O'-Site layout.

**Reason:** To secure improved internal design arrangement to the upper floors in the interest of protecting acoustic amenity. (Note: The re-design of these dwellings running the length of the spine road will be expected to reconsider internal layout, positioning of windows to ensure where practicable that larger habitable rooms at first floor level do not overlook the industrial area to the west.)

7

*Acoustic barriers*

Prior to any development above ground level the following shall be submitted to and approved in writing by the Local Planning Authority:

a. the design, location, and specification of all acoustic barriers (including removable sections). This shall include the noise bund along the western boundary to the industrial estate, and the 4m high demountable acoustic fence to protect the development from traffic noise from the A6.

b. full details of any acoustic glazing and comfort cooling measures All such features in items a and b above shall be implemented in full prior to first occupation of any house. The barriers shall be retained and maintained for fit for its purpose for the lifetime of the development.

In the event that a further acoustic barrier within the housing site to the east is approved by the Local Planning Authority and substantially completed between the eastern boundary of this site and the A6 trunk road, then the acoustic barrier on that face shall, unless otherwise approved in writing, be reduced to a height not exceeding 2m above ground level in accordance with a previously approved specification. The approved scheme shall be implemented.

**Reason:** To create an acceptable acoustic environment for the development,
also being consistent with the Noise elements of the Environmental Statement Addendum dated 13.08.20.

8 **Noise control for battery storage facility.**

Prior to any development above ground level the following shall be submitted to and approved in writing by the Local Planning Authority.

a. A scheme for the control of noise and vibration from the battery storage facility. The equipment shall be designed and maintained in a condition so that the rating level of noise emitted from the battery storage facility (determined using the guidance of BS 4142:2014) shall not exceed 45dBA90,T during the daytime and 31dBA90,T during the night time. For the assessment, the authority will accept 07:00-23:00 hours as covering the daytime period and 23:00-07:00 hours as covering the night-time period.

b. After installation of the battery storage facility hereby permitted no new plant shall be used without meeting the above standards. The development shall be carried out in accordance with the approved details and implemented prior to first occupation of any house.

**Reason:** To protect the residential amenity of the locality and to ensure that replacement plant meets appropriate acoustic standards.

(Note: Noise can be assessed if required with reference to an agreed surrogate point that by calculation results in the above criteria being met.)

9 **Revised highway layout near Plot 101.**

Prior to any development above ground level the following shall be submitted to and approved in writing by the Local Planning Authority:

Revised drawings to show new road, cycle way and footpath arrangements in the highway adjacent to Plots 99 - 101 with a new temporary turning head for vehicles on Plot 101.

The approved details shall be implemented concurrently with the development.

**Reason:** The current arrangement requires adaptation to deliver a straight cycle route connecting to the existing Greenway. An additional turning head is also required until such time as connection is made to the adjoining site.

10 **Surface Water management design**

Prior to any development above ground level full details of the surface water drainage scheme for the site, based on the approved Flood Risk Assessment for Land at Higham Ferrers, Northamptonshire rev 2.0 ref 19-0308 of Environmental Statement Chapter 12.1 dated 8th July 2020 prepared by Rolton Group, have 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 completed.

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 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 all control chambers (including site specific levels mAOD)

**Reason:** To ensure the installed Surface Water Drainage System is satisfactory and in accordance with the approved reports for the development site.

11 **Drainage ownership and maintenance.**

No occupation shall take place until a detailed scheme for the ownership and maintenance for every element of the surface water drainage system proposed on the site has been submitted to and approved in writing by the Local Planning Authority and the maintenance plan shall be carried out for the lifetime of the development.

**Reason:** To ensure the future maintenance of drainage systems associated with the development.

12 **Drainage implementation.**

No occupation of any dwelling shall take place until a Verification Report for the installed surface water drainage system for the site/phase, based on the approved Flood Risk Assessment for Land at Higham Ferrers, Northamptonshire rev 2.0 ref 19-0308 of Environmental Statement Chapter 12.1 dated 8th July 2020 prepared by Rolton Group has been submitted in writing by a suitably qualified independent drainage engineer and approved by the Local Planning Authority. The report shall include:

a) Any departure from the agreed design is keeping with the approved principles

b) Any As-Built Drawings and accompanying photos

c) Results of any performance testing undertaken as a part of the application process (if required / necessary)

d) Copies of any Statutory Approvals, such as Land Drainage Consent for Discharges

e) CCTV survey confirming that the system is free from defects, damage and foreign objects

f) Confirmation of adoption or maintenance agreement for all SuDS elements as detailed within the drainage strategy is in place

**Reason:** To ensure the installed Surface Water Drainage System is satisfactory and in accordance with the approved reports for the development site.

13 **Foul water**

Prior to any development above ground level, a scheme for on-site foul water drainage works, including connection point and discharge rate, shall be submitted to and approved in writing by the Local Planning Authority. Prior to the occupation of any phase, the foul water drainage works relating to that phase must have been carried out in complete accordance with the approved
scheme.

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

14 **Fire Hydrants**

Prior to any development above ground level a scheme and timetable detailing the provision of fire hydrants and their associated infrastructure shall be submitted to and approved in writing by the Local Planning Authority. The fire hydrants and associated infrastructure shall thereafter be provided prior to first occupation in accordance with the approved scheme and timetable.

**Reason:** To ensure adequate water infrastructure provision is made on site for the local fire service to tackle any property fire.

15 **Lighting**

Prior to any development above ground level the provision of a scheme for lighting the public and private areas of the development shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with these approved details in accordance with an implementation plan to be agreed. Details shall include location, design, height and lux, uniformity level and a management and maintenance schedule to be retained for the lifetime of the development.

**Reason:** In the interests of amenity and crime prevention.

**Prior to the commencement of the first dwelling**

16 **Roofing and facing materials**

Prior to the commencement of the first dwelling hereby permitted, full details of the external roofing and facing materials (to be used for the construction of the dwellings) shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with the approved details.

**Reason:** To achieve a satisfactory appearance for the development.

17 **Boundary treatment**

Prior to the commencement of the first dwelling hereby permitted, details of the provision of boundary screening to the site shall be submitted to and approved in writing by the Local Planning Authority. This shall include details indicating the positions, height, design, materials, and type of boundary treatment to be erected. This boundary screening shall then be provided in accordance with the details so approved in accordance with an agreed timetable for its implementation and shall thereafter be retained and maintained for the lifetime of the development.

**Reason:** To ensure adequate standards of privacy for neighbours and occupiers and to safeguard the amenity of the area.
18  **Finished slab levels**

Prior to the commencement of the first dwelling details of the following shall be submitted to and approved in writing by the Local Planning Authority:

drawings showing the slab levels and finished floor levels of the dwellings in relation to the existing and proposed ground levels of the site, the ground levels of the surrounding land as well as identifying the proposed ridge height levels and the ridge heights of all neighbouring properties (as may include the adjacent housing site to the east if approved).

The development shall thereafter be constructed in accordance with the details so approved in writing by the local planning authority.

**Reason:** For the avoidance of doubt and to ensure a satisfactory form of development in relation to neighbouring land and buildings and the street scene.

19  **Landscaping.**

Prior to the commencement of the first dwelling details of the following shall be submitted to and approved in writing by the Local Planning Authority:

a scheme of landscaping and tree planting indicating, inter alia, the number, species, heights of planting and positions of all trees in respect of the land to which that application relates, together with details of post planting maintenance and such a scheme shall require the approval of the Local Planning Authority before any development above ground level is commenced. Such scheme as is approved by the Local Planning Authority shall be carried out in its entirety in accordance with a phasing scheme beginning with the date on which development is commenced. All trees, shrubs and bushes shall be maintained by the owner or owners of the land on which they are situated for the period of five years beginning with the date of completion of the scheme and during that period all losses shall be made good as and when necessary.

**Reason:** To ensure that the development is adequately landscaped with biodiversity objectives met in landscape design in the interests of visual amenity and biodiversity enhancement.

20  **Landscape and ecological enhancement measures.**

Prior to the commencement of the first dwelling, a Landscape and Ecological Management Plan (LEMP), in accordance with the strategy in the Environmental Assessment Chapter 8, shall be submitted to and be approved in writing by, the Local Planning. The content of the LEMP shall include the following:

a) Description and evaluation of features to be managed.
b) Ecological trends and constraints on site that might influence management.
c) Aims and objectives of management.
d) Appropriate management options for achieving aims and objectives.
e) Prescriptions for management actions.
f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
g) Details of the body or organisation responsible for implementation of the plan.

h) Ongoing monitoring and remedial measures.
The LEMP shall also include details of the legal and funding mechanism(s) by which the long term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery.
The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details.

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

21. **Play equipment**

Prior to the commencement of the first dwelling details of the following shall be submitted to and approved in writing by the Local Planning Authority: a scheme for the provision of children's play equipment. This scheme shall provide for a Local Area for Play (LAP) and shall include the precise specification of the children's play equipment and the timing of its provision on site. Development shall thereafter be carried out in accordance with the agreed scheme and installed prior to 25% of the houses being completed. Thereafter, the play areas and equipment shall be retained and maintained in good, safe, usable order in perpetuity in accordance with the agreed details.

**Reason:** To ensure that the needs of children's play are met.

22. **Prior to installation, details of external utility features**

**Design details of external services.**

Details of the design and positions of all external boxes for gas and electricity supplies and of any gas flues and soil vent pipes shall be submitted to and approved in writing by the Local Planning Authority prior to their installation. The development shall thereafter be carried out in accordance with the approved details prior to the occupation of each relevant dwelling and there shall be no variation from the details so approved.

**Reason:** To achieve a satisfactory appearance for the development.

23. **Prior to first occupation**

**Entrance highways works**

Prior to the first occupation of any dwelling hereby permitted, the finished highway works shown on 'Site Access Proposals - Figure 6 (Rev C)' shall be completed.

**Reason:** In the interests of highways safety for occupiers
Sustainable construction details.

Prior to development above ground level, a comprehensive energy strategy shall be re-submitted to and approved in writing by the Local Planning Authority.

The strategy shall demonstrate how the development will achieve at least a 75% improvement on Part L of the Building Regulations (building emission rate compared to target emission rate). The energy strategy shall include details of:
(a) baseline energy demand and carbon emissions (regulated and unregulated)
(b) proposed energy efficiency measures
(c) low carbon or decentralised energy (including location, energy source, output, connection arrangements), both on-site and off-site
(d) renewable energy sources, having regard to the site and location, nature of development proposal, and carbon reductions already achieved through the energy hierarchy
(e) calculation of the remaining energy demand and carbon dioxide emissions (regulated and unregulated)
(f) plans to detail the location of the proposed technologies including any associated machinery and equipment
(g) associated air quality or noise management reports connected with Air Sourced Heat Pumps (including mitigation measures)
(h) details of water fittings achieving internal use of no more than 105 litres/person/day. Predicted water use calculations for example house types should be provided to demonstrate this is achievable with the fittings being considered.

The strategy shall also demonstrate that the development will achieve compliance with Building Regulations.

The development shall thereafter not proceed other than in accordance with all the measures as agreed in the approved strategy, which shall be installed prior to the occupation of any dwelling, permanently retained and utilised as the main power sources for the development. The measures shall include the installation of metered measures to monitor the energy output from the approved systems.

The "as built" stage Building Regulations Output Document from approved software shall be submitted to the Local Planning Authority within one month of any staged or phased completion or otherwise once 25%, 50% and 75% of the houses are completed. These shall confirm that the development has achieved a minimum 75% improvement in carbon emissions on Part L of the Building Regulations.

Reason: To reflect the terms of the application and to secure the optimum energy and resource efficiency measures, low-carbon and decentralised energy, and on-site renewable energy generation.
(Note: reference to the Building Regulations here is to ensure consistency with that separate regulatory regime)
25 Electric vehicle (EV) charging

Prior to first occupation of each dwelling hereby permitted, each house shall be installed with electric vehicle charging points in operating condition. All such points shall be retained or replaced with comparable installations.

Reason: To reflect the terms of the application and to secure the optimum energy and resource efficiency measures, use of low-carbon energy, and on-site renewable energy generation.

Ongoing requirements

26 Use of the battery storage area.

The battery storage area shall only be used for its designed purpose to store energy systems used in connection with this housing area. The height of any structures shall not exceed four metres above the predominant ground level of the housing site. The area shall not be used for general storage.

Reason: To ensure no undue visual impact or disturbance to the occupiers of nearby houses.
CONDITIONS FOR SITE 2A COMMERCIAL - FULL APPLICATION FOR SITE 2A

1. The following conditions 1- 52 shall relate only to Site 2a of the Commercial site at the Chelveston Renewable Energy park.

Reason: For clarity given the hybrid nature of this permission with three separate sections.

2. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990, as amended.

3. Approved drawings and documents.

The development hereby permitted shall be carried out in accordance with the following plans and documents except as may be substituted with subsequently approved details

Plans

1. Redline Plan -DW2 Rev A 09.10.19
2. Illustrative Masterplan DW4 Rev G - dated 17.09.19
3. Parameters Plan Rev A Savills DW 5 dated 09.10.19
4. Phase 1 Masterplan DW6 dated 09.10.2019
5. Landscape strategy whole site B18052/103A
6. Landscape plan (on CREP boundary off site) B18052.402
7. Landscape Plan (Bund planting plan, off site) B18052.401
8. 201c RJC building 1
9. 202c Haulage building 2
10. 203d Spread Building 3 plans -hydroponics
11. 204d Spread Building 3 elevation
12. 205b Building 4 floor plan
13. 206b Building 4 elevations
14. 207b Building 5 plans & elevations
15. 208a Building 6 floor plan(s)
16. 208b Building 6
17. 209a Building 7 plan and elevations
18. 209b Building 7
19. 210 Spread Building 3 roof plan

Documents

20. Landscape and Ecology Management Plan (LEMP) July 2020
21. Environmental Statement CEIP Chapter 8 Ecology (and Appendices 8.1-8.5)
22. Figure A3.3 – Parameter Plan
23. Environmental Statement 2019 and Addendum 2020:
   a. Appendix 6.1 - Air Quality Report by CERC dated 22 Oct 2019
   b. Chapter A7 Noise & Vibration and Appendix A7.1
   c. Chapter 8 Ecology
   d. Surface water management documents:
      i. Flood risk assessment 19-0308 rev 2 29.04.2020,
ii. Drawing 190308-RGL-ZZ-XX-DR-D-120-0003 rev S2-P02 entitled Proposed Levels
iii. Environmental Statement CEIP Chapter 12.1 (FRA as updated)
e. Geo-Environmental and Geotechnical report, Rolton Group rev S2-P01 17.02.2020
24. Travel Plan (Framework) October 2019

Reason: for the avoidance of doubt and in the interests of proper planning.

Prior to any ground works commencing.

Construction and Environmental Management Plan

Prior to the commencement of any part of the development hereby permitted including ground preparation works, a Construction and Environment Management Plan (CEMP) shall be submitted to and approved in writing by the local planning authority. The CEMP shall include and specify the provision to be made for the following.

i. Overall strategy for managing environmental impacts which raise during construction with reference made to the key mitigation requirements in the submitted Environmental Statements on Landscape and Ecology.
ii. Measures to control the emission of dust and dirt during construction. The submission must have regard to the Mitigation Measures advanced in Appendix 6.1 of the Air Quality technical Report dated 20 October 2019.
iii. Control of noise emanating from the site during the construction period.
iv. Hours of construction work for the development.
v. Contractors’ compounds, materials storage and other storage arrangements, cranes and plant, equipment and related temporary infrastructure.
vi. Designation, layout and design of construction access and egress points.
vii. Internal site circulation routes.
viii. Directional signage (on and off site).
ix. Provision for emergency vehicles.
x. Provision for all site operatives, visitors and construction vehicles loading and unloading plant and materials
xi. Provision for all site operatives, visitors and construction vehicles for parking and turning within the site during the construction period.
xii. Details of measures to prevent mud and other such material migrating onto the highway from construction vehicles.
xiii. and other similar debris on the adjacent public highways.
xiv. Routing agreement for construction traffic.
xv. Storage of plant and materials used in constructing the development.
xvi. Enclosure of phase or development parcel development sites or development parcels and the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate.
xvii. Waste audit and scheme for waste minimisation and recycling/disposing of waste resulting from demolition and construction works.

The approved CEMP shall be adhered to throughout the construction period and the approved measures shall be retained for the duration of the construction works.
Construction activities on site will normally be carried out between 08.00 hours to 18.00 hours Monday to Friday and 08.00 hours to 13.00 hours on Saturdays, with no such activities on a Sunday or a Public or Bank Holiday.

Reason: In the interests of residential amenity, highway safety and visual amenity in accordance with the North Northamptonshire Core Spatial Strategy.

5 Archaeological review.

No development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Planning Authority.

This written scheme will include the following components, completion of each of which will trigger the phased discharging of the condition:

1. (i) fieldwork in accordance with the agreed written scheme of investigation,

2. (ii) post-excavation assessment (to be submitted within six months of the completion of fieldwork, unless otherwise agreed in advance with the Local Planning Authority),

3. (iii) completion of post-excavation analysis, preparation of site archive ready for deposition at a store (Northamptonshire ARC) approved by the Local Planning Authority, completion of an archive report, and submission of a publication report to be completed within two years of the completion of fieldwork, unless otherwise agreed in advance with the Planning Authority.

Reason: To ensure that features of archaeological interest are properly examined and recorded, and the results made available, in accordance with NPPF Paragraph 199.

6 Early commencement of surface water attenuation basin.

Ground works prior to commencement of building construction will include the excavations for the surface water attenuation basin prior to the commencement of surface water and contamination investigations for the site. If contamination is discovered works shall cease until such time as remediation in accordance with the general requirements

Such excavation shall not commence until archaeological investigations have concluded in accordance with Condition 5 above.

Reason: To ensure ground preparations are instigated in advance of the clearance of other conditions to allow for site levelling and to provide materials for the creation of landscape bunds to comply with Condition ?? below.
Prior to the commencement of above ground building construction

Upper Higham Lane/Newton Road Improvements

Prior to the commencement of above ground building construction (this excludes site preparation works, erection of fences and hoardings and the creation of a site compound, temporary access and haul roads and demolition) a scheme to provide a Highway Conditions Survey and Remedial Plan covering the full length of Upper Higham Lane/Newton Road between the development and Chelveston Road shall be submitted to and approved in writing by the Local Planning Authority. The approved Conditions Survey and Remedial Plan shall be implemented as agreed.

Reason: In the interests of ensuring local road access is fit for purpose (Note: Separate Highways agreements will be required to secure design approval and implementation)

Improvement to unnamed public road at site entrance

A scheme of repairs to the unnamed road at the approach to the site is to be agreed with the Local Planning Authority prior to the commencement of any development above ground level. The scheme shall apply to the whole length of the public road from the site entrance to its junction with Bidwell Lane. It shall provide a specification for an improved public access and bridleway route either on, or adjacent to, the present road. The agreed scheme shall be implemented prior to first use of the new development.

Reason: The road surface will be damaged by construction operations. This is to allow for continued public access towards footpaths and bridleways over this poor-quality public road.

Offsite advance planting to screen the site from Chelston Rise and the west

The following landscape work shall be implemented in the first available planting season following the commencement of any ground preparation works: Planting Drawing No. B18052.402:‘Off-Site CREP Boundary Planting’ and Drawing No B18052.401 ‘Bund Planting Plan’ beyond the western site boundary of the application site but within the wider Energy Park boundary. All trees, shrubs and bushes shall be maintained for the period of ten years beginning with the date of completion of the scheme and during that period all losses shall be made good as and when necessary. No building shall commence development until this work has been completed.

Reason: To secure advance planting at an early stage close to Chelston Rise in the interests of securing the visual amenity of those residents. This work does not need to wait for compliance with any other condition.

Contamination

The development hereby permitted shall not be commenced until a scheme to deal with any contamination of land or pollution of controlled waters has been submitted to and approved in writing by the Local Planning Authority (LPA) and until the measures approved in that scheme have been implemented. The scheme shall include all the following measures:
i), a further site investigation shall be carried out to characterise the nature and extent of any land contamination fully and effectively and/or pollution of controlled waters. It shall specifically include a risk assessment that adopts the Source-Pathway-Receptor principle, in order that any potential risks are adequately assessed considering the sites existing status and proposed new use. The site investigation and findings shall be forwarded to the LPA without delay upon completion.

ii) thereafter, a written method statement detailing the remediation requirements for land contamination and/or pollution of controlled waters affecting the site shall be submitted to and approved in writing by the LPA, and all requirements shall be implemented and completed to the satisfaction of the LPA. No deviation shall be made from this scheme. If during development contamination not previously considered is identified, then the LPA shall be notified immediately, and no further work shall be carried out until a method statement detailing a scheme for dealing with the suspect contamination has been submitted to and agreed in writing by the LPA.

iii) a full closure report shall be submitted to and approved in writing by the LPA Prior to the commencement of the first dwelling. The report shall provide verification that the required works regarding contamination have been carried out in accordance with the approved Method Statement(s). Post-remediation sampling and monitoring results shall be included in the closure report to demonstrate that the required remediation has been fully met.

Reason: To assess whether the site is polluted and to address any pollution to ensure a satisfactory development. This issue is integral to the development and therefore full details need to be finalised prior to the commencement of works

11 Surface water drainage

No above ground work shall take place until full details of the surface water drainage scheme for the site or phase, based on the approved Flood Risk Assessment for Chelveston Industrial Scheme rev 2.0 ref 19-0308 dated 29th April 2020 prepared by Rolton Group have 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 completed.

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 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 all control chambers (including site specific levels mAOD).

Reason: To reduce the risk of flooding both on and off site in accordance with the NPPF and Policy 5 of the Core Strategy for North Northamptonshire by ensuring the satisfactory means of surface water attenuation and discharge from the site
12 **Drainage ownership and maintenance**

No above ground work shall take place until a detailed scheme for the ownership and maintenance for every element of the surface water drainage system proposed on the site/phase has been submitted to and approved in writing by the Local Planning Authority and the maintenance plan shall be carried out in full thereafter. Details are required of which organisation or body will be the main maintaining body where the area is multifunctional (e.g. open space play areas containing SuDS) with evidence that the organisation/body has agreed to such adoption. The scheme shall include, a maintenance schedule setting out which assets need to be maintained, at what intervals and what method is to be used.

A site plan including access points, maintenance access easements and outfalls.

Maintenance operational areas to be identified and shown on the plans, to ensure there is room to gain access to the asset, maintain it with appropriate plant and then handle any arisings generated from the site. Details of expected design life of all assets with a schedule of when replacement assets may be required.

**Reason:** To reduce the risk of flooding both on and off site in accordance with the NPPF and Policy 5 of the Core Strategy for North Northamptonshire by ensuring the satisfactory means of surface water attenuation and discharge from the site.

13 **Implementation and phasing of drainage works**

The implementation and phasing of works shall be such that all necessary surface water run-off attenuation and mitigation measures for each development phase shall be full constructed, commissioned and operational prior to the creation of new impermeable areas within the development phase, unless otherwise agreed in writing by the Local Planning Authority.

**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.

14 **Drainage Verification Report**

No Occupation shall take place until a Verification Report for the installed surface water drainage system for the site/phase, based on the approved Flood Risk Assessment for Chevleston Industrial Scheme rev 2.0 ref 19-0308 dated 29th April 2020 prepared by Rolton Group, has been submitted in writing by a suitably qualified independent drainage engineer and approved by the Local Planning Authority. The report shall include:

a) Any departure from the agreed design is keeping with the approved principles
b) Any As-Built Drawings and accompanying photos
c) Results of any performance testing undertaken as a part of the application process
d) Copies of any Statutory Approvals, such as Land Drainage Consent for Discharges
e) CCTV survey confirming that the system is free from defects, damage and foreign objects
f) Confirmation of adoption or maintenance agreement for all SuDS elements as detailed within the drainage strategy is in place

Reason: To ensure the installed Surface Water Drainage System is satisfactory and in accordance with the approved reports for the development site.

Fire Hydrants

No development shall take place until a scheme and timetable detailing the provision of fire hydrants and their associated infrastructure has been submitted to and approved in writing by the Local Planning Authority. The fire hydrants and associated infrastructure shall thereafter be provided in accordance with the approved scheme and timetable.

Reason: To ensure adequate water infrastructure provision is made on site for the local fire service to tackle any property fire.

Sustainable construction - securing BREEAM ‘excellent’ standards.

Prior to any development above ground level, details of design assessment demonstrating commitment to achieving at least ‘Excellent’ standard shall be submitted along with a pre-assessment showing how this target can be achieved. This submission shall be accompanied by a statement on how industrial design and layout maximises solar gain to demonstrate exemplary status.

The development shall only proceed in accordance with the approved details.

The approved measures are to be put in place prior to completion to ensure ‘BREEAM fitout’ takes place.

Before first occupation of each building a BREEAM Design Stage certificate will be required showing the achievement of achieving BREEAM Excellent

Within six months of completion of each building, BREEAM post completion reports demonstrating achievement of the ‘excellent’ standard shall be submitted to the Local Planning Authority.

Reason. The scheme has in part been justified by undertaking to construct buildings to exemplary environmental standards. The development would not otherwise have been permitted given its countryside location.

Prior to the commencement of the first building

Foul water

Prior to the commencement of the first building, a scheme for on-site foul water drainage works, including connection point and discharge rate, shall be submitted to and approved in writing by the Local Planning Authority. Prior to the occupation of any phase, the foul water drainage works relating to that phase must have been carried out in complete accordance with the approved scheme.
Reason: To prevent environmental and amenity problems arising from flooding

18 **Roofing and facing materials**

Prior to the commencement of the first building, full details of the external roofing and facing materials) shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with the approved details.

Reason: To safeguard the amenity of the area

19 **Boundary treatment**

Prior to the commencement of the first building details of the provision of boundary screening to the site shall be submitted to and approved in writing by the Local Planning Authority. This shall include details indicating the positions, height, design, materials, and type of boundary treatment to be erected. This boundary screening shall then be provided in accordance with the details so approved in accordance with an agreed timetable for its implementation and shall thereafter be retained and maintained for the lifetime of the development.

Reason: To safeguard the amenity of the area

20 **Finished slab levels**

Prior to the commencement of the first building details of the following shall be submitted to and approved in writing by the Local Planning Authority.

Drawings showing the slab levels and finished floor levels in relation to the existing and proposed ground levels of the site, the ground levels of the surrounding land. The development shall thereafter be constructed in accordance with the details so approved in writing by the local planning authority.

Reason: To achieve a satisfactory appearance for the development.

21 **Landscaping**

Prior to the commencement of the first building details of the following shall be submitted to and approved in writing by the Local Planning Authority.

A scheme of landscaping and tree planting indicating, inter alia, the number, species, heights on planting and positions of all trees in respect of the land to which that application relates, together with details of post planting maintenance and such a scheme shall require the approval of the Local Planning Authority before any development above ground level is commenced. Such scheme as is approved by the Local Planning Authority shall be carried out in its entirety in accordance with a phasing scheme beginning with the date on which development is commenced. All trees, shrubs and bushes shall be maintained for the period of **ten** years beginning with the date of completion of the scheme and during that period all losses shall be made good as and when necessary.
Reason: To ensure that the development is adequately landscaped, in the interests of its visual amenity and that of the area in which it is set.

(Note this condition overlaps with Condition 33 that concerns itself with advance planting close to Chelston Rise)

22 Ongoing landscape and ecological mitigation measures and enhancement

The approved Landscape and Ecology Management Plan schedule for management works shall be implemented concurrently with the development. A biennial report (every 2 years) shall be submitted to the Local Planning Authority providing a progress report on implementation for a 10-year period following the end of the first planting period after the commencement of development.

Reason: To ensure that the development is adequately landscaped, in the interests of its visual amenity and that of the area in which it is set.

23 Prior to occupation, and continuing requirements

The development permitted is for 32,900m² of new floorspace across Site 2a (detailed permission element) and Site 2b (outline permission element). Overall floorspace shall not exceed the following proportions

- 65% Class B2 General Industrial,
- 15% Class B8 Storage and Distribution,
- 6% Class E Offices, and
- 14% use as an agricultural building (vertical farm).

Reason: In granting this permission the Council has had regard to the special circumstances of this case. Unrestricted use would be unacceptable in view of the creation of an Innovation Park with employment predominantly linked to the high use of energy produced on site, and to reflect the terms of the transport assessment produced to support the application.

24 Noise control - details of mechanical and electrical plant and rating level of operational noise emitted

Details of mechanical and electrical plant to be installed at any individual unit comprising part of the development shall be submitted in writing and approved by the Local Authority prior to the relevant part of the development 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 Method for rating and assessing industrial and commercial sound or any amendments or modifications) shall be at least 5dB below the existing measured background level LA90,T at the nearest noise sensitive receptor during the day and night 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 restrictions.

For the assessment, the authority will accept 07:00 - 23:00 for the daytime and 23:00 - 07:00 hours as covering the night-time period. For the assessment, a surrogate compliance point can be agreed with the Local
Planning Authority, that by calculation or modelling would result in achieving the require sound levels at the nearest noise sensitive receptor.

Reason: To protect residential amenity of the locality.

25 Electric vehicle charging points

Prior to the occupation of any building, a scheme to provide a site wide system of electric vehicle charging points shall be agreed with the Local Planning Authority. The approved scheme shall be implemented prior to the occupation of the relevant building and thereafter retained for the designed purpose.

Reason: To secure exemplar status for the development utilising on-site power generation to support future zero carbon transport.

Prior to first use

26 Lighting

Prior to first use of the development hereby approved, details of any exterior lighting shall be submitted to the Local Planning Authority for approval in writing. The lighting plan will include details of lighting units and angles of lighting to be installed, including measures such as passive-infrared-sensors to be incorporated to minimise light spill from the site. The approved details shall be adhered to for the lifetime of the development.

Reason: To ensure protection of the local environment and minimise upward light spill.

27 Lighting and bats

Security lighting detailed to comply with Condition 50 above should be designed to minimise disturbance to any commuting/oraging bats in the vicinity of the existing woodland areas during and after the proposed development works. Security lighting should be directed only where required and avoid upward lighting. Shields can be used to help with directing the lighting. Light intensity (i.e. lux levels) should be kept as low as possible to reduce the overall amount and spread of illumination. The type of light should also be considered, for example lights with high ultraviolet content (e.g. metal halide or mercury lights) should be avoided or fitted with UV filters.

Reasons: to ensure full implementation of ecology mitigation measures needed during construction and after completion.
CONDITIONS FOR SITE 2B COMMERCIAL - OUTLINE PERMISSION ELEMENT

1 The following conditions numbered 1 onwards shall relate only to Commercial Site 2b.

Reason: For clarity given the hybrid nature of this permission with three separate sections. The following relates to the outline element of the permission only.

2 Approval of the details of the access, layout, scale and appearance and the landscaping of each phase of the development (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority in writing before each phase of the development is commenced.

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

3 Application for the approval of the reserved matters must be made not later than the expiration of five years beginning with the date of this permission.

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

4 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.


5 Approved drawings and documents.

The development hereby permitted shall be carried out in accordance with the following plans and documents as may be substituted with subsequently approved details as agreed in writing.

Plans

a. Redline Plan -DW2 Rev A 09.10.19
b. Illustrative Masterplan DW4 Rev G - dated 17.09.19
c. Parameters Plan Rev A Savills DW 5 dated 09.10.19
d. Landscape strategy whole site B18052/103A

Documents

a. Landscape and Ecology Management Plan (LEMP) July 2020 Environmental Statement 2019 and Addendum 2020:

b. Appendix 6.1 - Air Quality Report by CERC dated 22 Oct 2019

c. Chapter A7 - Noise & Vibration and Appendix A7.1

d. Chapter 8 - Ecology (and Appendices 8.1-8.5)

e. Surface water management documents:

i. Flood risk assessment 19-0308 rev 2 29.04.2020

ii. Drawing 190308-RGL-ZZ-XX-DR-D-120-0003 rev S2-P02 entitled Proposed Levels
iii. Environmental Statement CEIP Chapter 12.1 (FRA as updated)
   f. Geo-Environmental and Geotechnical report, Rolton Group rev S2-P01 17.02.2020
   f. Travel Plan (Framework) October 2019

Reason: for the avoidance of doubt and in the interests of proper planning.

Note: if granted the decision notice will then repeat conditions above 4-27 as already recommended for Site 2A - Commercial, adapted to Site 2b - Commercial.
Appendix 1: Developer Contribution Schedule arising from consultee requests, for Site 1 Housing only

<table>
<thead>
<tr>
<th>Developer contributions set out in SPD/requested by consultees</th>
<th>Proposed by applicant</th>
<th>Agreed Heads of Terms To be subject to cross checking given changes to scheme as first submitted</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Education</strong> based on 120 units total 10x1 beds, 36 x 2 beds, 56 x 3 beds, 15x4 beds, 3 x 5 beds. Total request is £1,093,626</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>1 Early Years</strong> Request by NCC 1 bed - £0/ 2 bed - £3724 3 bed - £3972 4 + bed - £4220</td>
<td>As requested</td>
<td>As per request. An Early Years contribution of £407,880</td>
</tr>
<tr>
<td><strong>2 Primary Education</strong> Request by NCC 1 bed - £0 2 bed - £1614 3 bed - £3972</td>
<td>As requested</td>
<td>As per request. A Primary Education contribution of £325,334 will be required,</td>
</tr>
<tr>
<td><strong>3 Secondary Education</strong> Request by NCC 1 bed - £0 2 bed - £1170 3 bed - £4600 4+ bed - £5941</td>
<td>As requested</td>
<td>As per request. A Secondary Education contribution of £360,412 will be required</td>
</tr>
<tr>
<td><strong>4 Library</strong> Request by NCC 1 bed - £109 2 bed - £176 3 bed - £239, 4 + bed - £270</td>
<td>As requested</td>
<td>As per request. A total figure is not available at this stage as the exact mix is not known.</td>
</tr>
<tr>
<td><strong>5 Health (GP Premises Development)</strong> Request by NHS</td>
<td>As requested</td>
<td>As per request. £93,508.27</td>
</tr>
<tr>
<td><strong>6 SPA Mitigation</strong> SPA SPD £296.55 per dwelling</td>
<td>As per SPD</td>
<td>As requested. Total is £35,586</td>
</tr>
</tbody>
</table>

Note – contributions may be indexed linked, therefore actual sums required may vary.
Additional non-financial requirements for Site 1 and Site 2 are covered in Section 10 of the main report
Appendix 2 – Habitats Regulations Assessment

Habitat Regulation Assessment (HRA) Screening Matrix and Appropriate Assessment Statement

PLEASE NOTE: Undertaking the HRA process is the responsibility of the decision maker as the Competent Authority for the purpose of the Habitats Regulations, however, it is the responsibility of the applicant to provide the Competent Authority with the information that they require for this purpose.

<table>
<thead>
<tr>
<th>Application reference:</th>
<th>18/01648/OUT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Application address:</td>
<td>Location</td>
</tr>
<tr>
<td></td>
<td>1. LAND AT FEDERAL ESTATES, HIGHAM FERRERS, NN10 8HW AND</td>
</tr>
<tr>
<td></td>
<td>2. LAND AT CHELVESTON RENEWABLE ENERGY PARK, CALDECOTT, NN9 6AR</td>
</tr>
<tr>
<td>Application description:</td>
<td>Hybrid application comprising:</td>
</tr>
<tr>
<td></td>
<td>Site 1. Federal Estates land off Newton Road, Higham Ferrers: demolition of industrial buildings and redevelopment to create 120 dwellings with highway works, battery storage area, landscaping, acoustic fencing and bunding. (Full planning permission).</td>
</tr>
<tr>
<td></td>
<td>Site 2. Phased development of land at the Chelveston Renewable Energy Park with. (2a) 10,000sqm of replacement employment space - six buildings in B2/B8 Use Class - and a 4,900sqm building for vertical farming in horticultural/agricultural use with highway works, and landscaping. (Full planning permission); and (2b) Development of up to 18,000sqm of employment space - B1/B2/B8 Use Classes - with a maximum of 2,000sqm of B1 Use and new substation (Outline planning permission all matters reserved except Access).</td>
</tr>
<tr>
<td>Status of Application:</td>
<td>Pending decision</td>
</tr>
<tr>
<td>Proximity to SPA:</td>
<td>Within 3km</td>
</tr>
</tbody>
</table>

Lead Planning Officer: Gordon Smith

Stage 1 - details of the plan or project

<table>
<thead>
<tr>
<th>European site potentially impacted by planning application,</th>
<th>YES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Is the planning application, project or plan directly connected with or necessary to the management of the site (if yes, Applicant should have</td>
<td>NO</td>
</tr>
</tbody>
</table>
Are there any other projects or plans that together with the planning application being assessed could affect the site (Applicant to provide details to allow an 'in combination' effect to be assessed)?

YES, The HRA for the North Northamptonshire Joint Core Strategy assessed the in-combination effect of residential development within a 3km catchment of the SPA and concluded that such development would have an adverse effect on its integrity of the SPA unless avoidance and mitigation measures are in place.

Stage 2 - HRA screening assessment

Test 1: the significance test – The Applicant to provide evidence so that a judgement can be made as to whether there could be any potential significant impacts of the development on the integrity of the SPA.

Conclusion on the need for a full Habitats Regulations Assessment (Appropriate Assessment) (has evidence shown there is a need for a full HRA?) Yes

The application is for development resulting in a net gain in residential units within 3km (linear distance) of the SPA. The HRA for the North Northamptonshire Joint Core Strategy identified that the ‘in-combination’ impact of proposals involving a net increase of one or more dwellings will have an adverse effect on the integrity of the SPA unless avoidance and mitigation measures are in place; therefore a contribution from each new dwelling is required to meet the Regulations.

The ruling by the Court of Justice of the European Union on the interpretation of the Habitats Directive in the case of People Over Wind and Sweetman vs Coillte Teoranta (ref: C 323/17) requires development relying on mitigation to no longer be considered at the screening stage but taken forward and considered at the appropriate assessment stage. Therefore as the application requires mitigation it will need to be considered at the appropriate assessment stage.

Stage 3 - HRA – Appropriate Assessment

Test 2: the integrity test – If there are any potential significant impacts, the applicant must provide evidence showing avoidance and/or mitigation measures to allow an Assessment to be made. The Applicant must also provide details which demonstrate any long term management, maintenance and funding of any solution.

A mitigation strategy has been proposed to avoid and mitigate likely significant effect on the Upper Nene Valley Gravel Pits SPA by making a financial contribution towards Strategic Access Management and Monitoring (SAMM) and/or other suitable infrastructure. This would reduce the adverse impact of people visiting the SPA through specific measures and monitoring.

The applicant has agreed to the contribution being secured by Section 106 agreement, therefore this would ensure the development would not result in harm to the integrity of the Special Protection Area.

Stage 4 – Summary of the Appropriate Assessment (To be carried out by the Competent Authority (the local planning authority) in liaison with Natural England
Conclusion:

Development in the area surrounding the Upper Nene Valley Gravel Pits SPA could lead to increased public access for recreation, e.g. from dog walking, which in turn can lead to disturbance of the notified bird populations and impacts to the ability of birds to use the site for feeding and roosting.

It is considered that if there are satisfactory mitigating measures put into place the development would be considered to be acceptable. Adequate mitigation measures can be achieved by the payment of £269.44 per dwelling to fund a range of measures which could include fencing and screening, footpath diversions, wardenising and monitoring. The applicant has agreed to pay the Contribution and this would be secured by legal agreement.

Natural England Officer: Alice Watson

Summary of Natural England’s (NE) comments:
The proposal is within the zone of influence of the Upper Nene Valley Gravel Pits Special Protection Area (SPA), and therefore is expected to contribute to recreational disturbance impacts to the bird populations for which the SPA has been notified.

Mitigation for these impacts is available via a financial contribution towards a strategic mitigation project, set out within the Upper Nene Valley Gravel Pits Special Protection Area Supplementary Planning Document.

Notwithstanding this, Natural England’s advice is that this proposed development, and the application of these measures to avoid or reduce the likely harmful effects from it, may need to be formally checked and confirmed by your Authority, as the competent authority, via an appropriate assessment in view of the European Site’s conservation objectives and

in accordance with the Conservation of Habitats & Species Regulations
Appendix 3 - Site Plans
1. LAND AT FEDERAL ESTATES, NEWTON ROAD, HIGHAM FERRERS, NN10 8HW, AND:
2. LAND AT CHELVESTON RENEWABLE ENERGY PARK, CALDECOTT, NN9 6AR
19/01781/Ful
Site 2 - Commercial

Phase 1
Phase 1a
Phase 2

Chelveston Innovation Park
All plans and documents can be viewed using the link [here](#) using the Case Ref. No. 19/01781/FUL

Case Ref. No. 19/01781/FUL
1. LAND AT FEDERAL ESTATES, NEWTON ROAD, HIGHAM FERRERS, NN10 8HW, AND:
2. LAND AT CHELVESTON RENEWABLE ENERGY PARK, CALDECOTT, NN9 6AR

### Updates

<table>
<thead>
<tr>
<th>Page No.</th>
<th>Late consultation responses</th>
<th>Officers Rec.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Northamptonshire County Council, LHA</td>
<td>Approval subject to s106</td>
</tr>
<tr>
<td></td>
<td>Site 1 Housing. Main access to north of site. They stress that the applicants, with the present arrangement, have demonstrated suitable access to the site subject to technical audits, appropriate safety audits, and any associated traffic regulation orders. Agreed with officers that an additional ‘traffic management strategy’ for access and egress to site is to be agreed prior to the commencement of above ground house construction. This will be secured in the legal agreement (see below). Additional advisory comments also made on highway construction standards for adoption.</td>
<td></td>
</tr>
<tr>
<td>Late objection from Occupier of Industrial estate at Bury Close</td>
<td>Site 1 Housing. Objects that it could adversely affect their business given noise form 24 hr production. This is addressed in the report at page 33 paragraphs 8.14 and 8.15.</td>
<td></td>
</tr>
<tr>
<td>Late objection from an agent acting for local farming business</td>
<td>Site 2 Commercial. Objects that this is a very heavy industrial estate in the open countryside, and will be harmful to residents in The Crescent, Chelston Rise. This is addressed in the report at several places.</td>
<td></td>
</tr>
</tbody>
</table>
Late near identical objections x2 from Housebuilder connected with adjacent site (East of Ferrers School), and a local resident.

Site 1 Housing.
The adjacent site has been requested to make substantial contributions to the local bus service that will have to serve both sites, yet this application does not appear to be being asked to make any contribution to mitigate the impact it will have on this service
In a similar vein, the Town Council has requested a contribution to the new community centre which seems to have been supported on the adjacent site, but not here
Response: Contribution to local bus service will be sought.
No contribution to community centre sought as this would be a disproportionate requirement. The present scheme is already providing significant benefits with energy saving construction that is beyond normal policy requirements, as well as local Greenway improvements.

**Corrections and additions to Report**

**Page 2**
Application reference incorrectly given as 19/01093/FUL. It should be 19/01781/Ful as shown on page 1.

**Page 24 paragraph 7.17**
Site 2 Commercial.
Clarification and correction to comments of Northamptonshire County Council, LHA. Correction to bullet point where proposed speed limit changes are referred to. Remove Bidwell Lane (incorrect road referred to).

**Page 37, after paragraph 8.11.**
Site 1 Housing
Correction.
Add a missing heading:
```
b. Design and Layout
i. Physical Qualities of the New Neighbourhood
```
Then continue with paragraph 8.12 ‘…The existing site at Higham Ferrers…’

**Page 55**
Expansion for clarity of S106 Head of Terms for legal agreement, paragraphs J and O to read:
```
Site 1 Housing
Add at J:
  j. Implementation of the Travel Plan to maximise non car travel including financial
```
provision to support for public transport (£1000 per house)

Add after J, a new provision.

"An additional ‘traffic management strategy’ for access and egress to site with new traffic studies is to be agreed prior to the commencement of above ground house construction”

Site 2 Commercial

"o. An obligation to use best endeavours to investigate lorry signage and local speed limit changes, and payment for any new signs and associated road works to support this. Proposed speed limit changes to be looked at include key roads approaching Caldecott, Chelveston and Newton Bromswold."

The site will then have a near identical s106 requirement for public transport as the adjacent site (£1000 a house). This was anticipated, but not expressly stated. Further, prior to release of the permission, we will review with County Council the need or otherwise for new bus stops with the site provided by the applicant.

<table>
<thead>
<tr>
<th>Page 67</th>
<th>Site 2a Commercial</th>
</tr>
</thead>
<tbody>
<tr>
<td>Condition 1</td>
<td>Condition 1 for Site 2A. Remove incorrect 1-52. It should read ‘The following conditions 1 to 27 shall relate only to Site 2A...’</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Page 70</th>
<th>Site 2 Commercial</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site 2a and b</td>
<td>Omit incorrect road reference of Bidwell Lane at line 4 , and substitute ‘Caldecott Road’. Add to condition: “…The public access and bridleway improvements shall extend to include provision of a segregated route alongside the south-eastern face of the site, on south sde of the present ‘runway’“</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Page 74</th>
<th>Site 2 Commercial</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site 2a and b</td>
<td>Add to the condition and reason. The boundary fences may alter from that shown on the submitted plans to enable improvements to the setting of present footpaths and bridleways</td>
</tr>
</tbody>
</table>