



## DUSTON PARISH COUNCIL

Parish Office  
Duston Community Centre  
Pendle Road  
NORTHAMPTON  
NN5 6DT

Tel: 01604 583626  
Email: [office@duston-pc.gov.uk](mailto:office@duston-pc.gov.uk)  
Web: [www.duston-pc.gov.uk](http://www.duston-pc.gov.uk)  
Twitter: @Duston\_PC  
Facebook: @DustonPC

### PLANNING COMMITTEE

Cllr Mike Ingram (Chair), Cllr Mike Pepper (Vice-Chair)  
Cllr Sandie Maitland, Cllr Ken Clarke,  
Cllr David Huffadine-Smith, Cllr Shaun Pape

15<sup>th</sup> November 2019

Dear Councillor,

You are hereby summoned to a meeting of Duston Parish Council in Duston Community Centre, Pendle Road, Duston, NN5 6DT on **Thursday 21<sup>st</sup> November 2019 6:30pm** when the following business will be transacted.

### AGENDA

**32. To receive apologies for absence**

**33. To receive and approve the minutes of the meeting held on Thursday 17<sup>th</sup> October 2019 -(APPENDIX A)**

**34. To receive declarations of interest under the Council's Code of Conduct related to business on the agenda** (Members should disclose any interests in the business to be discussed and are reminded that the disclosure of a Disclosable Pecuniary Interest will require that the member withdraws from the meeting room during the transaction of that item of business).

Please note, this is a public meeting and you may be filmed, recorded and published. Copies of all council papers are available to download at [www.duston-pc.gov.uk](http://www.duston-pc.gov.uk)

**35. Public participation session** (Persons wishing to address Council may register their intention to do so at the above address by telephone or email by 12 noon on the day of the meeting and may speak for a maximum of 3 minutes).

### **36. Planning Applications**

36(a)

N/2019/1385, 41 Newton Road, Northampton, NN5 6TR

Variation of Condition 2 of Planning Permission N/2018/1686 to amend approved drawings to increase footprint of extension

36(b)

N/2019/1388, SJN Car Showroom and Premises, 339 Harlestone Road, Northampton, NN5 6PD

Creation of new access to serve 379 – 399 Harlestone Road

### **37. Article 4 Direction for Houses in Multiple Occupation – consultation on the introduction of the Direction on the remaining areas of the Borough**

- To agree a response to the Northampton Borough Council consultation (APPENDIX B)

**Justin Gleich**

***Signed on original***

**Clerk to Duston Parish Council**



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**PLANNING COMMITTEE**

**MINUTES 17th OCTOBER 2019**

CHAIRMAN OF COMMITTEE: Cllr Ingram, in the Chair

PRESENT: Cllrs Clarke, Huffadine-Smith, Maitland, Pape, Pepper

IN ATTENDANCE:

Gary Youens – Deputy Parish Clerk

**25. To receive apologies for absence**

None

**26. To receive and approve the minutes of the meeting held on 15<sup>th</sup> August 2019 -**

It was RESOLVED:

- Approve the minutes of the previous meeting and the Chairman authorised to sign the same (APPENDIX A).

**27. To receive declarations of interest under the Council's Code of Conduct related to business on the agenda**

None

## 28. Public participation session

None

## 29. Planning applications

29(a)

N/2019/1214, 41 Newton Road, Northampton, NN56TR

Non Material Amendment to Planning Permission N/2018/1686 (Single storey side extension, new porch and first floor side extension) to increase the utility size with a window added next to new door

It was RESOLVED:

There must be at least two off road parking spaces on this dwelling.

29(b)

N/2019/1117, 268B Main Road, Duston, Northampton, NN5 6PP

New bungalow with attached garage on land to rear of 268 Main Road, Duston (Amendment to Approved application N/2016/1083)

It was RESOLVED:

To reiterate the comments to the previous application this was expressing concern that there would be an increase in vehicle movements opposite a busy junction and requested that an on-site survey of traffic be carried out. We also ask whether this is CIL liable?

29(c)

N/2019/1236, 8 Grange Avenue, Northampton, NN56SR

New two storey detached dwelling to the western side of No. 8 Grange Avenue with off street car parking to new and existing dwelling

It was RESOLVED:



Duston Parish Council opposes this application as it is an overdevelopment in an already confined space. This application addresses some but not all of the problems of the previous application (N/2018/1498). In particular it still leaves very little amenity space for existing residents and any future residents of this proposed new dwelling. We have a concern it still not keeping with the street scene.

29(d)

N/2019/1177, Churchview 3A Main Road, Duston, Northampton, NN5 6JB  
Single Storey rear bedroom and garden room extensions

It was RESOLVED:

No objection or comment on this application.

### **30. Section 106 Money**

It was RESOLVED:

- Duston Parish Council should have a CIL Policy.
- This should be a standed item on the Planning Committee Agenda.

### **31. Ashwood Road – Parking Restriction Proposal**

It was RESOLVED:

Whilst sympathetic to this request there is a concern that it will have a detrimental impact on parking provision for the residents of Ashwood Road, which is already an issue in this area. A better proposal might be to have a 9am to 5pm parking restriction or the Church is given permission by Highways to place cones when there is a funeral.



**N/2019/1385**

**41 Newton Road,  
Northampton, NN5 6TR**

**Variation of Condition 2 of  
Planning Permission  
N/2018/1686 to amend  
approved drawings to  
increase footprint of  
extension**



## PLANNING CONSULTATION LIST

<b>Application Reference</b>	N/2019/1385
<b>Location</b>	41 Newton Road, Northampton, NN5 6TR
<b>Proposal</b>	Variation of Condition 2 of Planning Permission N/2018/1686 (Single storey side extension, new porch and first floor side extension) to amend approved drawings to increase footprint of extension

<b>Consultees</b>			
Name	Type	Sent Date	Expiry
Duston Parish Council	Consultation	13/11/2019	04/12/2019
Cllr Tim Hadland	Consultation	13/11/2019	04/12/2019
Cllr Suresh Patel	Consultation	13/11/2019	04/12/2019
Duston Parish Council - Neighbourhood Forum	Consultation	13/11/2019	04/12/2019

**Overall Consult Expiry Date: 4 December 2019**

**Overall Re-Consults Expiry Date:**



## Neighbours

Address	Sent Date	Expiry Date	Re-Consult Sent Date	Re-Consult Expiry Date
1 Witton Road Northampton NN5 6TS	13/11/2019	04/12/2019		
39 Newton Road Northampton NN5 6TR	13/11/2019	04/12/2019		
43 Newton Road Northampton NN5 6TR	13/11/2019	04/12/2019		
45 Newton Road Northampton NN5 6TR	13/11/2019	04/12/2019		
47 Newton Road Northampton NN5 6TR	13/11/2019	04/12/2019		
49 Newton Road Northampton NN5 6TR	13/11/2019	04/12/2019		

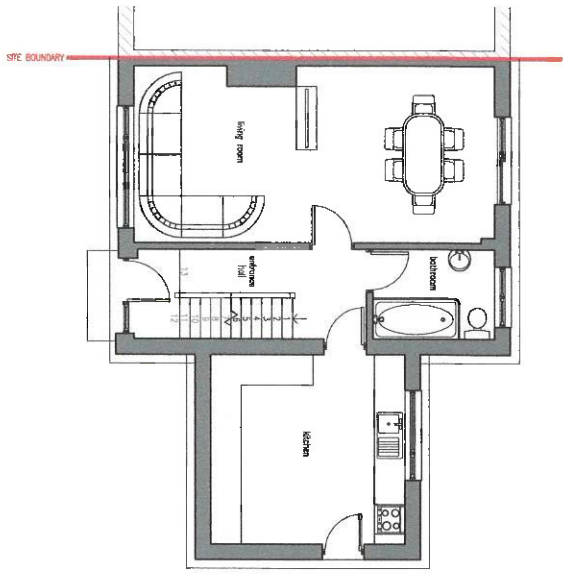
**Overall Neighbour Expiry Date: 4 December 2019**

**Overall Neighbour Re-Consults Expiry Date:**

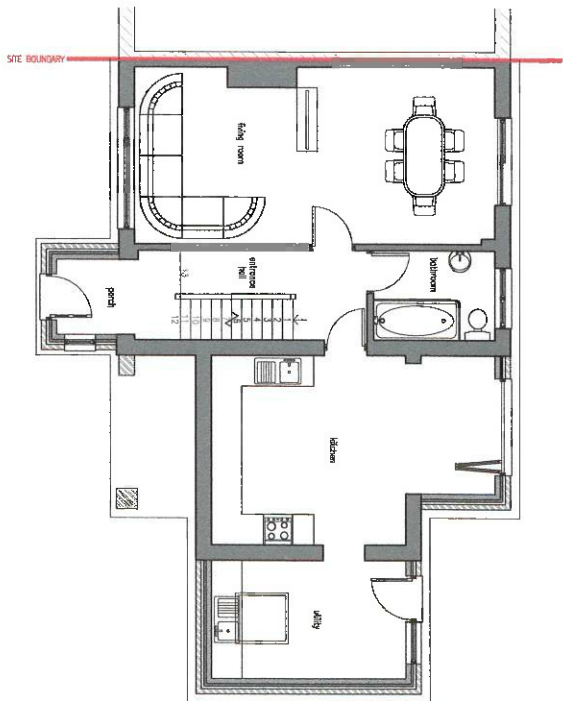




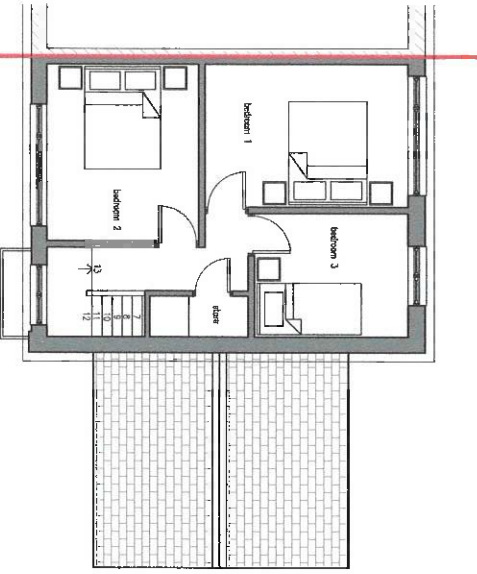
plan – ground floor – existing



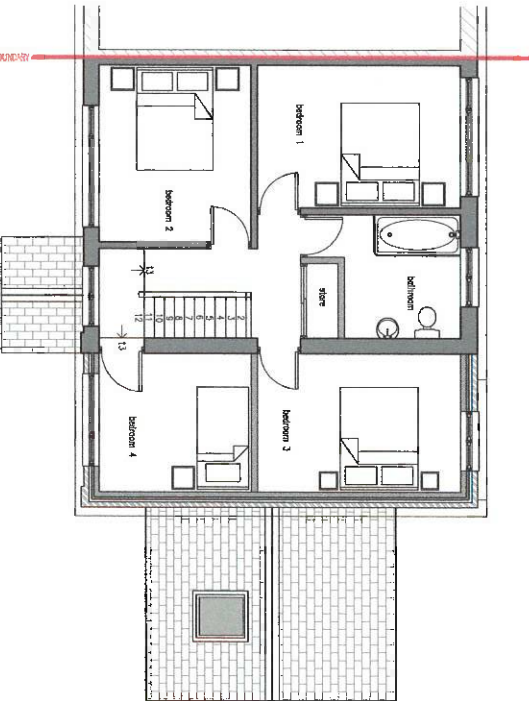
plan – ground floor – proposed



plan – first floor – existing



plan – first floor – proposed



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- NOTES**
1. All dimensions are in millimetres unless otherwise stated.
  2. Do not scale from this drawing.

NO.	19/08/19	Issued City plan
NO.	10/02/19	Issued Stage
NO.	01/11/18	Issued walls of first floor extension
NO.	14/02/17	Final issue
NO.	DATE	REVISION OR REVISION

**walta design solutions**

**PROJECT TITLE**  
41 Newton Road – Extension  
**Client** – Emme May  
**DRAWING TITLE**  
Plans  
Existing & Proposed

PROJECT	1500
PROJECT NUMBER	04/1
DATE	19/08/19
DESIGNED BY	EMME MAY
DRAWING NO.	001
PROJECT NO.	1500
DATE	19/08/19
PROJECT NO.	1500
DATE	19/08/19
PROJECT NO.	1500
DATE	19/08/19







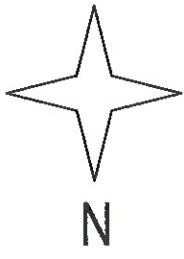
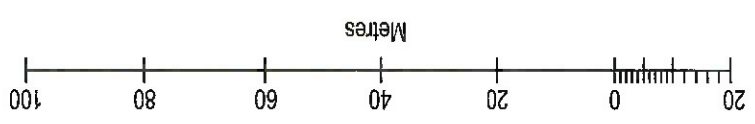
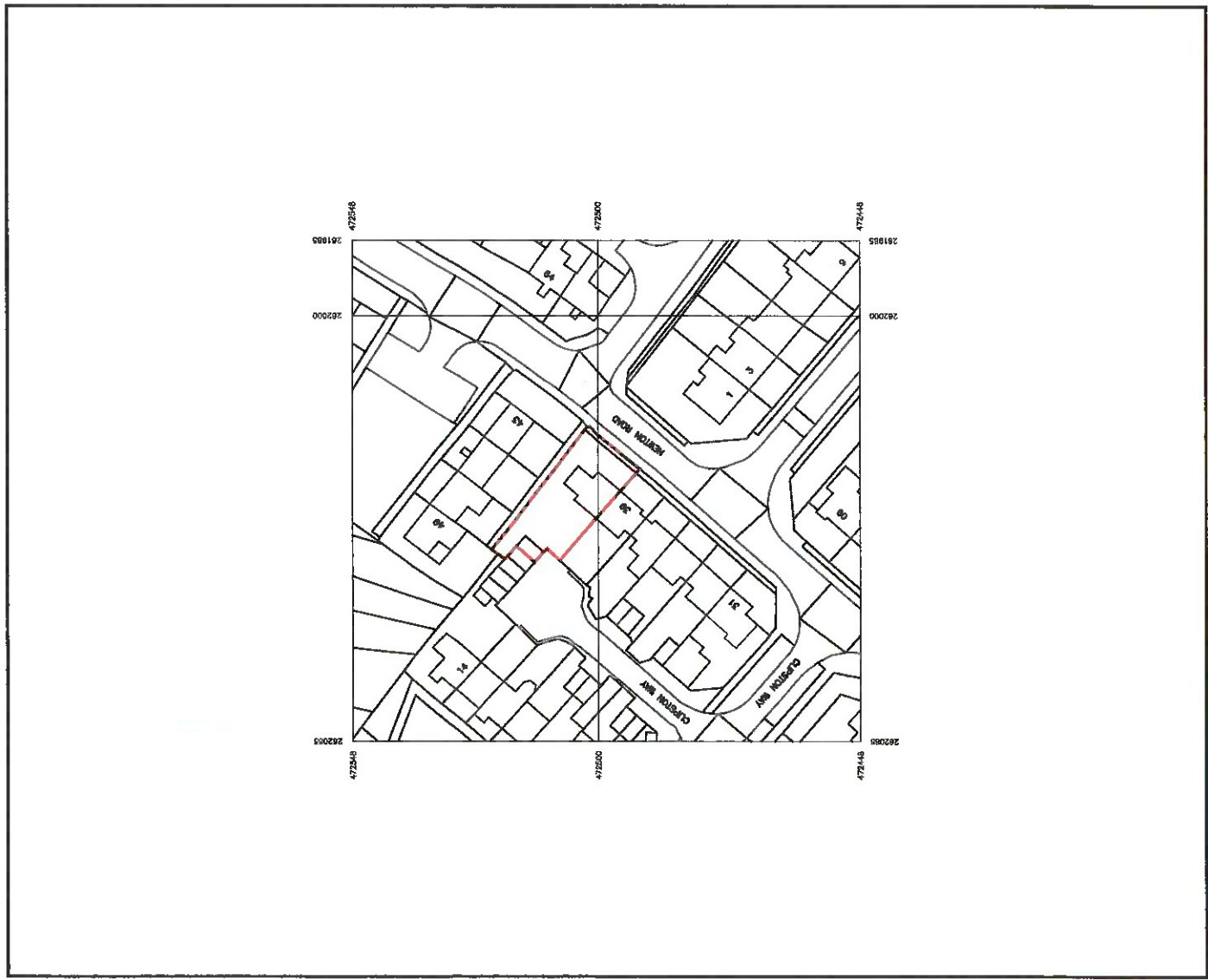


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PROJECT TITLE:  
41 Newton Road – Extension  
Client – Ermie May  
DRAWING TITLE:  
Location Plan  
SCALE:  
1:1250 @ A4

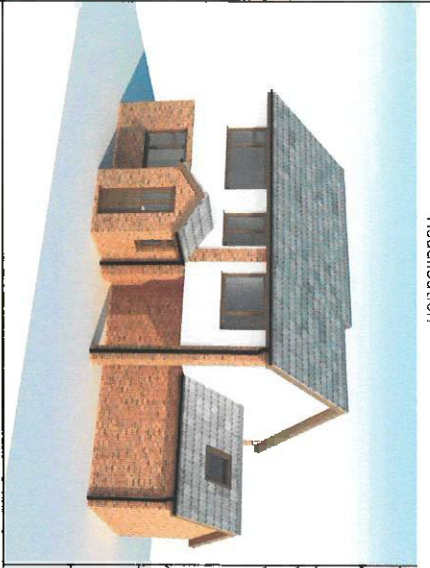
DRAWING NO:		PROJECT	ORIGINATOR	VOLUME	LOCATION
KDS0018		— JB	— 001	— NNS 6TR	—
TYPE		ROLE	NUMBER		
M3		— A	— 0001		
PROJECT REF:		DRAWING STATUS:			
KDS0013		Planning App			
REVISION:		SUITABILITY:			
P01		S3			

Plot Date: 21 August 2019

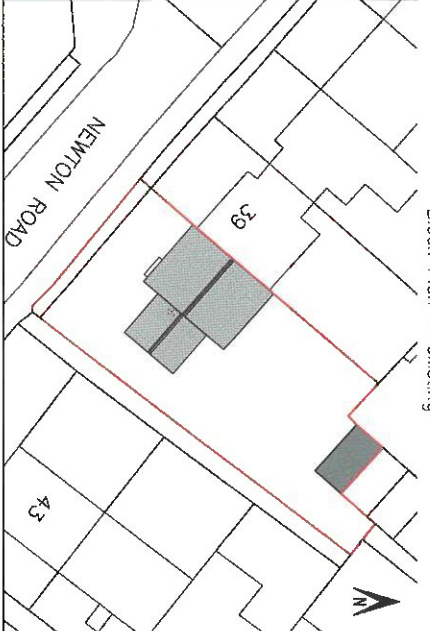




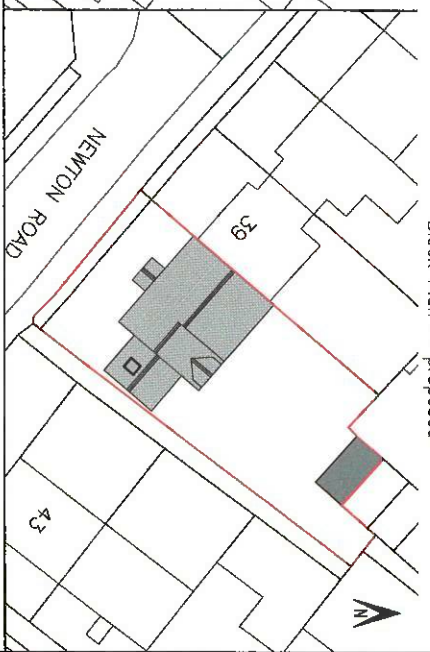
Visualisation



Block Plan – existing



Block Plan – proposed

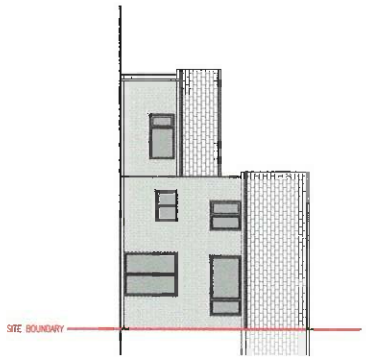


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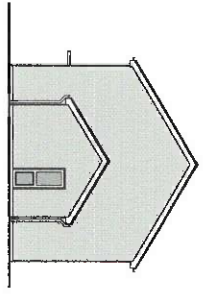
NOTES

- All dimensions are in millimetres unless otherwise stated.
- Do not scale from this drawing.

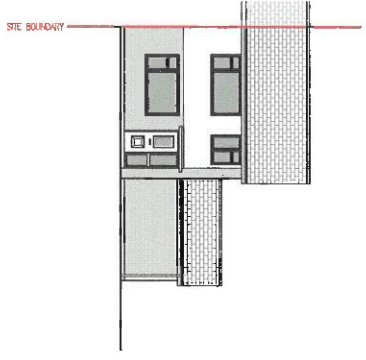
North East elevation – existing



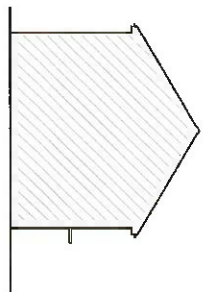
South East elevation – existing



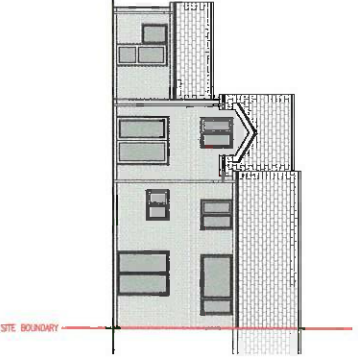
South West elevation – existing



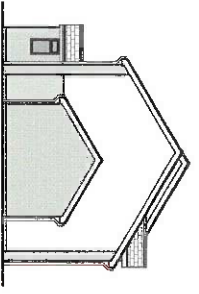
North West elevation – existing



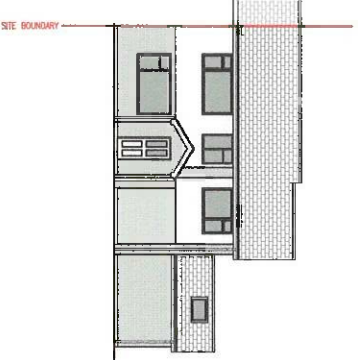
North East elevation – proposed



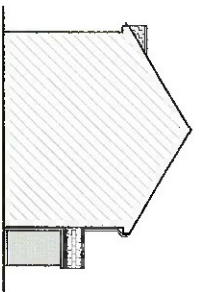
South East elevation – proposed



South West elevation – proposed



North West elevation – proposed



NO.	DATE	REVISIONS

waita design solutions

**PROJECT TITLE**  
41 Newton Road – Extension

**Client** – Emmie May

**DRAWING TITLE**  
Visual  
Block Plans – Exist & Prop  
Elevations – Exist & Prop

**zone** Visual NPS Block Plans 1200 & Elevations 1:100 DM1

DESCRIPTION	QUANTITY	UNIT	DATE
DRAWING NO.	001	001	001
PROJECT NO.	001	001	001
DATE	001	001	001
SCALE	001	001	001
PROJECT NO.	001	001	001
DATE	001	001	001
SCALE	001	001	001

PROJECT NO. 001  
DATE 001  
SCALE 001





**Application for removal or variation of a condition following grant of  
planning permission. Town and Country Planning Act 1990.  
Planning (Listed Buildings and Conservation Areas) Act 1990**

**Publication of applications on planning authority websites.**

Please note that the information provided on this application form and in supporting documents may be published on the Authority's website. If you require any further clarification, please contact the Authority's planning department.

**1. Site Address**

Number	<input type="text" value="41"/>
Suffix	<input type="text"/>
Property name	<input type="text"/>
Address line 1	<input type="text" value="Newton Road"/>
Address line 2	<input type="text"/>
Address line 3	<input type="text"/>
Town/city	<input type="text" value="Northampton"/>
Postcode	<input type="text" value="NN5 6TR"/>

Description of site location must be completed if postcode is not known:

Easting (x)	<input type="text" value="472498"/>
Northing (y)	<input type="text" value="262035"/>

Description

**2. Applicant Details**

Title	<input type="text" value="Mr"/>
First name	<input type="text" value="Jason"/>
Surname	<input type="text" value="May"/>
Company name	<input type="text"/>
Address line 1	<input type="text" value="41, Newton Road"/>
Address line 2	<input type="text"/>
Address line 3	<input type="text"/>
Town/city	<input type="text" value="Northampton"/>

## 2. Applicant Details

Country	
Postcode	NN5 6TR
Primary number	
Secondary number	
Fax number	
Email address	

Are you an agent acting on behalf of the applicant?

Yes  No

## 3. Agent Details

Title	Mr
First name	Jack
Surname	Burr
Company name	Kwalita Design Solutions
Address line 1	14 Wansford Meadows
Address line 2	Gorran Haven
Address line 3	
Town/city	St Austell
Country	
Postcode	PL266HU
Primary number	
Secondary number	
Fax number	
Email	

## 4. Description of the Proposal

Please provide a description of the approved development as shown on the decision letter

SINGLE STOREY SIDE EXTENSION, NEW PORCH AND FIRST FLOOR SIDE EXTENSION

Reference number

N/2018/1686

Date of decision (date must be pre-application submission) 28/02/2019

Please state the condition number(s) to which this application relates

Condition number(s)

2.

(Application to vary approved drawings.)

#### 4. Description of the Proposal

Has the development already started?

Yes  No

#### 5. Condition(s) - Removal/Variation

Please state why you wish the condition(s) to be removed or changed

2. The development hereby permitted shall be carried out in accordance with the following approved plans: 0001/ P01, 0002/P03, 0003/ P03, 0004/P03.

If you wish the existing condition to be changed, please state how you wish the condition to be varied

Condition to remain but seeking approval for the variation of previously approved drawings.

Northampton council requested a section 73 to - vary approved drawings.

#### 6. Site Visit

Can the site be seen from a public road, public footpath, bridleway or other public land?

Yes  No

If the planning authority needs to make an appointment to carry out a site visit, whom should they contact?

- The agent  
 The applicant  
 Other person

#### 7. Pre-application Advice

Has assistance or prior advice been sought from the local authority about this application?

Yes  No

#### 8. Ownership Certificates and Agricultural Land Declaration

**CERTIFICATE OF OWNERSHIP - CERTIFICATE A - Town and Country Planning (Development Management Procedure) (England) Order 2015 Certificate under Article 14**

I certify/The applicant certifies that on the day 21 days before the date of this application nobody except myself/the applicant was the owner\* of any part of the land or building to which the application relates, and that none of the land to which the application relates is, or is part of, an agricultural holding\*\*

\* 'owner' is a person with a freehold interest or leasehold interest with at least 7 years left to run. \*\* 'agricultural holding' has the meaning given by reference to the definition of 'agricultural tenant' in section 65(8) of the Act.

NOTE: You should sign Certificate B, C or D, as appropriate, if you are the sole owner of the land or building to which the application relates but the land is, or is part of, an agricultural holding.

Person role

- The applicant  
 The agent

Title	Mr
First name	Jack
Surname	Burr
Declaration date (DD/MM/YYYY)	31/10/2019

Declaration made

#### 9. Declaration

I/we hereby apply for planning permission/consent as described in this form and the accompanying plans/drawings and additional information. I/we confirm that, to the best of my/our knowledge, any facts stated are true and accurate and any opinions given are the genuine opinions of the person(s) giving them.

Date (cannot be pre-application) 31/10/2019



## Community Infrastructure Levy (CIL) - Determining whether a Development may be CIL Liable Planning Application Additional Information Requirement form

Following the introduction of the Community Infrastructure Levy (CIL) all applicants for full planning permission, including householder applications and reserved matters following an outline planning permission, and applicants for lawful development certificates are required to provide the following information. **Please read the associated Guidance Notes before you complete the form. Notes on the questions are provided at [https://ecab.planningportal.co.uk/uploads/1app/cil\\_guidance.pdf](https://ecab.planningportal.co.uk/uploads/1app/cil_guidance.pdf)**

Please complete the form using block capitals and black ink and send to the Charging Authority (or Collecting Authority if this differs from the Charging Authority).

See [Planning Practice Guidance for CIL](#) for guidance on CIL generally, including exemption or relief..

### Privacy Notice

This form is provided by Planning Portal and based on the requirements provided by Government for the sole purpose of submitting information to a Local Authority in accordance with the 'The Community Infrastructure Levy Regulations 2010 (as amended)'.

Please be aware that once you have downloaded this form, Planning Portal will have no access to the form or the data you enter into it (unless you choose to upload it to any Planning Portal online service in agreement with the relevant terms and conditions). Any subsequent use of this form is solely at your discretion, including the choice to complete and submit it to a Local Authority with the declaration section.

Upon receipt of this form and any supporting information, it is the responsibility of the Local Authority to inform you of its obligations in regards to the processing of this information. Please refer to its website for further information on any legal, regulatory and commercial requirements relating to information security and data protection of the information you have provided.

### 1. Application Details

Applicant or Agent Name:

Mr Alex Palgrave

Planning Portal Reference (if applicable):

Local authority planning application number (if allocated): N/2018/1686

Site Address:

41 Newton Road  
Northampton  
NN5 6TR

Description of development:

Two-storey extension

Does the application relate to minor material changes to an existing planning permission (is it a Section 73 application)?

Yes

Please enter the application number: N/2018/1686 (not material, amending existing permission)

No

If yes, please go to **Question 3**. If no, please continue to **Question 2**.

## 2. Liability for CIL

Does your development include:

a) New build floorspace (including extensions and replacement) of 100 sq ms or above?

Yes  No

b) Proposals for one or more new dwellings (including residential annexes) either through new build or conversion (except the conversion of a single dwelling house into two or more separate dwellings with no additional floorspace)?

Yes  No

c) None of the above

Yes  No

If you answered yes to either a), or b) please go to **Question 4**.

If you answered yes to c), please go to **8. Declaration** at the end of the form.

## 3. Applications for Minor Material Changes to an Existing Planning Permission

a) Does this application involve a change in the amount or use of new build floorspace, where the total floorspace, including that previously granted planning permission, is over 100 sq m?

Yes  No

b) Does this application involve a change in the amount of floorspace where one or more new dwellings (including residential annexes) are proposed, either through new build or conversion (except the conversion of a single dwelling house into two or more separate dwellings with no additional floorspace)?

Yes  No

If you answered yes to either a), or b) please go to **Question 4**.

If you answered no to both a) and b), please go to **8. Declaration** at the end of the form.

## 4. Exemption or Relief

a) Is the site owned by a charity where the development will be wholly or mainly for charitable purposes, and the development will be either occupied by or under the control of a charitable institution?

Yes  No

b) Does the proposed development include affordable housing which qualifies for mandatory or discretionary Social Housing relief?

Yes  No

If you answered yes to a) or b), please note that you will need to complete and have agreed CIL Form 2 - 'Claiming Exemption or Relief', and submitted a Commencement (of development) Notice to the Charging/Collecting Authority, which the Authority must receive prior to the commencement of your development, in order to benefit from relief from the levy. You will also need to complete CIL Form 2 if you think you are eligible for discretionary charitable relief, or exceptional circumstances relief, if this is available in your area. Please check the Charging Authority's website for details. CIL Form 2 is available from [www.planningportal.co.uk/cil](http://www.planningportal.co.uk/cil)

c) Do you wish to claim a self build exemption for a whole new home?

Yes  No

If you have answered yes to c) please also complete a CIL Form 7 - 'Self Build Exemption Claim Form: Part 1' available from [www.planningportal.co.uk/cil](http://www.planningportal.co.uk/cil) . Please note you will need to complete and have agreed CIL Form 7, and submitted a Commencement (of development) Notice to the Charging/Collecting Authority, which the Authority must receive prior to the commencement of your development, in order to benefit from relief from the levy.

d) Do you wish to claim a self build exemption for a residential annex or extension?

Yes  No

If you have answered yes to d) please also complete either CIL Form 8 - 'Self Build Residential Annex Exemption Claim Form' or CIL Form 9 - 'Self Build Extension Exemption Claim Form' available from [www.planningportal.co.uk/cil](http://www.planningportal.co.uk/cil) . Please note you will need to have completed and agreed either CIL Form 8 or 9, as appropriate, and submitted a Commencement (of development) Notice to the Charging/Collecting Authority, which the Authority, if in respect of a residential annex, must receive prior to the commencement of your development , in order to benefit from relief from the levy

### 5. Reserved Matters Applications

Does this application relate to details or reserved matters pursuant to an application that was granted planning permission prior to the introduction of the CIL charge in the relevant local authority area?

Yes

Please enter the application number:

No

If you answered yes, please go to **8. Declaration** at the end of the form.

If you answered no, please continue to complete the form.

### 6. Proposed New Floorspace

a) Does your application involve new **residential floorspace** (including new dwellings, extensions, conversions/changes of use, garages, basements or any other buildings ancillary to residential use)?

N.B. conversion of a single dwelling house into two or more separate dwellings (without extending them) is NOT liable for CIL. If this is the sole purpose of your development proposal, answer 'no' to Question 2b and go straight to the declaration at Question 8.

Yes

No

If yes, please complete the table in section 6c) below, providing the requested information, including the floorspace relating to new dwellings, extensions, conversions, garages or any other buildings ancillary to residential use.

b) Does your application involve new **non-residential floorspace**?

Yes

No

If yes, please complete the table in section 6c) below, using the information provided for Question 18 on your planning application form.

c) Proposed floorspace:

Development type	(i) Existing gross internal floorspace (square metres)	(ii) Gross internal floorspace to be lost by change of use or demolition (square metres)	(iii) Total gross internal floorspace proposed (including change of use, basements, and ancillary buildings) (square metres)	(iv) Net additional gross internal floorspace following development (square metres) (iv) = (iii) - (ii)
Market Housing (if known)				
Social Housing, including shared ownership housing (if known)				
Total residential floorspace				
Total non-residential floorspace				
Total floorspace				

### 7. Existing Buildings

a) How many existing buildings on the site will be retained, demolished or partially demolished as part of the development proposed?

Number of buildings:

b) Please state for each existing building/part of an existing building that is to be retained or demolished, the gross internal floorspace that is to be retained and/or demolished and whether all or part of each building has been in use for a continuous period of at least six months within the past thirty six months. Any existing buildings into which people do not usually go or only go into intermittently for the purposes of inspecting or maintaining plant or machinery, or which were granted temporary planning permission should not be included here, but should be included in the table in question 7c).



## 7. Existing Buildings continued

	Brief description of existing building/part of existing building to be retained or demolished.	Gross internal area (sq ms) to be retained.	Proposed use of retained floorspace.	Gross internal area (sq ms) to be demolished.	Was the building or part of the building occupied for its lawful use for 6 continuous months of the 36 previous months (excluding temporary permissions)?	When was the building last occupied for its lawful use? Please enter the date (dd/mm/yyyy) or tick still in use.
1					Yes <input type="checkbox"/> No <input type="checkbox"/>	Date: <input type="text"/> or Still in use: <input type="checkbox"/>
2					Yes <input type="checkbox"/> No <input type="checkbox"/>	Date: <input type="text"/> or Still in use: <input type="checkbox"/>
3					Yes <input type="checkbox"/> No <input type="checkbox"/>	Date: <input type="text"/> or Still in use: <input type="checkbox"/>
4					Yes <input type="checkbox"/> No <input type="checkbox"/>	Date: <input type="text"/> or Still in use: <input type="checkbox"/>
Total floorspace						

c) Does your proposal include the retention, demolition or partial demolition of any whole buildings into which people do not usually go or only go into intermittently for the purposes of inspecting or maintaining plant or machinery, or which were granted planning permission for a temporary period? If yes, please complete the following table:

	Brief description of existing building (as per above description) to be retained or demolished.	Gross internal area (sq ms) to be retained	Proposed use of retained floorspace	Gross internal area (sq ms) to be demolished
1				
2				
3				
4				
Total floorspace into which people do not normally go, only go intermittently to inspect or maintain plant or machinery, or which was granted temporary planning permission				

d) If your development involves the conversion of an existing building, will you be creating a new mezzanine floor within the existing building? Yes  No

e) If Yes, how much of the gross internal floorspace proposed will be created by the mezzanine floor (sq ms)?

Use	Mezzanine floorspace (sq ms)



## 8. Declaration

I/we confirm that the details given are correct.

Name:

Alex Palgrave

Date (DD/MM/YYYY). Date cannot be pre-application:

18/09/19

It is an offence for a person to knowingly or recklessly supply information which is false or misleading in a material respect to a collecting or charging authority in response to a requirement under the Community Infrastructure Levy Regulations (2010) as amended (regulation 110, SI 2010/948). A person guilty of an offence under this regulation may face unlimited fines, two years imprisonment, or both.

-----

For local authority use only

App. No:



**N/2019/1388**

**Sjn Car Showroom And  
Premises,**

**399 Harlestone Road,  
Northampton, NN5 6PD**

**Creation of new access to  
serve 379 – 399  
Harlestone Road**



## PLANNING CONSULTATION LIST

<b>Application Reference</b>	N/2019/1388
<b>Location</b>	Sjn Car Showroom And Premises , 399 Harlestone Road, Northampton, NN5 6PD
<b>Proposal</b>	Creation of new access to serve 379 - 399 Harlestone Road

<b>Consultees</b>			
Name	Type	Sent Date	Expiry
Duston Parish Council	Consultation	14/11/2019	05/12/2019
Cllr John Caswell	Consultation	14/11/2019	05/12/2019
Cllr Matthew Golby	Consultation	14/11/2019	05/12/2019
NCC Highways & Access	Consultation	14/11/2019	05/12/2019
Duston Parish Council - Neighbourhood Forum	Consultation	14/11/2019	05/12/2019

**Overall Consult Expiry Date: 5 December 2019**

**Overall Re-Consults Expiry Date:**

## Neighbours

Address	Sent Date	Expiry Date	Re-Consult Sent Date	Re-Consult Expiry Date
381 Harlestone Road Northampton NN5 6PD	14/11/2019	05/12/2019		
409 Harlestone Road Northampton NN5 6PB	14/11/2019	05/12/2019		
411 Harlestone Road Northampton NN5 6PB	14/11/2019	05/12/2019		
413 Harlestone Road Northampton NN5 6PB	14/11/2019	05/12/2019		
415 Harlestone Road Northampton NN5 6PB	14/11/2019	05/12/2019		
417 Harlestone Road Northampton NN5 6PB	14/11/2019	05/12/2019		
419 Harlestone Road Northampton NN5 6PB	14/11/2019	05/12/2019		
421 Harlestone Road Northampton NN5 6PB	14/11/2019	05/12/2019		
423 Harlestone Road Northampton NN5 6PB	14/11/2019	05/12/2019		
425 Harlestone Road Northampton NN5 6PB	14/11/2019	05/12/2019		

Bedford Battery Co Unit D Bedford Battery Co 409 Harlestone Road Northampton NN5 6PB	14/11/2019	05/12/2019		
Part Of Warehouse Right Hand Side Warehouse Rear Of 399 Harlestone Road Northampton NN5 6PD	14/11/2019	05/12/2019		
Part Of Warehouse Left Hand Side Warehouse Rear Of 399 Harlestone Road Northampton NN5 6PD	14/11/2019	05/12/2019		
Servais Sillencers Unit C Servais Sillencers 409 Harlestone Road Northampton NN5 6PB	14/11/2019	05/12/2019		
Sjn Motors Unit A Sjn Motors 409 Harlestone Road Northampton NN5 6PB	14/11/2019	05/12/2019		
Storage Land Rear Of Sjn Car Showroom And Premises 399 Harlestone Road Northampton NN5 6PD	14/11/2019	05/12/2019		
Unit B 409 Harlestone Road Northampton NN5 6PB	14/11/2019	05/12/2019		
Unit B1 Unit B Harlestone Road Northampton NN5 6PB	14/11/2019	05/12/2019		

Unit B1B Unit B Harlestone Road Northampton NN5 6PB	14/11/2019	05/12/2019		
Unit B2 Unit B Harlestone Road Northampton NN5 6PB	14/11/2019	05/12/2019		
Unit B2A Unit B Harlestone Road Northampton NN5 6PB	14/11/2019	05/12/2019		
Unit B2B Unit B Harlestone Road Northampton NN5 6PB	14/11/2019	05/12/2019		
Unit B2C Unit B Harlestone Road Northampton NN5 6PB	14/11/2019	05/12/2019		
Unit B2D Unit B Harlestone Road Northampton NN5 6PB	14/11/2019	05/12/2019		
Unit B2E Unit B Harlestone Road Northampton NN5 6PB	14/11/2019	05/12/2019		
Unit C1 409 Harlestone Road Northampton NN5 6PB	14/11/2019	05/12/2019		
Units C2 And D 409 Harlestone Road Northampton NN5 6PB	14/11/2019	05/12/2019		



Warehouse Rear Of 399 Harlestone Road Northampton NN5 6PD	14/11/2019	05/12/2019	
--	------------	------------	--

**Overall Neighbour Expiry Date: 5 December 2019**

**Overall Neighbour Re-Consults Expiry Date:**



**Town and Country Planning (Development Management Procedure) (England) Order 2015 NOTICE UNDER ARTICLE 13 OF APPLICATION FOR PLANNING PERMISSION**

(Notice 1: This notice is to be printed and served on individuals if Certificate B or C is completed)

**Proposed development at:**

Name or flat number	379- 399
Property number or name	
Street	Harlestone Road
Locality	
Town	Northampton
County	
Postal town	
Postcode	NN5 6PD

**Take notice that application is being made by:**

Organisation name			
Applicant name	Title	Forename	
	Surname	Westley, Westley, Hill	

**For planning permission to:**

**Description of proposed development**

Creation of a new access
--------------------------

Local Planning Authority to whom the application is being submitted:	Northampton Borough Council
--	-----------------------------

Local Planning Authority address:	The Guildhall St Giles Square Northampton. NN1 1DE
-----------------------------------	--

Any owner of the land or tenant who wishes to make representations about this application, should write to the council within 21 days of the date of this notice.

**Signatory:**

Signatory	Title	Miss	Forename	Louise
	Surname			
Signature				

Date (dd-mm-yyyy)	14-11-2019
-------------------	------------

**Statement of owners' rights:** The grant of planning permission does not affect owners' rights to retain or dispose of their property, unless there is some provision to the contrary in an agreement or lease.

**Statement of agricultural tenants' rights:** The grant of planning permission for non-agricultural development may affect agricultural tenants' security of tenure.

'Owner' means a person having a freehold interest or a leasehold interest the unexpired term of which is not less than seven years.

'Tenant' means a tenant of an agricultural holding any part of which is comprised in the land.

Once completed this form needs to be served on the owner(s) or tenant(s)

Print Form

**Lambert  
Smith  
Hampton**

14 November 2019

T +44 (0)121 236 2066  
www.lsh.co.uk

**Private & Confidential**  
Northamptonshire County Council  
Northamptonshire Highways  
One Angel Square  
Angel Street  
Northampton  
NN1 1ED

**Lambert Smith Hampton**  
Interchange Place  
Edmund Street  
Birmingham  
B3 2TA

**By email**

Our Ref: Harlestone Road/BR  
Your Ref:

**SUBJECT TO CONTRACT  
& WITHOUT PREJUDICE**

Dear Highways Department

**Planning Application - 379 - 399 Harlestone Road.**

I am writing to you on behalf of the applicants to inform you that a full planning application has been submitted to Northampton Borough Council.

The application seeks planning permission for the following:

*"Creation of New Access to Serve 379 - 399 Harlestone Road"*

Please find enclosed a Certificate B Notification which is required to be sent to you as part as the Town and County Planning Development Management Procedure Order 2015 on the basis that we understand you have an ownership interest in the land.

You will be formally consulted by Northampton Borough Council as part of the planning application process should you wish to make representations about this application. However, in the meantime should you require further information, please do not hesitate to contact us.

**LOUISE HINSLEY MRTPI**

Senior Planner, Planning & Development Consultancy  
DL +44 (0)121 237 2324  
E lhinsley@lsh.co.uk

cc Marie Johnson, Northampton Borough Council

encl. Certificate B Notification

**Notes:**

1. DO NOT SCALE.
2. ALL DIMENSIONS IN METRES, UNLESS OTHERWISE STATED.
3. PROPOSAL SUBJECT TO TOPOGRAPHICAL SURVEY DATA AND THE DETAIL DESIGN STAGE.
4. PROPOSAL BASED ON LINDSAY SURVEY DATA AND THEREFORE COULD CONTAIN INACCURACIES UP TO 1m.
5. THIS DRAWING MUST NOT BE USED FOR THE CASE THAT IT SHALL NOT BE LIABLE FOR ANY DAMAGES INCURRED.
6. THIS DRAWING IS FOR ILLUSTRATION ONLY.

**KEY:**

INDICATES EXTENT OF THE DEEMED HIGHWAY BOUNDARY (AS SUPPLIED BY LOCAL HIGHWAY AUTHORITY)

DENOTES EXTENTS OF PROPOSED ACCESS ROAD.

DENOTES EXTENTS OF THE SITE BOUNDARY (AS INDICATED ON PIP/DWG No. 432/305 Rev. 01)

DENOTES 4.5m WIND MITIGATION IN ACCORDANCE WITH DWB TDR TABLE 3.

DENOTES PROPOSED HIGHWAY INFRASTRUCTURE.

DENOTES EXISTING HIGHWAY INFRASTRUCTURE.

DENOTES AREA DESIGNATED FOR POTENTIAL FOOD STORE OF SITE AREA = 9123/17 2266 sqm; 155 Nos. VEHICLE SPACES INC. 9 PARENT B.13 ACCESSIBLE SPACES

DENOTES AREA DESIGNATED FOR POTENTIAL DOUBLE PAVED SCHOOL BUILDING, PLAYING FIELDS AND VEHICLE PARKING FACILITIES



A	BLUE AND RED LINE BOUNDARIES INDICATED ON PIP/DWG No. 432/305 Rev. 01 COMMENTS DATED 23.10.19	HG 22/19	19
By	Date	Drawn	DWG

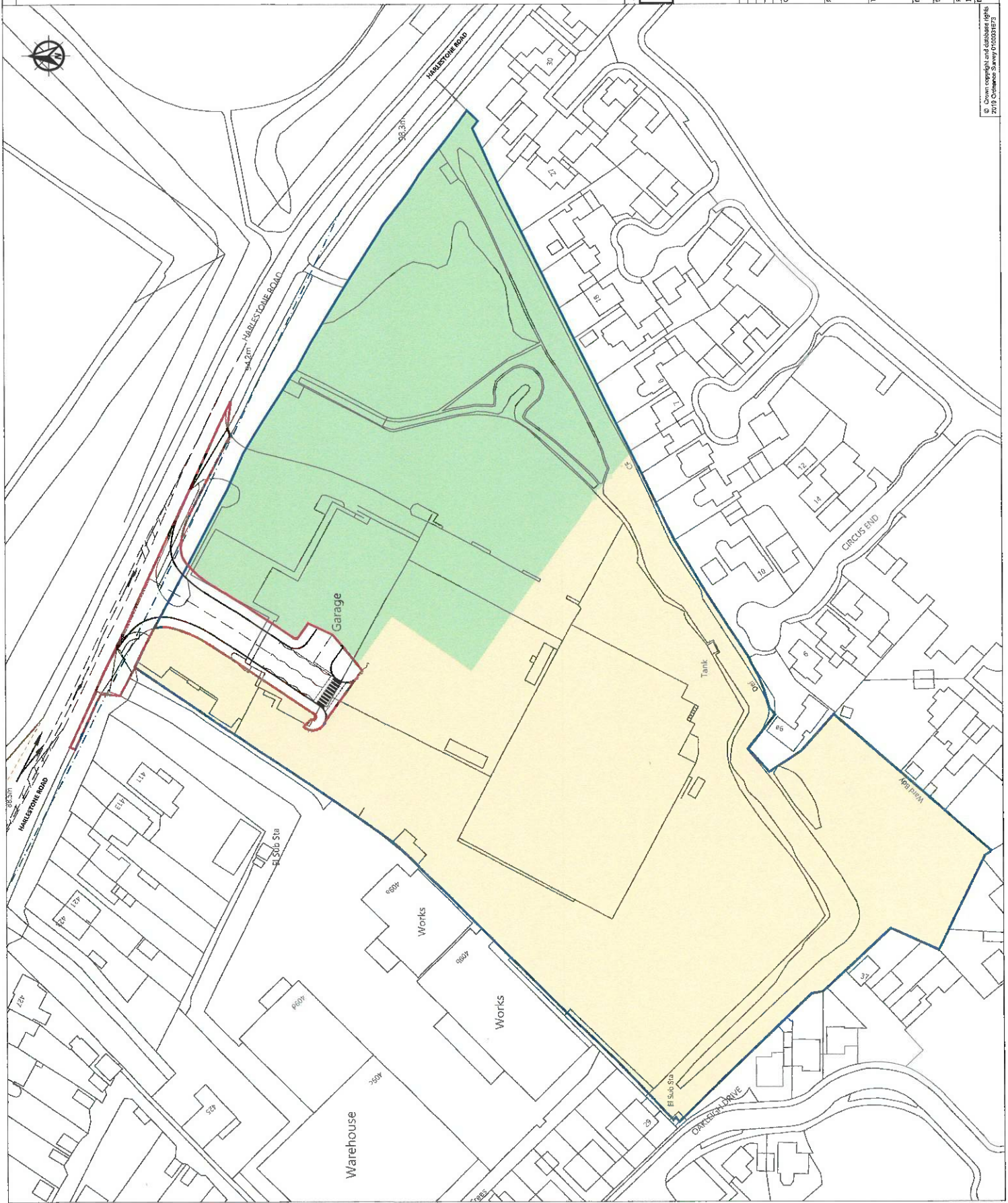
DRAWING STATUS: FOR PLANNING ONLY



6 Westgate, London, SE1 2HA.  
 Colindale, Lower Clays Road, Busck, B11 3JG.  
 Registered Office: 20 North Thames Street, Waltham Cross, Herts, SG9 3BQ.  
 T: 0208 204 1000, 0208 204 1001, 0208 204 1002  
 C: 0208 204 1003

Project	CLIVE WESTLEY			
Project	HARLESTONE ROAD, NORTHAMPTON.			
Title	POTENTIAL LAND USAGE PLAN.			
Drawn	IG	Checked	Approved	Multiplied
Date	17.08.19	Date	Date	Date
Project No.	ITP50023	Scale	Project Code	
Drawing No.	1: 500	3000 - 3099		
Rev.	A			

DWG/ 3022/ SK03













**Notes:**

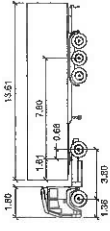
**KEY:**

DENOTES EXTENTS OF THE DEFINITIVE HIGHWAY BOUNDARY (AS SUPPLIED BY LOCAL HIGHWAY AUTHORITY)

DENOTES 4.5 x 120m VISIBILITY SPLAY IN ACCORDANCE WITH DVWB TD9 TABLE 3.

DENOTES EXISTING HIGHWAY INFRASTRUCTURE.

DENOTES PROPOSED HIGHWAY INFRASTRUCTURE.



**ARTIC**

Trailer Width : 2.55  
 Trailer Track : 2.47  
 Trailer Track : 2.45

Lock to Lock Time : 9.0  
 Articulating Angle : 75.0

Rev	Details	By	Date	Chkd	Date

**DRAWING STATUS:**

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6 Hay's Lane, London, SE1 2HB.  
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 1<sup>st</sup> Floor, 1 Broadway, Lace Market, Nottingham, NG1 1PR.

**Client**

CLIVE  
 WESTLEY

**Project**  
 HARLESTONE ROAD,  
 NORTHAMPTON.

**Title**

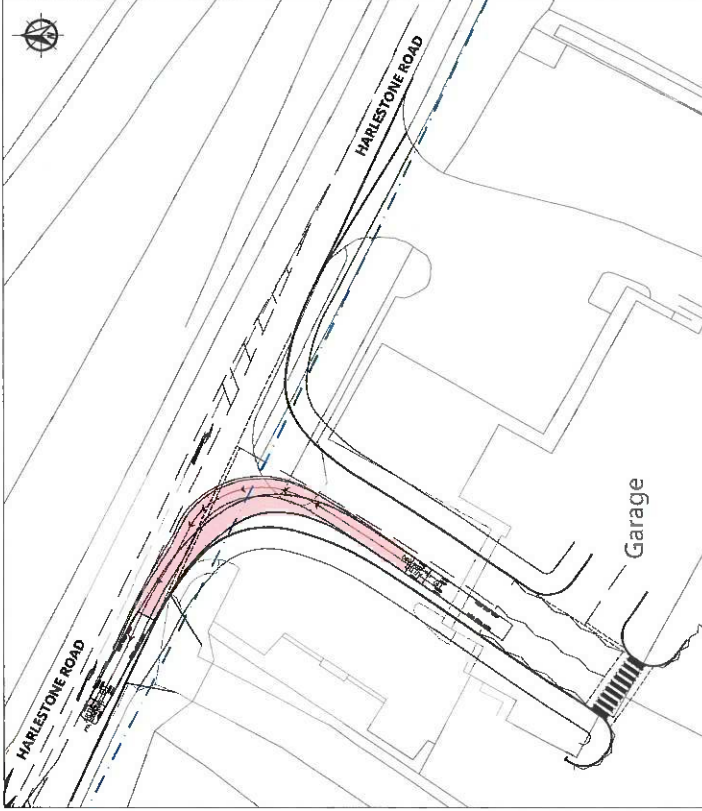
PROPOSED SITE ACCESS AND 16.5m LONG  
 ARTICULATED HGV SWEEP PATH ANALYSIS

Drawn	Checked	Approved	Authorised
HG			
Date	Date	Date	Date
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Project No.	Scale	Project Folder	
ITP3022	1:200	3000 - 3099	
Drawing No.	Rev.		
	N/A		

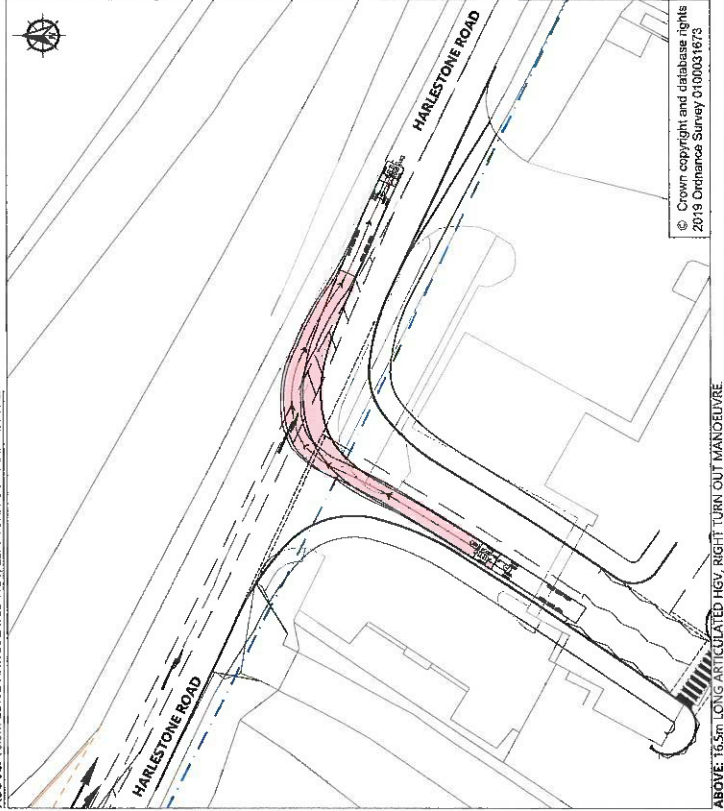
**Rev.**

DWG/ 3022/ SK02

Paper Size: A2\_L



ABOVE: 16.5m LONG ARTICULATED HGV, LEFT TURN OUT MANOEUVRE



ABOVE: 16.5m LONG ARTICULATED HGV, RIGHT TURN OUT MANOEUVRE



ABOVE: 16.5m LONG ARTICULATED HGV, LEFT TURN IN MANOEUVRE



ABOVE: 16.5m LONG ARTICULATED HGV, RIGHT TURN IN MANOEUVRE

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**Notes:**

- KEY:**
- DENOTES EXTENTS OF THE DEFINITIVE HIGHWAY BOUNDARY (AS SUPPLIED BY LOCAL HIGHWAY AUTHORITY)
  - DENOTES 4.5 x 120m VISIBILITY SPLAY IN ACCORDANCE WITH DMRB TD9 TABLE 3.
  - DENOTES EXISTING HIGHWAY INFRASTRUCTURE.
  - DENOTES PROPOSED HIGHWAY INFRASTRUCTURE.



**ARTIC**

Trailer Width	: 2.55	Lock to Lock Time	: 8.0
Trailer Track	: 2.45	Trailer Axle Spacing	: 75.0
Trailer Track	: 2.45	Articulating Angle	: 75.0

Rev	Details	By	Date	Checked	Date

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3<sup>rd</sup> Floor, 1 Broadway, Lace Market, Nottingham, NG1 1PR.

Client  
**CLIVE WESTLEY**

Project  
**HARLESTONE ROAD, NORTHAMPTON.**

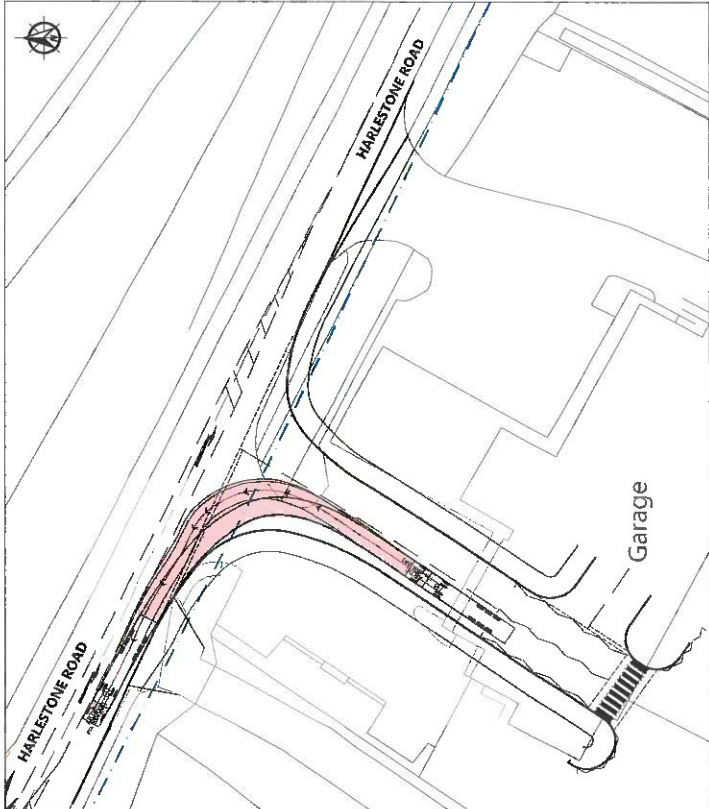
Title  
**PROPOSED SITE ACCESS AND 16.5m LONG ARTICULATED HGV SWEPT PATH ANALYSIS**

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Project No.	ITP3022	Scale	1:200	3000 - 3099
Drawing No.		Rev.		

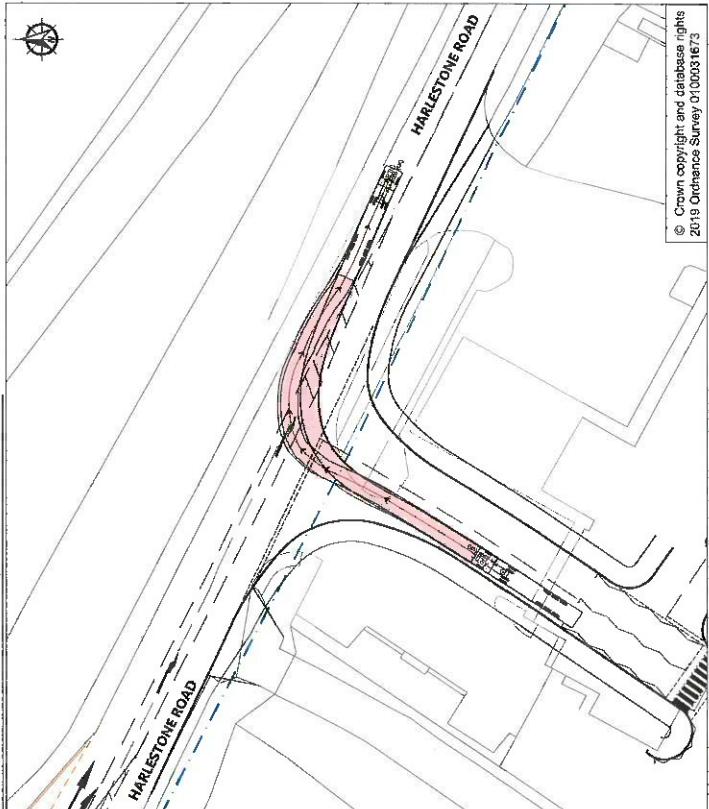
DWG/ 3022/ SK02

Rev. N/A

Paper Size: A2\_L



ABOVE: 16.5m LONG ARTICULATED HGV LEFT TURN OUT MANOEUVRE



ABOVE: 16.5m LONG ARTICULATED HGV RIGHT TURN OUT MANOEUVRE



ABOVE: 16.5m LONG ARTICULATED HGV LEFT TURN IN MANOEUVRE



ABOVE: 16.5m LONG ARTICULATED HGV RIGHT TURN IN MANOEUVRE

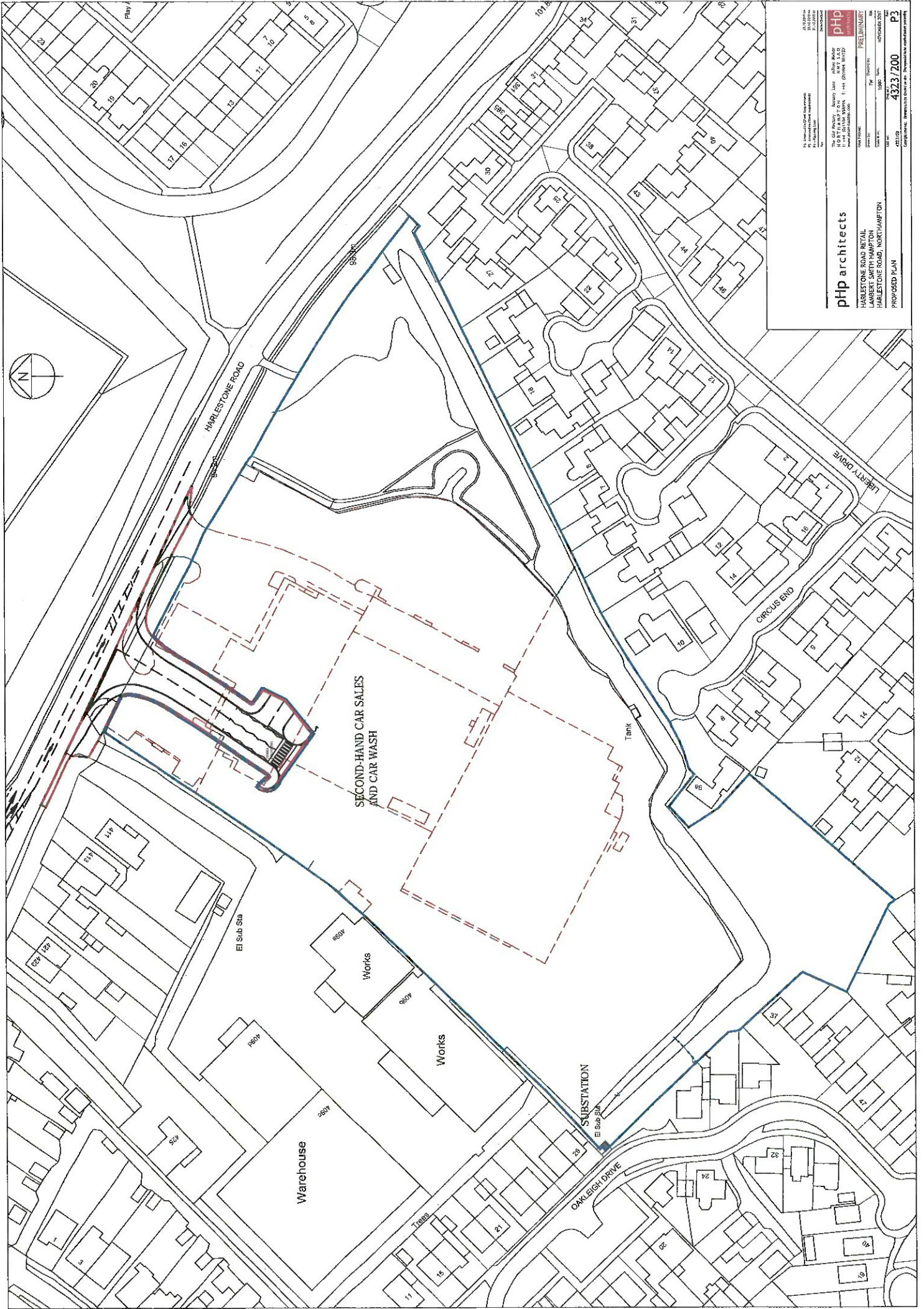
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15. Proposed Plans for Submission  
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 99. Proposed Plans for Submission  
 100. Proposed Plans for Submission

**php architects**  
 HARLESTONE ROAD OFFICE  
 HARLESTONE ROAD, NORTHAMPTON  
 NN4 1JG  
 TEL: 01603 251111  
 WWW.PHPARCHITECTS.CO.UK

PROJECT NO: 4323/200  
 DATE: 10/02/2017  
 DRAWING NO: P3  
 DRAWING TITLE: PROPOSED PLAN











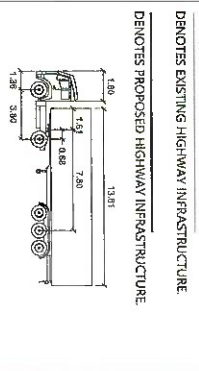






**Notes:**

- KEY:**
- DENOTES EXTENTS OF THE DEFINITIVE HIGHWAY BOUNDARY (AS SUPPLIED BY LOCAL HIGHWAY AUTHORITY)
  - DENOTES 4.5 x 120m VISIBILITY SPRAY IN ACCORDANCE WITH DVWB TD9 TABLE 3.
  - DENOTES EXISTING HIGHWAY INFRASTRUCTURE
  - DENOTES PROPOSED HIGHWAY INFRASTRUCTURE



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 Church House, Great Charles Street, Birmingham, B3 3HT.  
 1<sup>st</sup> Floor, 1 Broadway, Lace Market, Nottingham, NG1 1RN.

**CLIENT**

CLIVE  
 WESTLEY

**Project**

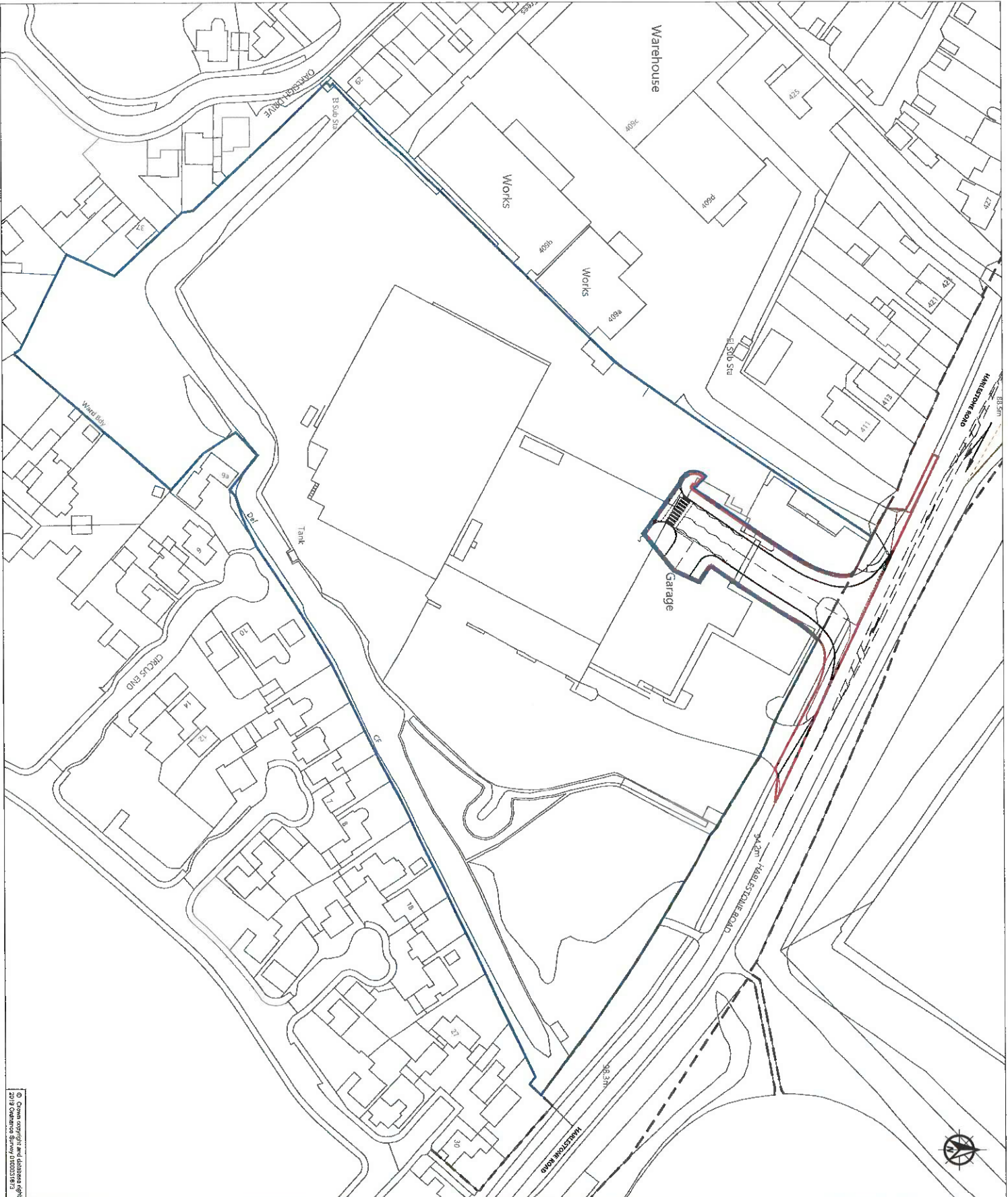
HARLESTONE ROAD,  
 NORTHAMPTON.

**Title**

PROPOSED SITE ACCESS AND 16.5m LONG  
 ARTICULATED HGV SWEEP PATH ANALYSIS

Drawn	Checked	Approved	Authorised
HG			
Date		Date	Date
17.10.19			
Project No.	Scale	Project Folder	
LTP3022	1:200	3000 - 3099	
Drawing No.			Rev.
DWG/ 3022/ SK02			N/A





- NOTES:**
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  2. ALL DIMENSIONS IN METRES, UNLESS OTHERWISE STATED.
  3. THIS DRAWING IS SUBJECT TO TOPOGRAPHICAL SURVEY DATA AND TIE-IN TO EXISTING STAKE.
  4. PROPOSAL BASED ON ON-SITE SURVEY DATA, AND THE PROPOSAL COULD CHANGE DURING CONSTRUCTION.
  5. THIS DRAWING MUST NOT BE RELIED FOR CONSTRUCTION PURPOSES, AS IT IS FOR ILLUSTRATION ONLY.
  6. THIS DRAWING IS FOR ILLUSTRATION ONLY.

- KEY:**
- EXISTING AREA OF DEVELOPMENT APPLICATION SITE
  - PROPOSED HIGHWAY INFRASTRUCTURE
  - EXISTING PROPOSED HIGHWAY INFRASTRUCTURE
  - PROPOSED HIGHWAY INFRASTRUCTURE
  - EXISTING AREA OF DEVELOPMENT APPLICATION SITE

DATE: 11/03/22  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]

NO.	DESCRIPTION	DATE	BY	CHKD	DATE
1	ISSUED FOR PERMITTING	11/03/22	[Name]	[Name]	[Date]
2	ISSUED FOR PERMITTING	11/03/22	[Name]	[Name]	[Date]

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PROJECT	CLIVE WESTLEY		
PROJECT	HARLESTONE ROAD, NORTHAMPTON.		
TITLE	PROPOSED SITE PLAN.		
DATE	11/03/22	SCALE	1:500
PROJECT NO.	11-500	PROJECT FOLDER	11-500-3999
DRAWING NO.	DWG/ 2022/ SK04	DATE	11/03/22

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October 2019

Transport Assessment

Northampton

Harlestone Road,

Proposed Access Road

Transport Assessment  
Northampton

Harlestone Road,  
Northampton  
Transport Assessment

Version 1-0

October 2019

Produced by:



For:

Clive Westley

Contact:

Lewis McAuliffe

Integrated Transport Planning Ltd.

Charles House

148 Great Charles Street

Birmingham, B3 3HT

UNITED KINGDOM

0121 285 7313

mcauliffe@itpworld.net

www.itpworld.net

## Project Information Sheet

Client	Clive Westley
Project Code	3022
Project Name	Harlestone Road, Northampton
Project Director	Dan Palmer
Project Manager	Lewis McAuliffe
Quality Manager	Dan Palmer
Additional Team Members	Harfan Ghafoor
Start Date	7 <sup>th</sup> August 2019
File Location	F:\Data\3000-3099\3022 Harlestone Road, Northampton\Reports

## Document Control Sheet

Ver.	Project Folder	Description	Prep.	Rev.	App.	Date
V1-0	F:\Data\3000-3099\3022 Harlestone Road, Northampton\Reports	Final	LM	DP	DP	25/10/2019
V0-0	F:\Data\3000-3099\3022 Harlestone Road, Northampton\Reports	Draft	LM	DP	DP	18/10/2019

## Notice

This report has been prepared for Clive Westley in accordance with the terms and conditions of appointment. Integrated Transport Planning Ltd cannot accept any responsibility for any use of or reliance on the contents of this report by any third party.

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## Appendices

Appendix A	Highways Comments (Northamptonshire County Highways)
Appendix B	Proposed Site Plan
Appendix C	Proposed Land Use Plan
Appendix D	Velocity Transport Planning Ltd – Supporting Technical Note
Appendix E	TRICS Output Report
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Appendix G	Proposed Site Access General Arrangement
Appendix H	Proposed Swept Path Analysis – 16.5m HGV
Appendix I	Assessment Scenario Turning Movements
Appendix J	PICADY Model Output Report



# 1. Introduction

- 1.1 Integrated Transport Planning Ltd has been appointed by Lambert Smith Hampton, on behalf of Clive Westley (the client), to prepare a Transport Assessment in support of a planning application for a new access road to serve a parcel of land (hereafter referred to as 'the site') off Harlestone Road (A428), Northampton.
- 1.2 The site is currently occupied by a former car dealership and a number of small commercial units that are provided with two points of access to the public highway (Harlestone Road). The site covers an area of approximately 1.6 hectares, within an established employment area, and is approximately 4km northwest of Northampton Town Centre.
- 1.3 The proposed development, for which planning permission is being sought, would seek to provide an access road and an upgraded vehicular access with Harlestone Road, to act as the catalyst for the redevelopment of the site. It is intended that the site will contain a 2-form entry (2FE) Primary School to accommodate 420 students and associated facilities, located on the rear portion of the site, and; a potential new food retail store and associated parking, located on the front portion of the site.
- 1.4 The proposed access road is required to serve the two new potential developments on the site; however, both potential uses on the site will be subject to their own planning applications, supported by their own transport impact studies.
- 1.5 Planning permission is sought only for the new access road into the site and works required to Harlestone Road. The access road will be designed to adoptable standards, but it is unlikely that adoption will be sought.
- 1.6 This Transport Assessment pertains only to the proposed new access road and the highway works required to Harlestone Road, in order to demonstrate the suitability of the proposed new access road in serving the potential future developments on the site, and its integration with the factor and form of the local highway network

## Scoping

- 1.7 This report has been prepared following initial discussions with Northamptonshire County Highways, to obtain their requirements in relation to the proposed redevelopment of the site; their comments have been appended to this document within Appendix A.

- 1.8 Initial steps towards the redevelopment of the site are to commence with the creation of a new access road to serve the site, and associated works to Harlestone Road. This report has been produced in line with the feedback and comments received from Northamptonshire County Highways in relation to the development proposal.
- 1.9 Talks have been held with Velocity Transport Planning Ltd, acting on behalf of the Department for Education, the future proprietor of the proposed school site, in the effort to coordinate the submission package to achieve the redevelopment of the application site.

## Report Structure

- 1.10 Notwithstanding the access road forming the sole aspiration of this planning application, in support of the application, a review of the existing and proposed operation of the site has been undertaken, primarily focusing on the form of access and its ability to accommodate the future development proposals.
- 1.11 The remainder of this Transport Assessment is organised into the following sections:
  - Section 2 provides an overview of the existing site, including current operations, the local highway network and analysis of historical collision data;
  - Section 3 reviews the proposed development and gives details of potential future traffic generation, key considerations in relation to access and junction improvements, as well as calculating the highway impact arising from the potential future occupiers of the site, and;
  - Section 4 provides a summary of key findings and a conclusion.

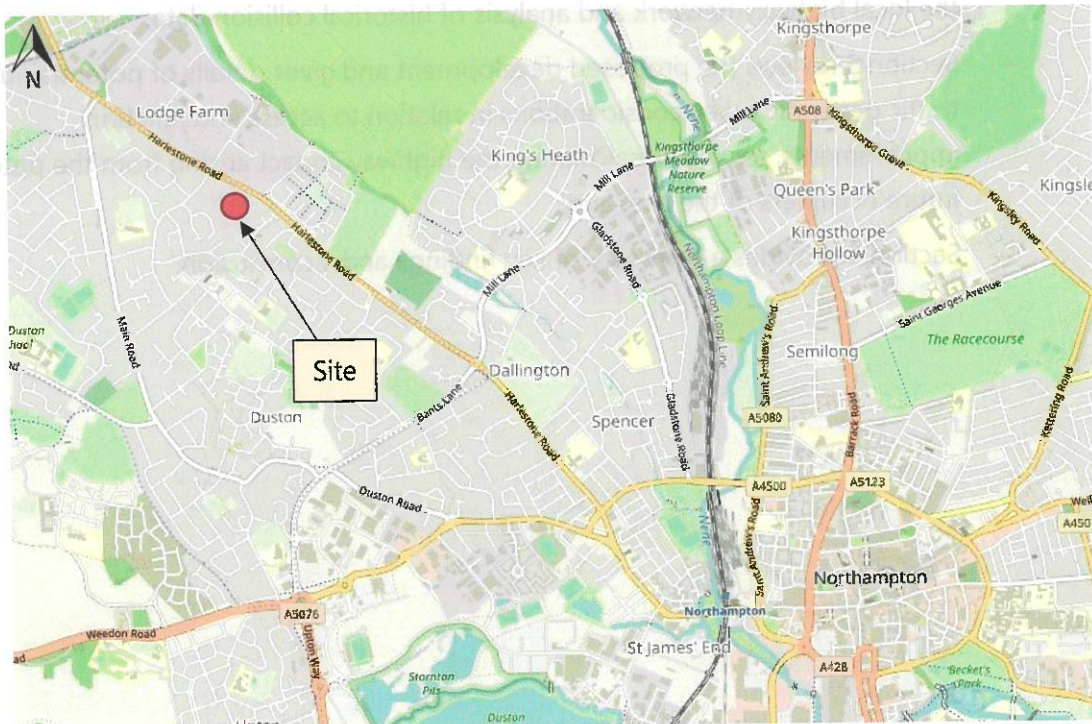
## 2. Existing Conditions

- 2.1 This chapter of the Transport Assessment describes the existing conditions of the site; including its location, current site operations, details of the local highway network, and analysis of historical collision data in the vicinity of the site.

### Site Location

- 2.2 The proposed development site is situated on Harlestone Road, in the Hopping Hill suburb of Northampton, approximately 4km northwest of Northampton Town Centre, as shown in Figure 2-1.
- 2.3 The site is currently occupied by a former car dealership which now operates as a hand car wash and used car sales business.
- 2.4 The site is bounded to the north by Harlestone Road, to the west by neighbouring industrial units and is surrounded by residential property to the south and east.

Figure 2-1: Site Location



Source: Open Street Map contributors



## Accessibility

- 2.5 The application site is situated in Hopping Hill, within a well-established residential suburb of Northampton. The site is walkable from the adjacent residential neighbourhoods, with Harlestone Road featuring several signalised crossings along its length, which aid pedestrian connectivity.
- 2.6 The site benefits from its proximity to an existing bus stop on Harlestone Road, which is situated 50m from the site access, as shown in Figure 2-2. This bus stop is served by the number 96 bus service, providing frequent services between Northampton Town Centre and Rugby, via the nearby villages.

Figure 2-2: Existing Bus Stop Location



Source: ITP

- 2.7 The site is within a short drive of Northampton Town Centre, the surrounding residential settlements of Long Buckby and East Haddon, and the M1 motorway, for connections further afield.

## Existing Use and Current Operation

- 2.8 The site area is approximately 1.6 hectares and has extant use for a car dealership and repair garage. The site is currently occupied by buildings associated with the former car dealership, comprising a car sales showroom, repair workshop and car wash, as well as ancillary maintenance buildings.

Figure 2-3: Existing Use



Source: ITP

- 2.9 The former car dealership has now ceased trading, and the site is currently in use by two smaller businesses - a small hand-car wash and a used car dealership, trading via a temporary lease.
- 2.10 The small hand-car wash business is currently operating from the former forecourt of the car dealership, and the used car sales business, M & A Autos Ltd, is operating from a section of hard-standing to the side of the main building, as shown in Figure 2-4. The building previously occupying the rear of the site, formerly used as repair workshop has now been removed and this area is currently vacant land.
- 2.11 Although the site has a range of existing uses and therefore potential to generate traffic during the highway peak hours and throughout the day, for the purposes of a robust assessment, no account of this has been taken within this assessment.

Figure 2-4: Current Operation



Source: ITP



## Vehicular Access

- 2.12 The site currently has access to the public highway – Harlestone Road (A428), via two separate vehicular access points, one on each side of the main building, as shown in Figure 2-5.

Figure 2-5: Vehicular Access Points



Source: ITP

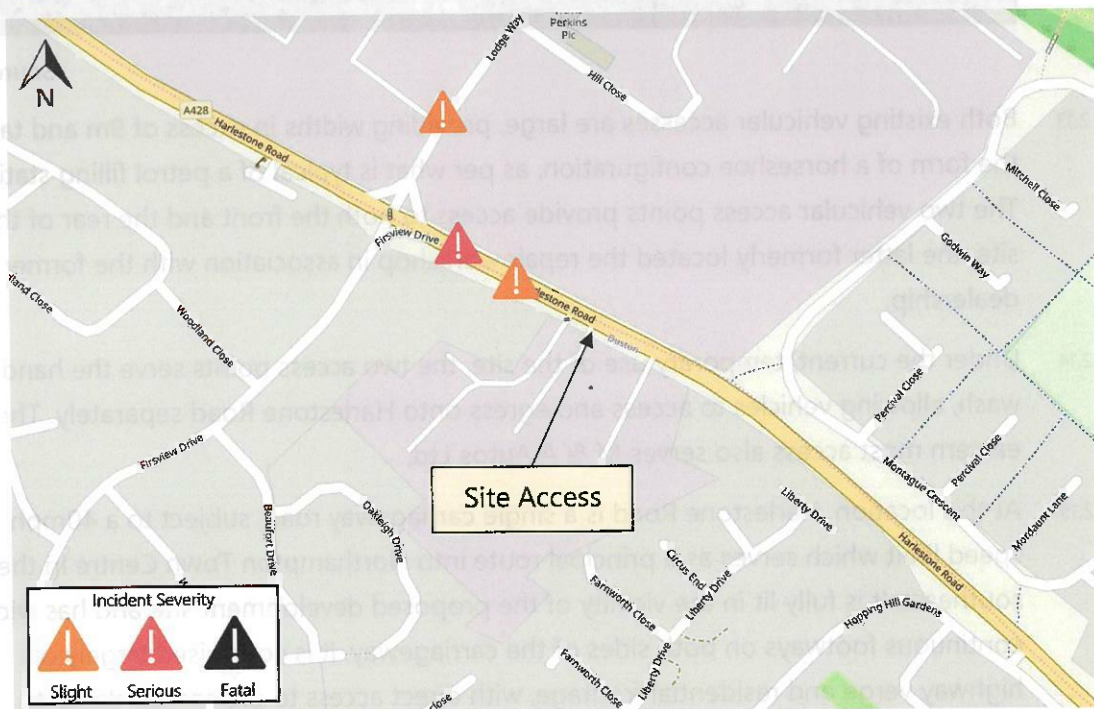
- 2.13 Both existing vehicular accesses are large, providing widths in excess of 9m and take the form of a horseshoe configuration, as per what is typical of a petrol filling station. The two vehicular access points provide access to both the front and the rear of the site; the latter formerly located the repair workshop in association with the former car dealership.
- 2.14 Under the current, temporary use of the site, the two access points serve the hand car wash, allowing vehicles to access and egress onto Harlestone Road separately. The eastern most access also serves M & A Autos Ltd.
- 2.15 At this location, Harlestone Road is a single carriageway road, subject to a 40mph speed limit which serves as a principal route into Northampton Town Centre in the southeast. It is fully lit in the vicinity of the proposed development site and has wide continuous footways on both sides of the carriageway. It is comprised largely of highway verge and residential frontage, with direct access to properties along its length. It also functions as a distributor road, providing access to residential streets.
- 2.16 The proposed development will seek to remove the existing eastern vehicular access, whilst upgrading the existing western access, to provide a single point of access to serve the site as a whole. This is to facilitate the traffic movements anticipated with the

size and scale of the potential new uses on the site, whilst streamlining the on-site vehicular movements via the removal of the existing eastern access.

## Collision Analysis

- 2.17 ITP has investigated Personal Injury Collision (PIC) data obtained from the 'Crash Map' website for the section of Harlestone Road which runs alongside the development site. National Planning Practice Guidance states that collision records should be interrogated for the most-recent available three-year period – in this case 2016–18, inclusively.
- 2.18 Within a three-year period, a total of three collisions were recorded, of which, two were classified as 'slight' and one was classified as 'serious'. There were no collisions involving fatalities. The locations of the collisions are displayed in Figure 2-6.

Figure 2-6: Collision Locations



Source: [www.crashmap.co.uk](http://www.crashmap.co.uk)

- 2.19 Of the three recorded collisions on the local highway network during the period reviewed, two took place on Harlestone Road, in proximity to the application site; however, neither of these occurred within the vicinity of the proposed development

site access. A third collision was recorded some distance from the site, on Lodge Way, which was classified as 'slight'.

- 2.20 The closest recorded incident to the application site involved two cars and occurred on Harlestone Road, in the northbound lane, resulting in one slight casualty. The second incident on Harlestone Road has been classified as 'serious' in severity, which involved a bus and a pedestrian; the collision occurred on approach to the southbound bus stop opposite the application site. Notwithstanding the recorded incidents on Harlestone Road, there is nothing to suggest the proposed development would exacerbate any existing issues.
- 2.21 Reviewing the collision summary data and locations, it is considered that there is no obvious pattern that would suggest there is an existing problem within the search area, nor would the existing situation be exacerbated by the proposed development.

### 3. Proposed Development

3.1 The proposed development seeks to obtain planning permission for an upgraded vehicular access and new access road to serve a future redevelopment of the parcel of land which is currently occupied by buildings associated with the former car dealership. The Proposed Site Plan is presented in Appendix B.

3.2 It should be noted that this proposal is for the access road and upgraded vehicular access with Harlestone Road only. The internal layout of the proposed redevelopment site surrounding the access road is an indicative design which is subject to separate planning applications.

3.3 The future development proposal is for the site to be redeveloped to form two new uses:

- A proposed 2 form entry (2FE) Primary School to accommodate 420 students and associated facilities, located on the rear portion of the site, and;
- A potential new food retail store of 9,173m<sup>2</sup> and associated parking, located on the front portion of the site, fronting Harlestone Road.

3.4 As part of the development process, all of the current buildings on the site will be demolished to accommodate the proposals.

3.5 An indicative layout of the redeveloped site is shown in the proposed land use plan in Figure 3-1, with a full version of the plan provided in Appendix C. The proposed land usage plan denotes the siting and boundaries of the two parcels of land which are to accommodate the proposed new uses; the school site shown in orange and the potential food store shown in green.



Figure 3-1: Proposed Land Use Plan



Source: ITP DWG/3022/SK03

## Potential Future Traffic Generation

- 3.6 As stated within paragraph 3.3, the future occupiers of the site could be a 2FE Primary School and a 9,173m<sup>2</sup> food retail store. To ensure that the proposed access road and upgraded junction with Harlestone Road can accommodate the level of traffic expected to be generated by the proposals, a traffic generation exercise of has been undertaken based on our current understanding of the development options.

### Primary School

- 3.7 Velocity Transport Planning Ltd, acting on behalf of the Department for Education – the future proprietor of the site, have produced their own technical note pertaining to the development, which has been included in Appendix D of this Transport Assessment.
- 3.8 Contained within the Technical Note produced by Velocity Transport Planning Ltd are the predicted trips attributed to the proposed school, and respective mode share data. 2011 school census data from a neighbouring school site has been used as a mode

share comparator, which has been applied to the proposed pupil intake for the prospective school once operational. The proposed mode share and predicted trips from the Technical Note have been reproduced in Table 3-1.

**Table 3-1: Predicted School Mode Share and Trips**

Mode	Average Mode share of Comparator Schools (%)	Harlestone Road School Predicted Trips
Walk	38.7	163
Cycle	0	0
Car	60.3	253
Public Bus	0	0
Train	0	0

Source: Velocity Transport Planning Ltd

3.9 The peak hours for trip generation associated with the prospective school is expected to occur between 08:00 to 09:00 and 14:30 to 15:30; however, in order to inform a robust cumulative impact assessment for the redevelopment site, the PM peak hour trip generation for the school will be applied to the highway PM peak hour within our assessment.

3.10 A reduction in the trips attributed to the school site has been agreed with NCC, as stated in paragraph 19 of the Technical Note:

*'It is understood to be accepted by the NCC that due to a combination of car sharing, absence and travel outside of the peak hours that a 25% reduction on the number of car trips is appropriate. As such, 190 vehicles could be expected to generate demand during the peak drop-off and collection.'*

3.11 This reduction of 25% from the 253 total trips would contribute to 190 vehicles in the AM peak period and 190 vehicles in the PM peak period, as such, the resultant predicted trips are presented in Table 3-2.

**Table 3-2: Harlestone Road School Predicted Trips**

	AM Peak (08:00-09:00)			PM Peak (14:30-15:30)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
Vehicle trips	95	95	<b>190</b>	95	95	<b>190</b>

Source: Velocity Transport Planning Ltd

### Potential Food Store

3.12 Based on trip rates for similar developments in the TRICS database, the peak hour trip generation has been calculated and summarised in Table 3-3. Trip rates have been obtained for land use: Retail – Food Superstore.

3.13 The following criteria were selected when filtering comparable sites in TRICS:

- Great Britain (excluding Greater London)
- 'Suburban' or 'Edge of Town' location
- 800-5,000sqm floor area
- Weekdays and Weekends
- No Petrol Filling Station

**Table 3-3: Vehicle trip rates and generation**

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
Trip rate	1.932	1.385	<b>3.29</b>	2.916	3.333	<b>6.249</b>
Vehicle trip generation	47	33	<b>79</b>	70	80	<b>150</b>

Source: TRICS

3.14 Table 3-3 demonstrates that the proposed development would generate a maximum of 79 two-way vehicle trips during the AM peak period (1 no. vehicle movements every minute) and 150 two-way vehicle trips during the PM peak period (3 no. vehicle movements every minute). The full TRICS output report can be found in Appendix E.

### Cumulative Development Trips

3.15 The cumulative development trips for the site once fully built out and operational is presented in Table 3-4.



Table 3-4: Cumulative Development Trips

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
Predicted School Trips	95	95	<b>190</b>	95	95	<b>190</b>
Predicted Food Store Trips	47	33	<b>79</b>	70	80	<b>150</b>
<b>Total Trips</b>	142	128	<b>269</b>	165	175	<b>340</b>

Source: Velocity Transport Planning Ltd & TRICS

## Junction Improvements

- 3.16 In accordance with the design guidance contained within Chapter 2 'Junction Selection' of CD 123:

*'Priority junctions shall include a major road central treatment when the minor road flow exceeds 300 vehicles 2-way annual average daily traffic (AADT), or the major road flow exceeds 13,000 vehicles 2-way AADT'*

- 3.17 The trip generation exercise has shown that the cumulative development trips exceed 300 vehicles in the PM peak period alone, establishing the need for a major road central treatment to be provided on Harlestone Road.
- 3.18 A 7-day Automatic Traffic Count (ATC) was conducted on Harlestone Road between the dates of Tuesday 17th to Monday 23rd September 2019 in order to record the existing traffic flow conditions in both directions of travel (traffic survey data provided in Appendix F). The results of the ATC confirm that the major road flow exceeds 13,000 vehicles 2-way AADT, which compounds the requirement for a major road central treatment to support the proposed development.
- 3.19 In light of the proposed traffic flow conditions at the site access, a ghost island right-turn facility is proposed as part of the access junction improvements to support the redevelopment of the site. The ghost island right-turn will allow vehicles waiting to turn right from the major road into the minor road to do so without impeding the through traffic movement. The proposed site access junction general arrangement is shown in Appendix G.

## Upgraded Vehicular Access

- 3.20 Access to the site is currently gained via two vehicular access points onto Harlestone Road, situated within a short distance of one another, as shown in Figure 3-2. Only a single point of access is required to serve the future redevelopment of the site, therefore it is proposed to upgrade the existing western access in line with this proposal whilst the eastern access is to be permanently removed.

Figure 3-2: Proposed Access Arrangements



Source: ITP

- 3.21 Improvements to the existing western access will come in the form of widening of the existing footprint to minimise the impact of the interaction with the mainline carriageway on Harlestone Road.
- 3.22 The upgraded vehicular access is in the form of a ghost island right-turn with a minor arm carriageway width of 9m up to the point of entry into the two proposed new uses, presented in Appendix G. The upgraded access road has been designed to accommodate the vehicles anticipated to require access to the site, associated with both the proposed school and the potential food store, and in accordance with the criteria contained within the feedback from Northamptonshire Highways during the scoping exercise.
- 3.23 It is proposed that the internal road network will not be put forward for adoption and therefore remain private; although, it will be constructed to a standard that will allow access by a 16.5m maximum legal length articulated HGV, in order to provide a robust assessment of those vehicles anticipated to require regular access for deliveries to the potential food store.

- 3.24 Swept path analysis has been undertaken to demonstrate the turning capabilities of a 16.5m maximum legal length articulated HGV, shown in Appendix H.
- 3.25 A 3m-wide shared use cycle-footway will be provided on both sides of the upgraded site access road, which will connect to the existing footway on Harlestone Road, as well as a zebra crossing forming a link across the internal access road to the footways on either side.
- 3.26 Other options were investigated for the location of the new site access; however, due to only a single point of access being required to serve the redevelopment site and the two existing accesses available, in an effort to minimise the impact on the form and function of the local highway network, it was deemed logical to upgrade the existing western access. The existing western access provides a suitable footprint to serve the proposed new uses on the site and in light of this, the existing eastern access is to be permanently removed.
- 3.27 In addition to recording vehicular flows, the 7-day Automatic Traffic Count (ATC) conducted on Harlestone Road between the dates of Tuesday 17th to Monday 23rd September 2019 was used to obtain the 85th percentile speeds in both directions of travel. The worst case 85th percentile speeds recorded during the surveyed period revealed speeds of 39.5mph in the westbound direction of travel and 40mph in eastbound direction of travel, necessitating a standard visibility requirement for a 40mph road at the site access.
- 3.28 In accordance with the design standards contained within TD9/93 of the Design Manual for Roads and Bridges (DMRB), the sight stopping distance for a 40mph road requires a visibility splay of 4.5m x 120m in both directions and must be achieved without obstruction above 600mm. The 4.5m set back or 'X' distance is deemed appropriate for the characteristics of Harlestone Road and is in accordance with DMRB guidance.
- 3.29 A visibility splay of 120m y-distance is achievable in both directions from the new access road which is shown in the proposed site access general arrangement drawing, contained within Appendix G.

## Trip Distribution

- 3.30 The trip distribution for the vehicles associated with the potential developments is based on the vehicular turning proportion recorded in a Classified Turning Count (CTC), conducted on 17th September 2019, at the existing site access.



- 3.31 The CTC was conducted between the hours of 07:00 and 19:00, providing 12 hours of data. This data was intended to establish the access and egress turning movements of vehicles using site and inform the trip distribution turning proportions for the proposed development trips.
- 3.32 Due to the temporary uses on the site generating an insufficient number of vehicles accessing and egressing the existing site, the proportion of the sum of the northbound and southbound mainline carriageway flows, obtained from the CTC, have been used as a proxy to determine the percentage of turning movements. These flow proportions have subsequently been applied to the trips associated with the proposed uses on the redevelopment site.

## Highways Impact and Junction Assessment

- 3.33 For the purpose of junction assessment, the AM peak period is identified as 0800 – 0900 and the PM peak period is identified as 1700-1800, which are the recognised highway peak periods - when the local highway network experiences the highest traffic conditions. The recognised highway peak periods correlate with the results of the traffic survey data as the hours of peak traffic conditions.
- 3.34 It is forecast that the proposed development of a 2FE Primary School will generate 190 vehicular trips in the AM peak hour and 190 vehicular trips in the PM peak hour.
- 3.35 The peak hours for trip generation associated with the prospective school is expected to occur between 08:00 to 09:00 and 14:30 to 15:30.
- 3.36 The PM peak hour trip generation for the school has been applied to the highway PM peak hour assessment, despite the school PM peak hour occurring much earlier. This is to produce a robust cumulative impact assessment for the redevelopment site.
- 3.37 It is forecast that the proposed development of the potential food store will generate 79 additional vehicular trips in the AM peak hour and 150 additional vehicular trips in the PM peak hour.
- 3.38 A PICADY capacity assessment has been carried out at the site access junction on Harlestone Road, to allow the cumulative impact of the proposed development to be quantified. The following development scenarios have been assessed:
- Existing (2019) + Development Scenario*
- 3.39 The Existing (2019) + Development Scenario has been derived by adding the cumulative trips that will be generated by the proposed redevelopment of the site

onto the existing background trips for the identified peak periods (turning movements shown in Appendix I). This assessment assumes the full build-out the site, with both proposed uses becoming operational simultaneously.

*Future Year (2024) + Development Scenario*

- 3.40 TEMPro 7.2 has been used to apply a site-specific 5-year growth factor to the existing 2019 trips to produce an anticipated level of background growth for the year 2024.
- 3.41 The Future Year (2024) + Development Scenario contains the cumulative trips that will be generated by the proposed redevelopment of the site, with the addition of the TEMPro growth factor applied to the existing background trips on Harlestone Road (turning movements shown in Appendix I).
- 3.42 The results of the capacity assessments are shown in Table 3-5 for the two assessed scenarios. The full model output report is included in Appendix J.

**Table 3-5: Upgraded Site Access Junction Assessment Summary**

Arm	AM Peak		PM Peak	
	Queue (Veh)	RFC	Queue (Veh)	RFC
<b>Existing (2019) + Development Scenario</b>				
Site Access	<1	0.41	1	0.53
A428 Harlestone Road (W)	<1	0.20	<1	0.23
<b>Future Year (2024) + Development Scenario</b>				
Site Access	<1	0.44	1	0.59
A428 Harlestone Road (W))	<1	0.21	<1	0.23

- 3.43 As demonstrated through the capacity assessments, the upgraded site access junction operates well within capacity to accommodate the vehicle trip generation associated with the potential development. Both assessment scenarios; the Existing (2019) + Development and the Future Year (2024) + Development, show that all junction arms fall well within the recognised industry standard capacity threshold of 0.85 RFC with minimal queuing.
- 3.44 The robust criteria that was used to formulate the impact assessment must also be noted; the assessment is comprised of the PM peak hour school trips applied to the highway PM peak hour assessment, despite the school PM peak hour occurring much earlier.

## 4. Summary and Conclusions

- 4.1 Integrated Transport Planning Ltd has been appointed by Lambert Smith Hampton, on behalf of the client – Clive Westley, to prepare this Transport Assessment in support of the planning application for a new access road to serve the parcel of land earmarked for proposed redevelopment at Harlestone Road, Northampton.
- 4.2 It is intended that the site will contain a 2-form entry (2FE) Primary School to accommodate 420 students and associated facilities, located on the rear portion of the site, and; a potential new food retail store and associated parking, located on the front portion of the site.
- 4.3 The proposed development includes the provision of an upgraded vehicular access off Harlestone Road to act as the catalyst for the redevelopment of the site. The upgraded vehicular access is in the form of a ghost island right-turn with a minor arm carriageway width of 9m and provision of a 3m footway into the site, tying in with the existing footway on Harlestone Road.
- 4.4 It is proposed that the internal road network will not be put forward for adoption and therefore remain private; although, it will be constructed to a standard that will allow access by a 16.5m maximum legal length articulated HGV.
- 4.5 A traffic generation exercise has been completed which shows that the future potential occupiers of the site could generate approximately 269 trips in the AM peak hour and 340 trips in the PM peak hour. This expected level of traffic generation has been accommodated by the proposed access road and upgrading works to the site access on Harlestone Road.
- 4.6 A junction capacity assessment of the proposed access arrangement has been completed and confirms that the proposed arrangement would operate well within capacity and therefore have a negligible impact to the operation of the local highway network during both peak periods, with insignificant queueing and delay.
- 4.7 It is considered the proposed site access arrangement provides a robust solution to serve the existing uses on the site, should the potential future uses not come forward immediately.
- 4.8 In conclusion, it is considered that, the proposed development will not have an adverse impact on the local highway network and accords with Paragraph 109 of the NPPF, whereby: *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”* and therefore, it is considered that there

are no transport-related reasons why the development as proposed should not be recommended for approval by the local highway authority.

Integrated Transport Planning Ltd has been appointed by Lambert Smith Hampton on behalf of the client – Clive Westley, to prepare this Transport Assessment in support of the planning application for a new access road to serve the parcel of land earmarked for proposed redevelopment at Harlestone Road, Northampton.

It is intended that the site will contain a 2-form entry (2FE) Primary School to accommodate 420 students and associated facilities located on the rear portion of the site, and a potential new food retail store and associated parking located on the front portion of the site.

The proposed development includes the provision of an upgraded vehicular access off Harlestone Road to act as the catalyst for the redevelopment of the site. The upgraded vehicular access is in the form of a ghost island right-turn with a minor slip rampway width of 8m and provision of a slip roadway into the site going in with the existing roadway on Harlestone Road.

It is proposed that the internal road network will not be put forward for adoption and therefore remain private although it will be constructed to a standard that will allow access by a 18.7m maximum legal length with a 40t HGV.

A traffic partition exercise has been completed which shows that the future potential volume of traffic could generate approximately 219 trips in the AM peak hour and will generate 121 trips in the PM peak. This is a level of traffic generation that has been accommodated by the proposed access road and additional parking provision on Harlestone Road.

A detailed traffic assessment of the proposed access road and internal road network has been completed and shows that the proposed access road and internal road network will not have a significant impact on the local highway network and will not cause any congestion or delay.

It is concluded that the proposed access road and internal road network will not have a significant impact on the local highway network and will not cause any congestion or delay.

It is concluded that the proposed access road and internal road network will not have a significant impact on the local highway network and will not cause any congestion or delay.



# Appendix A

## Northamptonshire County Highways Comments

Dear Mr. [Name],

Thank you for your application and the information you have provided. I would like to comment on the following:

A road right of way is shown on the plan to be crossed by the proposed access. The proposed access is shown to be located on the right of way. A realistic number of drop off and pick up vehicles will be required to be provided to the school site within the school site and the proposed access.

A realistic number of drop off/pick up vehicles will be required. Please note that it will not be necessary to have either side of drop off/pick up vehicles with the school site. The use of the highway will be limited to the surrounding area of the school site. The proposed access will be provided to the school site.

The proposed access will be provided to the school site. The proposed access will be provided to the school site.

Finally please ensure that the proposed access will be provided to the school site. The proposed access will be provided to the school site.

With kind regards,

Verity

Verity Driver  
Senior Development Management Engineer  
Northampton Highways  
One Angel Square  
Angel Street  
Northampton, NN1 2B  
01603 44601





## Lewis McAuliffe

---

**From:** Chilver, Verity <VChilver@kierwsp.co.uk>  
**Sent:** 20 August 2019 14:34  
**To:** Lewis McAuliffe  
**Cc:** Adam Smith (ASmith@northampton.gov.uk)  
**Subject:** FW: Highways Scoping Opinion - Proposed New Access Road at 399 Harlestone Road, Northampton, NN5 6PD

Good afternoon Lewis

Thank you for your pre application enquiry that has been passed to me for attention in Jason's absence.

Having looked at the information you have supplied I would advise you briefly as follows:

A ghost island right hand turn lane will need to be provided to facilitate safe access into the site and to ensure that no obstruction is caused on this principle county road by vehicles waiting to turn into the site; be they requiring access to the propose school, or any other business usage that may be carried on within these land parcels.

A realistic number of drop off and pick up parking spaces will be required to be provided to facilitate the school site, within the school site and also the possible supermarket site.

A realistic number of school staff parking spaces will also be required. Please note that it will not be acceptable to have either staff or drop off parking associated with the school taking place on either the live carriageway outside the site, the surrounding residential of industrial estate streets, or on publicly maintained highway land.

I note the previous advice provided to you by Jason on this site; all matters contained therein; including the provision of a zebra crossing point, and the single point of access, along with the dimensions variously quoted within that response made on the 24<sup>th</sup> May 2018 will be required to be adhered to.

Finally please ensure that the applicant is also made fully aware that a full Transport Assessment will be required to be submitted in respect of any planning application that may eventually come forward in respect of this land parcel; single, joint usage or otherwise. The site access and surrounding local highway network must be fully adjudged against all possible likely trip rates and all likely vehicle and pedestrian usage. Without these full details being provided the LHA would be unable to provide an informed consultation response to the local planning authority, which may then result in a formal objection being lodged.

I trust that the above is of some assistance to you in respect of your client's enquiry.

With kind regards

Verity

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**Senior Development Management Engineer**  
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To ensure any enquiries are dealt with correctly and to report defects please use our online Street Doctor service. This process means all issues are recorded. Once reported you will be issued with a unique reference number and be able to follow the progress of your enquiry.

- Website: [www.northamptonshire.gov.uk/streetdoctor](http://www.northamptonshire.gov.uk/streetdoctor)
- For information and transport and highway updates follow us on Twitter @nnhighways
- To view road works and diversion routes go to [roadworks.org](http://roadworks.org)



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**Smartmove**



**Government and Business** - Working together to increase disability employment  
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**gov.uk**



@nnhighways @cyclenorthants @rsnorthants

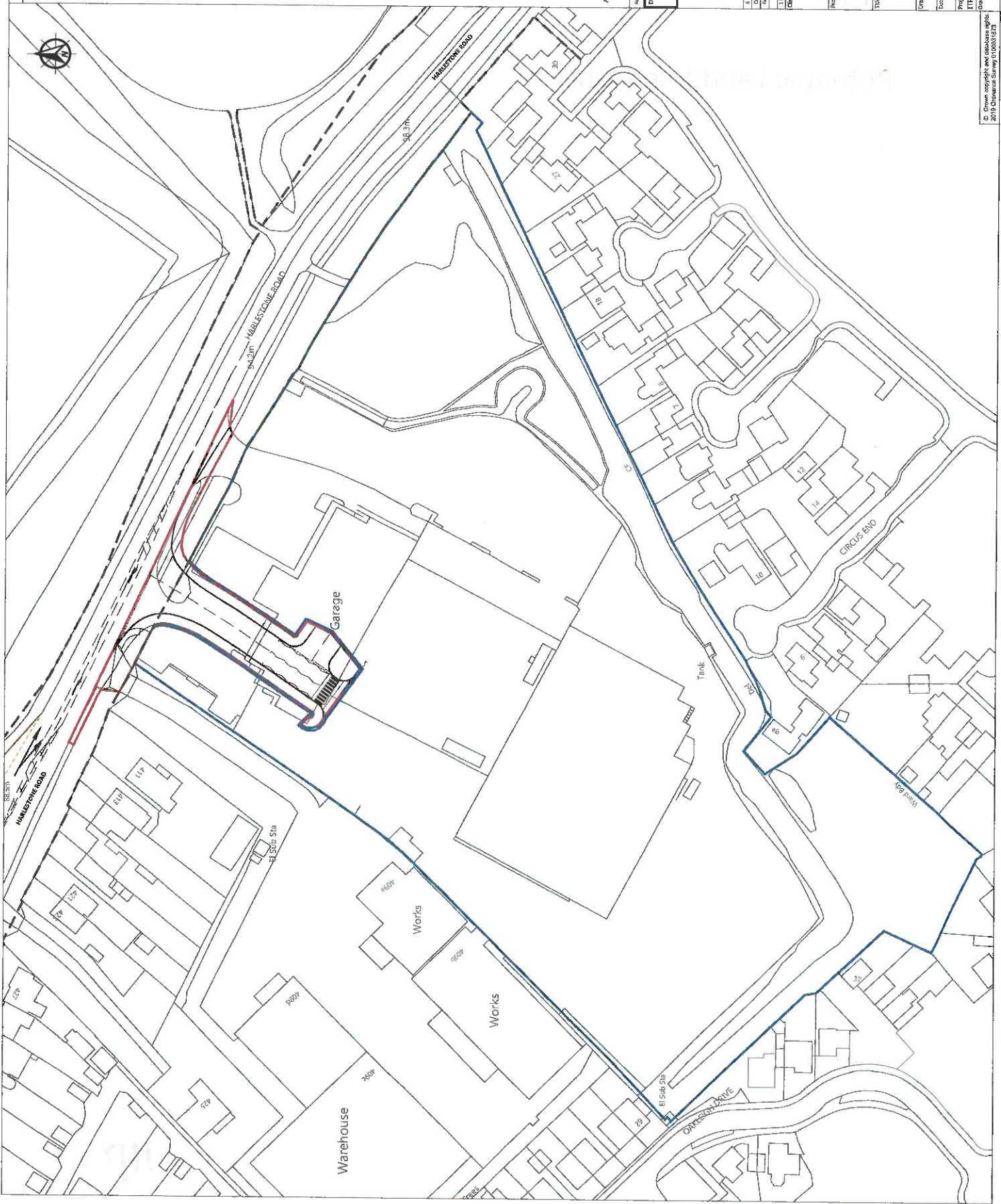
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- Notes:**
1. DO NOT SCALE.
  2. ALL DIMENSIONS IN METRES, UNLESS OTHERWISE STATED.
  3. PROPOSAL SUBJECT TO TOPOGRAPHICAL SURVEY DATA AND THE DETAIL DESIGN STAGE. ANY DISCREPANCIES BETWEEN THIS DRAWING AND THE TOPOGRAPHICAL SURVEY DATA SHOULD BE RECONCILED PRIOR TO CONSTRUCTION.
  4. THIS DRAWING IS INTENDED FOR INFORMATION ONLY. IT IS NOT TO BE USED FOR CONSTRUCTION PURPOSES. SHOULD THERE BE ANY DISCREPANCIES BETWEEN THIS DRAWING AND THE TOPOGRAPHICAL SURVEY DATA, THE DRAWING IS FOR ILLUSTRATION ONLY.

**KEY:**

- BLUE AND RED LINE BOUNDARIES OF THE PROPOSED HIGHWAY INFRASTRUCTURE
- DENOTES AREA OF DEVELOPMENT/ APPLICATION SITE
- DENOTES PROPOSED HIGHWAY INFRASTRUCTURE
- DENOTES EXISTING HIGHWAY INFRASTRUCTURE

Rev	Desc	By	Date	Drawn
A	BLUE AND RED LINE BOUNDARIES OF THE PROPOSED HIGHWAY INFRASTRUCTURE WITH LSH COMMENTS DATED 21.10.19	HGS		

**DRAWING STATUS:**  
FOR PLANNING ONLY



itpadmin@twinkl.net  
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@ITPtwinkl

11 Rye Lane, London, SE13 2JL  
Cathedral Lower Grade Stock Street, Bristol, BS1 3NS  
Highways Office, 50 North Tranter Street, Milton Keynes MK9 3BP  
11 Rye Lane, London, SE13 2JL  
Client: CLIVE WESTLEY

Project: HARLESTONE ROAD, NORTH HAMPTON.  
Title: PROPOSED SITE PLAN.

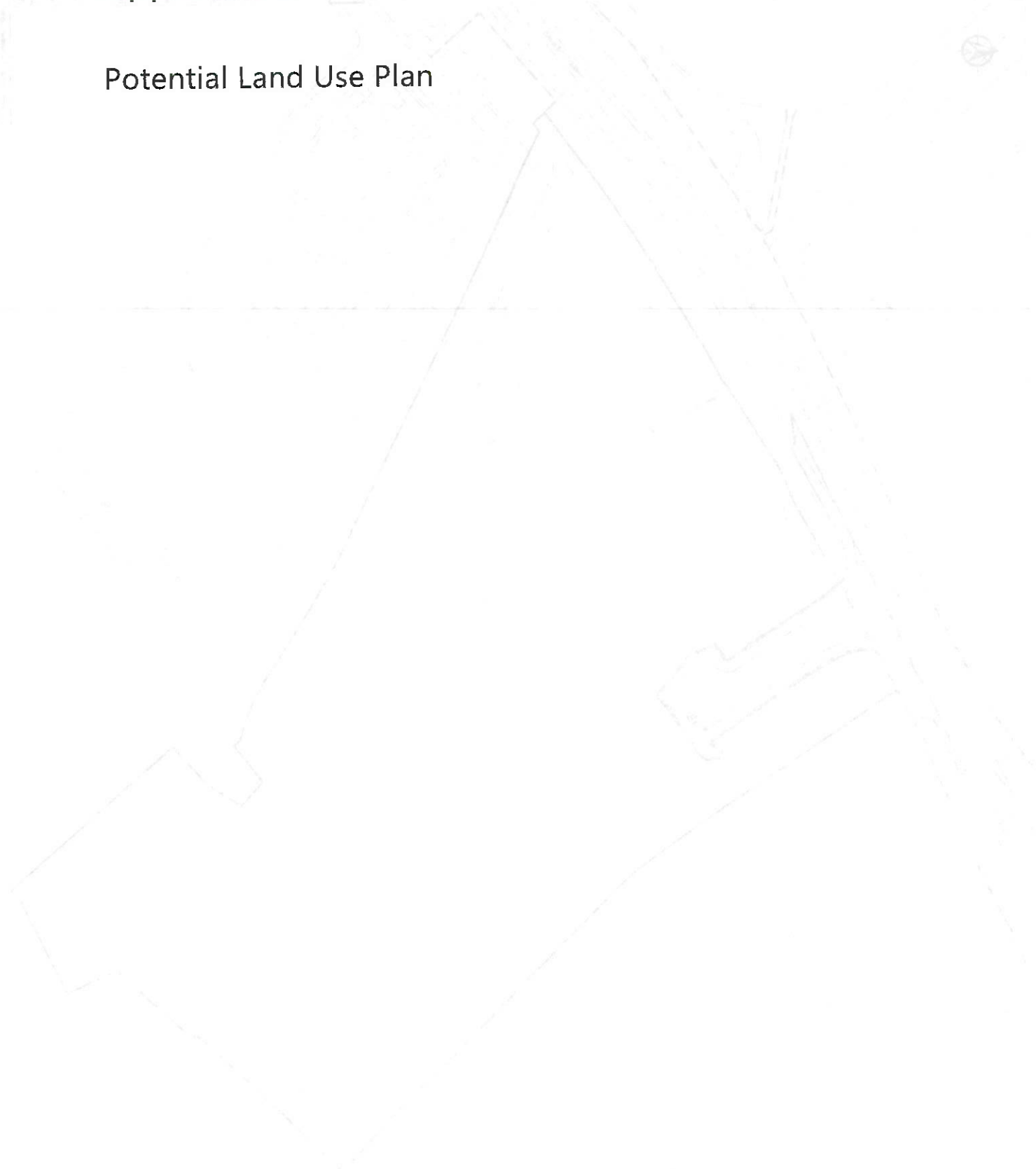
Drawn	Checked	Approved	Approved	Approved
DP	IM	DP	DP	DP
17.10.19	31.10.19	31.10.19	31.10.19	31.10.19
ITP6022	1:500	3010 - 9999		

Drawing No. DWG/ 3022/ SK04  
Rev. A  
Page 8 of 11

15. Please specify any additional requirements for the site plan.  
2019 October/2019/10/20/10/20

# Appendix C

## Potential Land Use Plan







# Appendix D

## Velocity Transport Planning Ltd – Supporting Technical Note



# HARLESTONE ROAD PRIMARY ACADEMY

## TECHNICAL NOTE: PED CONNECTION IMPACT

CLIENT: JLL

DATE: JULY 2019

### PURPOSE

1. The purpose of this document is to identify the potential reduction in drop-off / pick-up parking requirements for the proposed Harlestone Primary Academy, to allow for development of the proposal in advance of a pre-application meeting with the Local Authority.

### PARKING REQUIREMENTS

2. Document 'T001\_2550\_1150\_Transport Design Brief' identifies that we would anticipate 95 spaces to be required for pick-up and drop-off activities, based on the application of parking policy and in accordance with feedback received from NCC to date.
3. In order to understand the likely impact, the 2011 school census data has been analysed. Three local primary schools were initially identified in the vicinity of the site. However, in consideration of NCC's view of the sites access location and comparing to the three local schools, two schools were not considered comparable due to their greater level of access / access points.
4. On the basis that the introduction of a pedestrian connection to the site via Oakleigh Drive (or any other connection to the south of the site) would make the site more directly comparable to the two previously discounted schools, it is considered appropriate to include them within a revised assessment of pick-up / drop-off demand.
5. The following three primary schools, the locations and mode shares of which are shown in the image overleaf were considered:
  - ⊙ Dunston Eldean Primary School – discounted due to multiple access points and situated within the residential estate;
  - ⊙ Hopping Hill Primary School – discounted due to multiple access points and situated within the residential estate, and
  - ⊙ Chiltern Primary School- selected as comparable
6. The comparator mode share (calculated by the weighted average of all three schools, i.e. considers the number of pupils at each) has been applied to the proposed pupil intake for the prospective school once operational and the results presented in **Table 1-1**.



# HARLESTONE ROAD PRIMARY ACADEMY

## TECHNICAL NOTE: PED CONNECTION IMPACT

CLIENT: JLL

DATE: JULY 2019

Mode share of local comparator primary schools

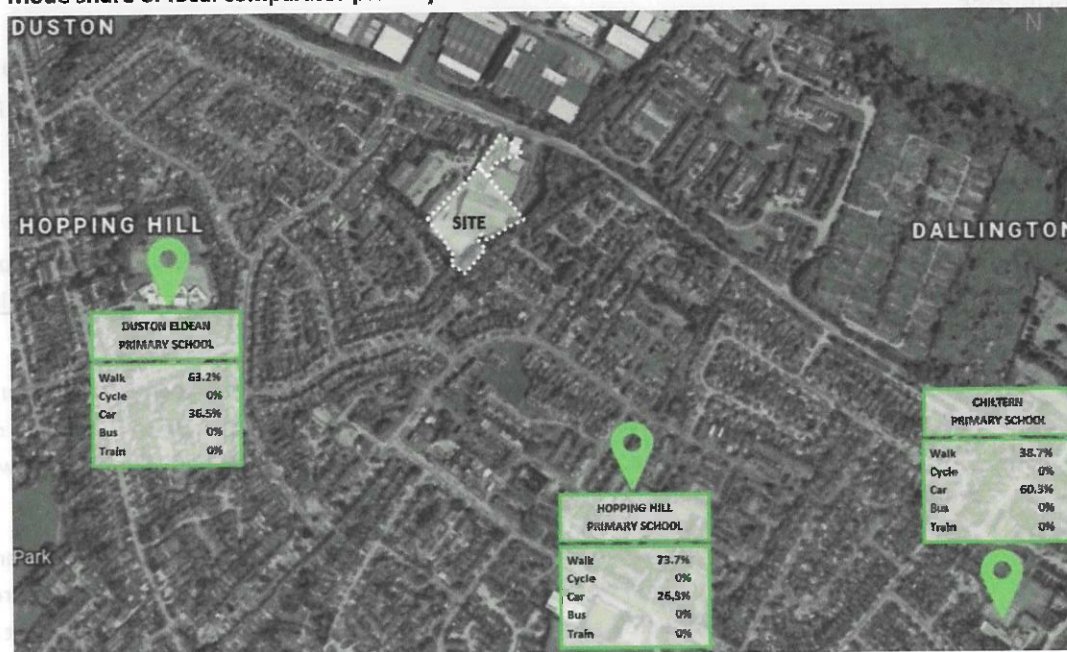


Table 1-1: Predicted Pupil mode share - Harlestone Road Primary Academy and Nursery

MODE	AVERAGE MODE SHARE OF COMPARATOR PRIMARY SCHOOLS (%)	HARLESTONE ROAD PRIMARY ACADEMY PREDICTED TRIPS	HARLESTONE ROAD NURSERY PREDICTED TRIPS
Walk	62%	260	19
Cycle	0%	0	0
Car	38%	160	11
Public bus	0%	0	0
Train	0%	0	0

- As shown in the above table, the majority (i.e. 62%) of trips are anticipated to be walking trips while the remaining 38% of primary pupils are expected to travel to/from the site by car. As a result the proposed primary school is likely to generate up to 171 vehicle trips inclusive of the nursery (it is noted that the figure does not account for any car sharing that may result from siblings or travel planning measures).
- The peak hours for trip generation associated with the prospective school is expected to occur between 08:00 to 09:00 and 14:30 to 15:30, however a number of pupils (dependant on the demand) will be arriving outside of those peak hours for breakfast clubs (i.e. between 07:00 to 08:00) or remaining on-site for afterschool clubs/afterschool care (i.e. 17:00 to 18:00).



# HARLESTONE ROAD PRIMARY ACADEMY

## TECHNICAL NOTE: PED CONNECTION IMPACT

CLIENT: JLL

DATE: JULY 2019

9. It is understood to be accepted by the NCC that due to a combination of car sharing, absence and travel outside of the peak hours that a 25% reduction on the number of car trips is appropriate. As such, 128 vehicles could be expected to generate demand during the peak drop-off and collection.
10. In order to reduce the number of pick-up / drop-off spaces required it is considered a requirement to stagger the start and finish times of KS1, KS2 and the nursery. The highest concurrent demand would therefore occur when either KS1 or KS2 start or finish. The trip generation assessment therefore identifies that 60 pick-up and drop-off activities could occur concurrently.
11. Given the nature of Harlestone Road (as a main route) it is anticipated that some drop-off / pick-up demand could be displaced to Oakleigh Drive should a pedestrian connection be made available. Oakleigh Road consists of properties that have access to off-street parking, and there are no waiting restrictions. However, demand for such activity would be limited by the fact that Oakleigh Drive is a dead-end road.
12. Subject to agreement with NCC and more detailed assessment of existing parking demand, we believe it would be reasonable to assume up to 25% (15 spaces) of demand could take place from this off-site location. This would result in a requirement on-site for 45 drop-off / pick-up parking spaces.

### SUMMARY

13. It is anticipated that the requirement for drop-off and pick-up parking spaces could be reduced from 95 spaces to 45 spaces as a result of introducing a pedestrian connection to the south of the site. The change would result from a combination of mode shift and displacement of demand.
14. The impact of introducing the pedestrian link represents a net reduction of 50 parking spaces. Based simply on a standard parking bay size of 4.8m x 2.4m and an aisle width of 6m between parking spaces, there could be a net loss in carriageway / hard landscaping of 938sqm.



# Appendix E

## TRICS Output Report

- 9. It is understood to be accepted by the NCC that due to a reduction in the number of vehicles expected to generate demand during the peak drop-off and collection outside of the peak hours that a 25% reduction on the number of cars is appropriate. As such, 128 vehicles could be expected to generate demand during the peak drop-off and collection.
- 10. In order to reduce the number of pick-up / drop-off spaces required it is considered a requirement to stagger the start and finish times of K21, K22 and the nursery. The highest concurrent demand would therefore occur when either K21 or K22 start or finish. The trip generation assessment therefore identifies that 80 pick up and drop-off activities could occur concurrently.
- 11. Given the nature of Harlestone Road (as a main route) it is anticipated that some drop-off / pick-up demand could be displaced to Carleigh Drive should a pedestrian connection be made available. Carleigh Road consists of properties that have access to the road from the rear and there are no walking footways. However, demand for such activity would be limited by the fact that Carleigh Drive is a dead end road.
- 12. Subject to agreement with NCC, and more detailed assessment of existing and proposed, we believe it would be reasonable to use the up to 25% of demand could be displaced from the site location. This would mean that the treatment area for 45 drop-off / pick-up spaces.
- 13. It is anticipated that the number of drop-off / pick-up spaces would be reduced from 65 spaces to 45 spaces given the additional parking / waiting capacity for the rear of the site. This change would result from a reduction in the number of drop-off / pick-up spaces.
- 14. The number of vehicles expected to generate demand during the peak drop-off and pick-up times is given in the table below. The number of vehicles expected to generate demand during the peak drop-off and pick-up times is given in the table below. The number of vehicles expected to generate demand during the peak drop-off and pick-up times is given in the table below.



**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use : 01 - RETAIL  
 Category : A - FOOD SUPERSTORE

**VEHICLES**

Selected regions and areas:

<b>02 SOUTH EAST</b>		
ES EAST SUSSEX		1 days
WN WINDSOR & MAIDENHEAD		1 days
<b>03 SOUTH WEST</b>		
SM SOMERSET		1 days
<b>09 NORTH</b>		
TW TYNE & WEAR		1 days

*This section displays the number of survey days per TRICS® sub-region in the selected set*

**Secondary Filtering selection:**

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: Gross floor area  
 Actual Range: 4644 to 10725 (units: sqm)  
 Range Selected by User: 800 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 03/05/19

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*

Selected survey days:

Friday	2 days
Saturday	2 days

*This data displays the number of selected surveys by day of the week.*

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*

Selected Locations:

Suburban Area (PP56 Out of Centre)	3
Edge of Town	1

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

Selected Location Sub Categories:

Residential Zone	4
------------------	---

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

**Secondary Filtering selection:**

Use Class:

A1	4 days
----	--------

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.*



**Secondary Filtering selection (Cont.):**

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*

Population within 5 miles:

50,001 to 75,000	1 days
100,001 to 125,000	1 days
250,001 to 500,000	2 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*

Car ownership within 5 miles:

1.1 to 1.5	2 days
1.6 to 2.0	1 days
2.1 to 2.5	1 days

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*

Petrol filling station:

PFS is present at the site and is included in the count	0 days
PFS is present at the site but is excluded from the count	0 days
There is no PFS at the site	4 days

*This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.*

Travel Plan:

No	4 days
----	--------

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

No PTAL Present	4 days
-----------------	--------

*This data displays the number of selected surveys with PTAL Ratings.*

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE

**VEHICLES**

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	6065	0.758	1	6065	0.099	1	6065	0.857
07:00 - 08:00	4	7621	1.266	4	7621	0.705	4	7621	1.971
08:00 - 09:00	4	7621	1.932	4	7621	1.358	4	7621	3.290
09:00 - 10:00	4	7621	2.828	4	7621	2.244	4	7621	5.072
10:00 - 11:00	4	7621	3.238	4	7621	2.667	4	7621	5.905
11:00 - 12:00	4	<b>7621</b>	<b>4.019</b>	4	7621	3.861	4	<b>7621</b>	<b>7.880</b>
12:00 - 13:00	4	7621	3.904	4	<b>7621</b>	<b>3.956</b>	4	7621	7.860
13:00 - 14:00	4	7621	3.799	4	7621	3.864	4	7621	7.663
14:00 - 15:00	4	7621	3.376	4	7621	3.753	4	7621	7.129
15:00 - 16:00	4	7621	3.592	4	7621	3.563	4	7621	7.155
16:00 - 17:00	4	7621	3.494	4	7621	3.812	4	7621	7.306
17:00 - 18:00	4	7621	2.916	4	7621	3.333	4	7621	6.249
18:00 - 19:00	4	7621	2.706	4	7621	3.074	4	7621	5.780
19:00 - 20:00	4	7621	1.709	4	7621	1.811	4	7621	3.520
20:00 - 21:00	4	7621	0.837	4	7621	1.315	4	7621	2.152
21:00 - 22:00	4	7621	0.653	4	7621	0.948	4	7621	1.601
22:00 - 23:00	2	7558	0.000	2	7558	0.060	2	7558	0.060
23:00 - 24:00									
<b>Total Rates:</b>			<b>41.027</b>			<b>40.423</b>			<b>81.450</b>

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.

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**Parameter summary**

Trip rate parameter range selected: 4644 - 10725 (units: sqm)  
 Survey date range: 01/01/11 - 03/05/19  
 Number of weekdays (Monday-Friday): 3  
 Number of Saturdays: 2  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

# Appendix F

## Traffic Survey Data

Time Range	Day	TRIP RATE	TRIP RATE	No. of Vehicles	TRIP RATE	TRIP RATE
00:00 - 01:00						
01:00 - 02:00						
02:00 - 03:00						
03:00 - 04:00						
04:00 - 05:00						
05:00 - 06:00						
06:00 - 07:00	1	6088	0.788	1	6088	0.857
07:00 - 08:00	4	7821	1.268	4	7821	1.071
08:00 - 09:00	4	7821	1.071	4	7821	1.260
09:00 - 10:00	4	7821	3.828	4	7821	2.072
10:00 - 11:00	4	7821	3.228	4	7821	2.905
11:00 - 12:00	4	7821	4.019	4	7821	3.880
12:00 - 13:00	4	7821	3.904	4	7821	3.880
13:00 - 14:00	4	7821	3.299	4	7821	3.880
14:00 - 15:00	4	7821	3.325	4	7821	3.258
15:00 - 16:00	4	7821	3.292	4	7821	3.258
16:00 - 17:00	4	7821	3.494	4	7821	3.258
17:00 - 18:00	4	7821	2.918	4	7821	3.258
18:00 - 19:00	4	7821	2.208	4	7821	3.258
19:00 - 20:00	4	7821	1.709	4	7821	3.258
20:00 - 21:00	4	7821	1.872	4	7821	3.258
21:00 - 22:00	4	7821	0.672	4	7821	3.258
22:00 - 23:00	2	7821	1.086	2	7821	3.258
23:00 - 24:00						
Total			47.023			61.928

The above table provides the trip rate for each 15-minute period. The trip rate is defined as the number of vehicles per hour. The trip rate is calculated by dividing the number of vehicles by the number of hours. The trip rate is used to estimate the number of vehicles per hour for each 15-minute period. The trip rate is used to estimate the number of vehicles per hour for each 15-minute period.

The above table provides the trip rate for each 15-minute period. The trip rate is defined as the number of vehicles per hour. The trip rate is calculated by dividing the number of vehicles by the number of hours. The trip rate is used to estimate the number of vehicles per hour for each 15-minute period. The trip rate is used to estimate the number of vehicles per hour for each 15-minute period.

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The above table provides the trip rate for each 15-minute period. The trip rate is defined as the number of vehicles per hour. The trip rate is calculated by dividing the number of vehicles by the number of hours. The trip rate is used to estimate the number of vehicles per hour for each 15-minute period. The trip rate is used to estimate the number of vehicles per hour for each 15-minute period.



# Intelligent Data - Automatic Traffic Count Output



Period Commencing: 16/09/2019  
 Road Name: A428 Harlestone Road  
 Flow from: Lodge Way (W)  
 Vehicle Classification: All Vehicles

to: Hopping Hill Gardens (E)

Prepared by: Richard Collins  
 Checked by: Luke Martin

Hour Ending	Monday 16/09/2019	Tuesday 17/09/2019	Wednesday 18/09/2019	Thursday 19/09/2019	Friday 20/09/2019	Saturday 21/09/2019	Sunday 22/09/2019	Monday 23/09/2019	Tuesday 24/09/2019	Wednesday 25/09/2019	Thursday 26/09/2019	Friday 27/09/2019	Saturday 28/09/2019	Sunday 29/09/2019
01:00	*	35	23	37	37	53	72	18	18	*	*	*	*	*
02:00	*	16	18	16	18	21	43	20	14	*	*	*	*	*
03:00	*	21	19	16	14	31	20	23	12	*	*	*	*	*
04:00	*	12	28	27	24	25	18	15	17	*	*	*	*	*
05:00	*	36	25	36	36	22	33	31	33	*	*	*	*	*
06:00	*	119	126	117	111	58	26	116	116	*	*	*	*	*
07:00	*	282	287	300	262	126	53	243	308	*	*	*	*	*
08:00	*	644	660	678	625	66	14	627	678	*	*	*	*	*
09:00	*	707	729	706	694	338	142	760	789	*	*	*	*	*
10:00	*	590	557	532	547	440	306	561	581	*	*	*	*	*
11:00	360	418	462	434	437	449	414	434	453	*	*	*	*	*
12:00	407	414	443	415	469	503	362	416	362	*	*	*	*	*
13:00	486	500	497	462	503	485	377	477	413	*	*	*	*	*
14:00	466	494	462	505	531	465	426	483	*	*	*	*	*	*
15:00	507	504	573	506	567	403	318	568	*	*	*	*	*	*
16:00	559	604	592	617	608	351	310	542	*	*	*	*	*	*
17:00	701	724	751	730	754	355	268	673	*	*	*	*	*	*
18:00	836	770	772	707	656	351	280	768	*	*	*	*	*	*
19:00	477	483	500	511	430	336	292	449	*	*	*	*	*	*
20:00	278	350	327	370	324	243	192	279	*	*	*	*	*	*
21:00	197	172	263	206	224	163	116	154	*	*	*	*	*	*
22:00	127	142	153	161	150	125	84	135	*	*	*	*	*	*
23:00	131	128	138	143	159	106	63	102	*	*	*	*	*	*
00:00	39	57	31	53	88	78	45	45	*	*	*	*	*	*
Summary Data														
0700-1900	4829	6852	6998	6803	6850	4664	3612	6796	3237	0	0	0	0	0
0600-2200	5421	7788	7963	7840	7810	8321	4057	7607	3545	0	0	0	0	0
0500-0000	5591	7983	8152	8036	8057	5507	4165	7794	3545	0	0	0	0	0
0000-1000	0	8222	8341	8277	8297	5717	4357	7966	3766	0	0	0	0	0
0700-1000	0	1941	1946	1916	1866	0	535	1968	2009	0	0	0	0	0
1500-1900	2014	1977	2023	1948	1869	1042	870	1908	0	0	0	0	0	0
Peak Hour Analysis														
07:00-10:00	0	707	729	706	694	440	309	740	789	0	0	0	0	0
10:00-16:00	559	604	592	617	608	503	426	568	453	0	0	0	0	0
16:00-19:00	836	770	772	730	754	355	298	786	0	0	0	0	0	0

Note: Peak Hour Analysis calculates and then highlights the highest flow within the period listed



# Intelligent Data - Automatic Traffic Count Output

Period Commencing: 16/09/2019  
 Road Name: A428 Harlestone Road  
 Flow from: Hopping Hill Gardens (E)  
 Vehicle Classification: All Vehicles

to: Lodge Way (W)

Prepared by: Richard Collins  
 Checked by: Luke Mardin

Hour Ending	Monday 16/09/2019	Tuesday 17/09/2019	Wednesday 18/09/2019	Thursday 19/09/2019	Friday 20/09/2019	Saturday 21/09/2019	Sunday 22/09/2019	Monday 23/09/2019	Tuesday 24/09/2019	Wednesday 25/09/2019	Thursday 26/09/2019	Friday 27/09/2019	Saturday 28/09/2019	Sunday 29/09/2019
01:00	*	40	30	44	39	56	70	34	31	*	*	*	*	*
02:00	*	33	31	13	27	27	41	22	17	*	*	*	*	*
03:00	*	18	25	13	11	27	24	14	22	*	*	*	*	*
04:00	*	18	16	15	15	34	16	44	14	*	*	*	*	*
05:00	*	44	36	45	231	34	16	226	219	*	*	*	*	*
06:00	*	225	236	231	226	90	51	292	301	*	*	*	*	*
07:00	*	312	341	269	276	90	51	292	301	*	*	*	*	*
08:00	*	600	569	580	586	177	144	561	572	*	*	*	*	*
09:00	*	658	683	635	664	330	144	664	588	*	*	*	*	*
10:00	*	448	470	438	409	322	213	492	473	*	*	*	*	*
11:00	398	448	391	461	422	382	275	387	375	*	*	*	*	*
12:00	410	426	466	430	415	419	380	434	407	*	*	*	*	*
13:00	442	466	425	469	469	450	405	444	352	*	*	*	*	*
14:00	425	504	507	529	572	464	390	493	*	*	*	*	*	*
15:00	425	459	470	483	459	430	351	445	*	*	*	*	*	*
16:00	509	547	546	523	539	410	325	505	*	*	*	*	*	*
17:00	569	579	579	607	614	389	297	584	584	*	*	*	*	*
18:00	581	606	595	574	603	405	253	570	*	*	*	*	*	*
19:00	461	515	445	538	483	330	240	488	*	*	*	*	*	*
20:00	324	359	374	374	397	253	115	346	*	*	*	*	*	*
21:00	263	283	283	283	248	185	156	244	*	*	*	*	*	*
22:00	189	243	207	213	215	146	102	177	*	*	*	*	*	*
23:00	104	175	137	179	167	141	67	116	*	*	*	*	*	*
00:00	61	64	53	73	91	114	55	53	*	*	*	*	*	*
Summary Data														
0700-1900	4276	6273	6146	6169	6228	4408	3338	6067	2715	0	0	0	0	0
0600-2200	5052	7450	7351	7348	7364	5082	3862	7120	3016	0	0	0	0	0
0600-0000	5217	7689	7541	7600	7822	5337	3984	7289	3016	0	0	0	0	0
0000-0000	0	8067	7915	7955	7994	5627	4212	7653	3341	0	0	0	0	0
0700-1000	0	1706	1722	1653	1631	729	422	1717	1593	0	0	0	0	0
1600-1900	1611	1717	1619	1719	1670	1124	790	1642	0	0	0	0	0	0
Peak Hour Analysis														
07:00-10:00	0	658	683	635	664	322	213	664	588	0	0	0	0	0
10:00-16:00	509	547	546	529	572	464	405	505	407	0	0	0	0	0
16:00-19:00	581	606	595	607	614	405	297	584	0	0	0	0	0	0

Note: Peak Hour Analysis calculates and then highlights the highest flow within the period listed



# Intelligent Data - Automatic Traffic Count Output



Period Commencing: 16/09/2019  
 Road Name: A428 Harlestone Road

Prepared by: Richard Collins  
 Checked by: Luke Martin

## Speed Summary Data

### A-B Direction

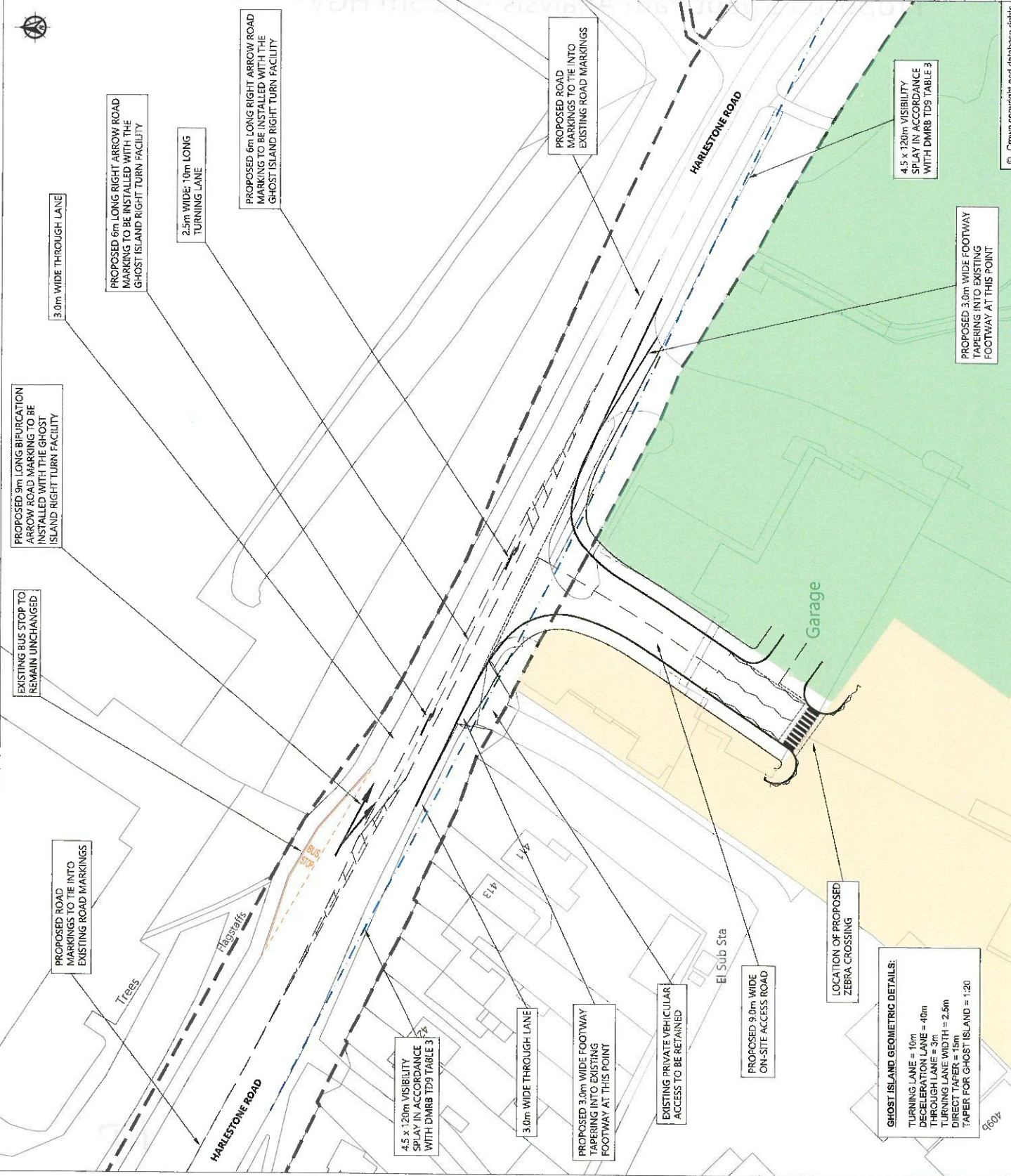
Date	Mean Speed (mph)	85%ile Speed (mph)
16/09/2019	32.2	37.1
17/09/2019	32.9	37.6
18/09/2019	33.1	37.6
19/09/2019	33.1	37.7
20/09/2019	33.7	38.0
21/09/2019	35.1	39.4
22/09/2019	35.3	39.5
23/09/2019	33.1	37.6
24/09/2019	30.7	36.8
25/09/2019	-	-
26/09/2019	-	-
27/09/2019	-	-
28/09/2019	-	-
29/09/2019	-	-

### B-A Direction

Date	Mean Speed (mph)	85%ile Speed (mph)
16/09/2019	34.7	38.4
17/09/2019	35.0	38.5
18/09/2019	34.8	38.5
19/09/2019	34.9	38.5
20/09/2019	35.3	38.8
21/09/2019	36.4	39.9
22/09/2019	36.5	40.0
23/09/2019	35.0	38.5
24/09/2019	34.1	37.9
25/09/2019	-	-
26/09/2019	-	-
27/09/2019	-	-
28/09/2019	-	-
29/09/2019	-	-

These speeds represent those which are between 1%-10% above the posted speed limit  
 These speeds represent those which are between 10%-20% above the posted speed limit  
 These speeds represent those which are over 20% above the posted speed limit





**Notes:**

- DO NOT SCALE.
- ALL DIMENSIONS IN METRES, UNLESS OTHERWISE STATED.
- PROPOSAL SUBJECT TO TOPOGRAPHICAL SURVEY DATA AND THE DETAIL DESIGN STAGE.
- PROPOSAL BASED ON ORDNANCE SURVEY DATA, AND THEREFORE COULD CONTAIN DISCREPANCIES OF UP TO 1m.
- THIS DRAWING MUST NOT BE RELIED FOR CONSTRUCTION PURPOSES, SHOULD THIS BE THE CASE, THEN ITP SHALL NOT BE LIABLE FOR ANY DAMAGES INCURRED.
- THIS DRAWING IS FOR ILLUSTRATION ONLY.

**KEY:**

- DENOTES EXTENTS OF THE DEFINITIVE HIGHWAY BOUNDARY (AS SUPPLIED BY LOCAL HIGHWAY AUTHORITY WITH DMRB TD9 TABLE 3).
- DENOTES EXISTING HIGHWAY INFRASTRUCTURE.
- DENOTES PROPOSED HIGHWAY INFRASTRUCTURE.
- DENOTES AREA DESIGNATED FOR POTENTIAL FOOD STORE OF SITE AREA = 9173m<sup>2</sup> / 2.266 acres, 135 No. VEHICLE SPACES INC. 9 PARENT & 13 ACCESSIBLE SPACES.
- DENOTES AREA DESIGNATED FOR POTENTIAL DOUBLE STOREY SCHOOL BUILDING, PLAYING FIELDS AND VEHICLE PARKING FACILITIES.

Rev	Issued	By	Date	Chief	Date

DRAWING STATUS:  
**FOR PLANNING ONLY**



6 HAY'S Lane, London, SE1 2HR.  
Cobdenhall, Lower Castle Street, Bristol, BS1 3AG.  
Registered office: 50 North Trantergate Street, Milton Keynes, MK9 3BP.  
Charles House, Great Charles Street, Birmingham, B3 3PT.  
1<sup>st</sup> Floor, 1 Broadway, Lane Market, Nottingham, NG1 1PR.  
Client:

Project:  
**CLIVE WESTLEY**  
**HARLESTONE ROAD, NORTHAMPTON.**

Title:  
**PROPOSED SITE ACCESS GENERAL ARRANGEMENT.**

Drawn	HG	Checked	LW	Approved	DP	Authorised	DP
Date	17.10.19	Date	31.10.19	Date	31.10.19	Date	31.10.19
Project No.	ITP3022	Scale	1:200	Project Folder	3000 - 3099	Rev.	N/A

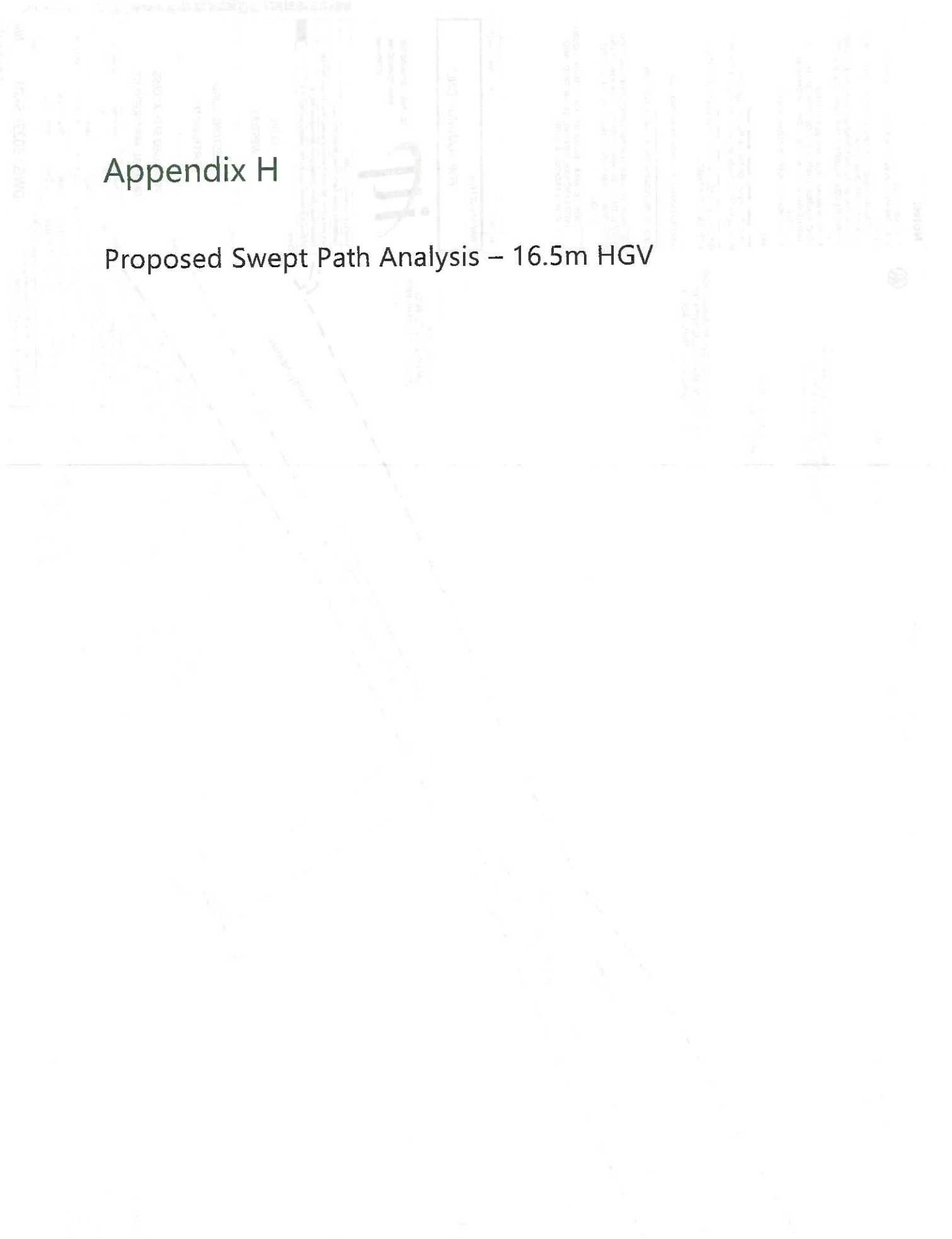
Drawing No. **DWG/ 3022/ SK01**

Page Size: A2

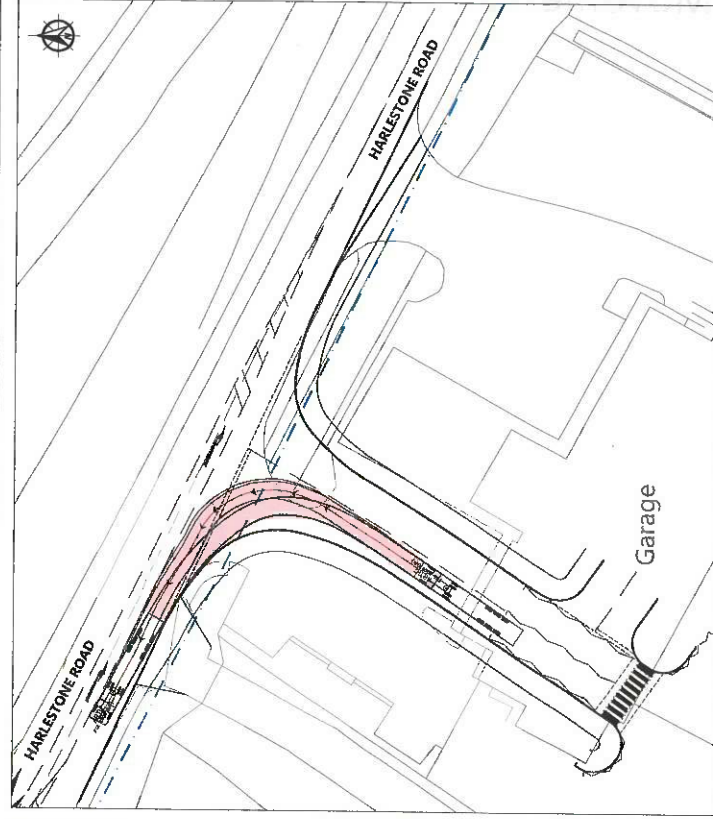
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# Appendix H

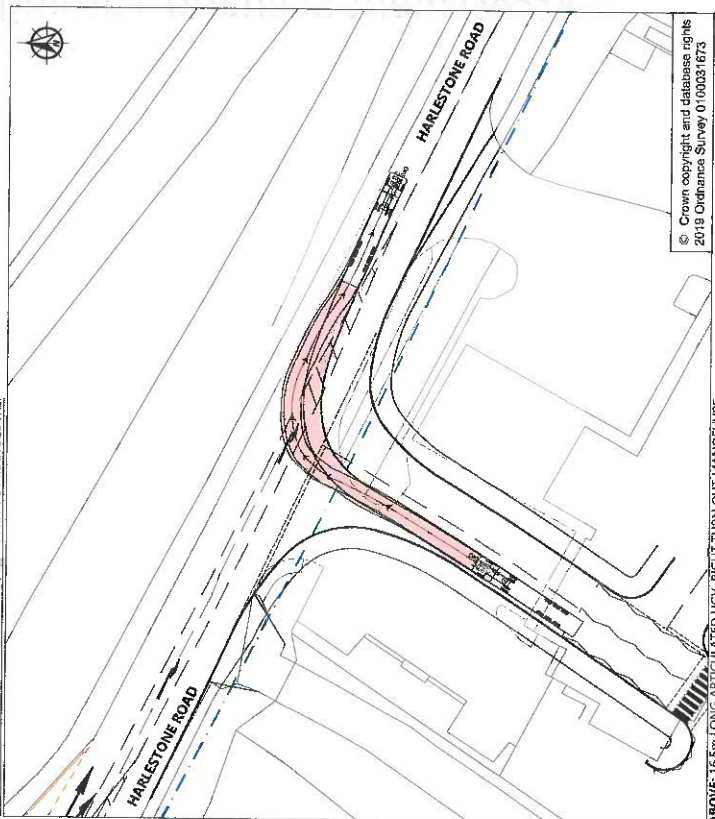
## Proposed Swept Path Analysis – 16.5m HGV



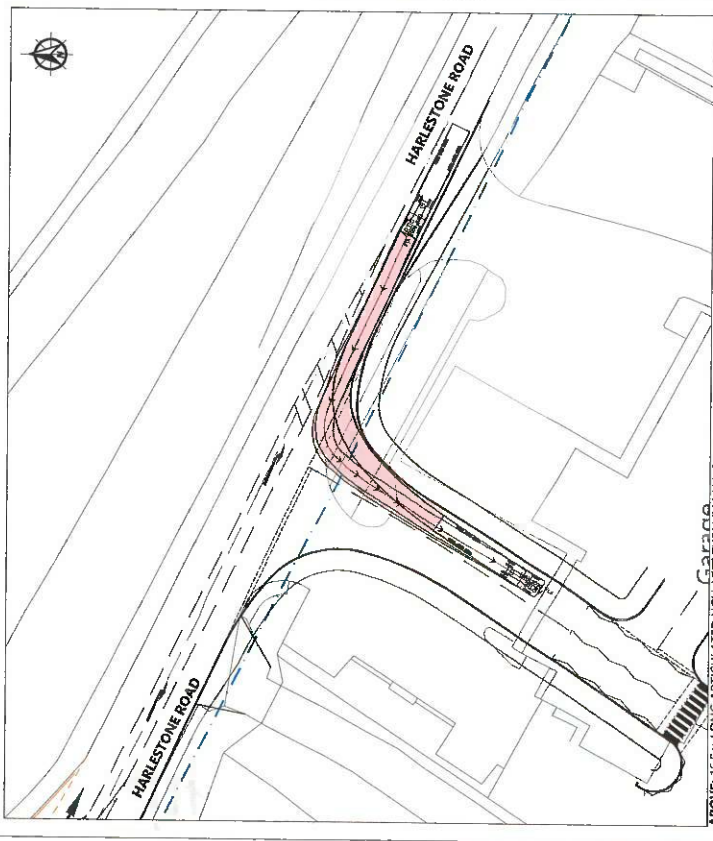




ABOVE: 16.5m LONG ARTICULATED HGV, LEFT TURN OUT MANOEUVRE



ABOVE: 16.5m LONG ARTICULATED HGV, RIGHT TURN OUT MANOEUVRE



ABOVE: 16.5m LONG ARTICULATED HGV, LEFT TURN IN MANOEUVRE



ABOVE: 16.5m LONG ARTICULATED HGV, RIGHT TURN IN MANOEUVRE

**Notes:**

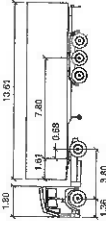
**KEY:**

DENOTES EXTENTS OF THE DEFINITIVE HIGHWAY BOUNDARY (AS SUPPLIED BY LOCAL HIGHWAY AUTHORITY)

DENOTES 4.5 x 120m VISIBILITY SPLAY IN ACCORDANCE WITH DMRB TD9 TABLE 3.

DENOTES EXISTING HIGHWAY INFRASTRUCTURE

DENOTES PROPOSED HIGHWAY INFRASTRUCTURE



**ARTIC**

Traffic Width	: 8.0
Trailer Width	: 2.55
Trailer Height	: 2.55
Trailer Trunk	: 2.45
Lead to Lock Time	: 8.0
Steering Angle	: 24.3
Articulating Angle	: 7.20

Rev	Details	By	Date	Chkd	Data

**DRAWING STATUS:**

**FOR PLANNING ONLY**



6 Hays Lane, London, SE1 2BJ, UK  
 Castlemead, Lower Ockley Street, Bristol, BS1 3AG  
 Registered office: 50 North Throppe Street, Milton Keynes, MK9 3BP  
 Charles House, Great Charles Street, Birmingham, B3 3FT  
 1<sup>st</sup> Floor, 1 Broadway, Lace Market, Nottingham, NG1 1PL  
 Client

**CLIVE WESTLEY**

**HARLESTONE ROAD, NORTHAMPTON.**

**Proposed Site Access and 16.5m Long Articulated HGV Swept Path Analysis**

**ARTICULATED HGV SWEPT PATH ANALYSIS**

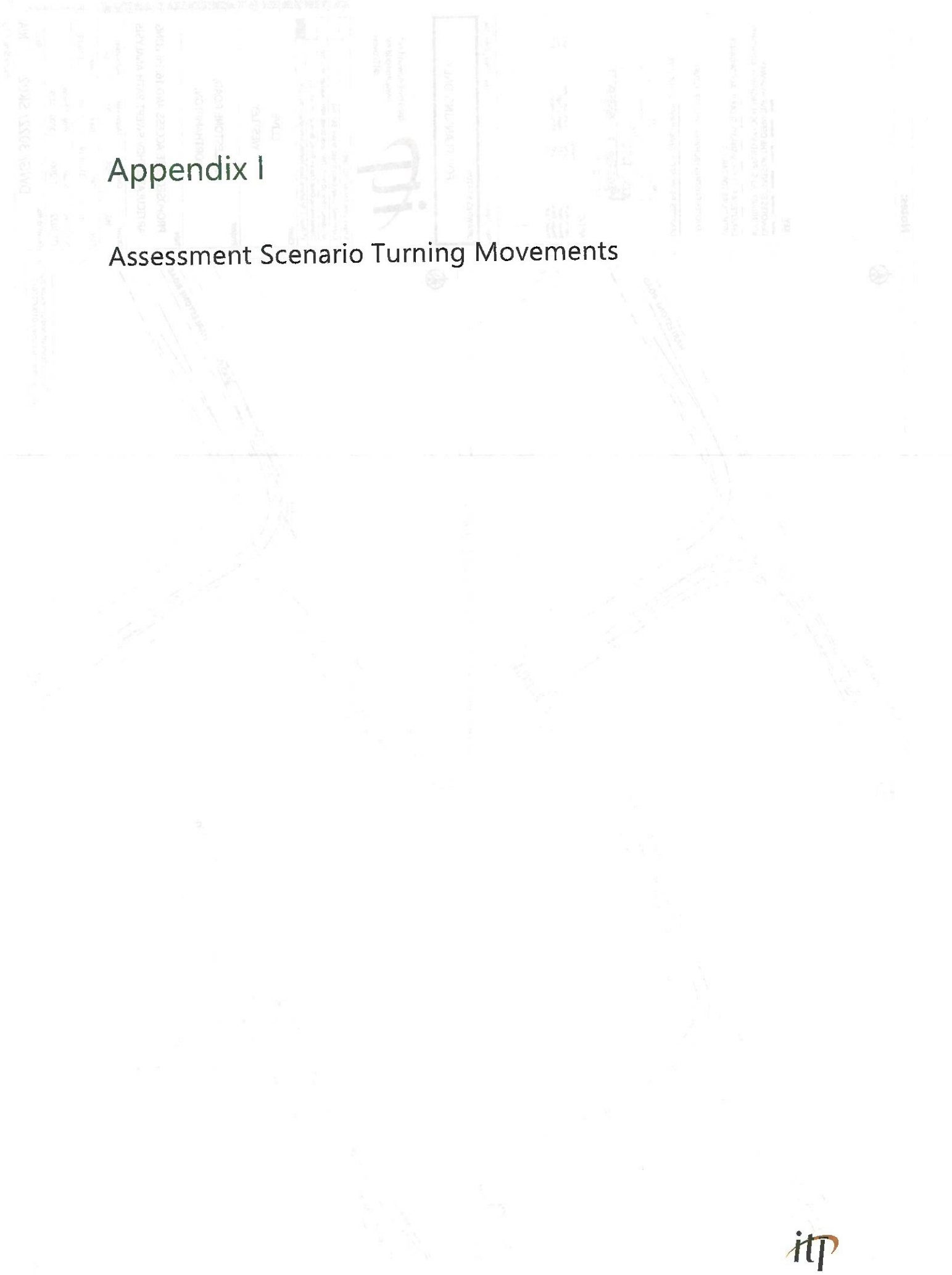
Drawn	Checked	Approved	Authorised
HG	LM	DP	DP
Date	Date	Date	Date
17.10.19	31.10.19	31.10.19	31.10.19
Project No.	Scale	Project Folder	
ITP3022	1:200	3000 - 3099	

Drawing No. **DWG/ 3022/ SK02** REV. **NA**



# Appendix I

## Assessment Scenario Turning Movements



# Existing (2019) + Development Scenario

PEAKS

AM	08:00-09:00
School	14:30-15:30
PM	17:00-18:00

Mainline Flow Proportions  
58% Vs 42%

790		726	→
96		82	↓

Arm C  
Harlestone Road W

74	54
102	74

Arm A  
Harlestone Road E

688		602
59		69

Arm B  
Site Access

# Future Year (2024) + Development Scenario

## PEAKS

AM	08:00-09:00
School	14:30-15:30
PM	17:00-18:00

Growth	AM	1.084753
	PM	1.083206

## Mainline Flow Proportions

58% Vs 42%

856		788	→
96		82	↘

**Arm C**  
Harlestone Road W

←	74	54	→
	102	74	

**Arm A**  
Harlestone Road E

←	746	652	→
	59	69	↘

**Arm B**  
Site Access



<b>Junctions 9</b>
<b>PICADY 9 - Priority Intersection Module</b>
Version: 9.5.1.7462 © Copyright TRL Limited, 2019
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk
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Filename: Site Access\_HarlestoneRoad.j9  
 Path: F:\Data\3000-3099\3022 Harlestone Road, Northampton  
 Report generation date: 10/17/2019 3:14:34 PM

- «2024 with Dev, PM
  - »Junction Network
  - »Arms
  - »Traffic Demand
  - »Origin-Destination Data
  - »Vehicle Mix
  - »Results

**Summary of junction performance**

	AM				PM			
	Set ID	Queue (Veh)	Delay (s)	RFC	Set ID	Queue (Veh)	Delay (s)	RFC
<b>2019 with Dev</b>								
Stream B-AC	D1	0.7	17.64	0.41	D2	1.1	20.71	0.53
Stream C-AB		0.3	10.14	0.20		0.3	9.94	0.23
<b>2024 with Dev</b>								
Stream B-AC	D3	0.8	20.41	0.44	D4	1.4	26.75	0.59
Stream C-AB		0.3	10.55	0.21		0.3	10.41	0.23

*Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.*

**File summary**

**File Description**

<b>Title</b>	
<b>Location</b>	
<b>Site number</b>	
<b>Date</b>	10/17/2019
<b>Version</b>	
<b>Status</b>	(new file)
<b>Identifier</b>	
<b>Client</b>	
<b>Jobnumber</b>	
<b>Enumerator</b>	DLOCKLavery
<b>Description</b>	



**Units**

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

**Analysis Options**

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

**Analysis Set Details**

ID	Network flow scaling factor (%)
A1	100.000

**Demand Set Details**

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2024 with Dev	PM	ONE HOUR	17:00	18:30	15

# 2024 with Dev, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		2.96	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Arms

### Arms

Arm	Name	Description	Arm type
A	untitled		Major
B	untitled		Minor
C	untitled		Major

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	9.30		✓	2.50	50.0	✓	9.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

### Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.50	15	15

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	563	0.088	0.222	0.140	0.317
B-C	728	0.096	0.242	-	-
C-B	623	0.207	0.207	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

## Traffic Demand

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	721	100.000
B		✓	176	100.000
C		✓	952	100.000

## Origin-Destination Data

### Demand (Veh/hr)

From	To		
	A	B	C
A	0	69	652
B	74	0	102
C	856	96	0

## Vehicle Mix

### Heavy Vehicle Percentages

From	To		
	A	B	C
A	0	0	5
B	1	0	1
C	7	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.59	26.75	1.4	D
C-AB	0.23	10.41	0.3	B
C-A				
A-B				
A-C				

**Main Results for each time segment**

**17:00 - 17:15**

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	133	439	0.302	131	0.4	11.603	B
C-AB	72	506	0.143	72	0.2	8.283	A
C-A	644			644			
A-B	52			52			
A-C	491			491			

**17:15 - 17:30**

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	158	395	0.401	157	0.7	15.100	C
C-AB	86	483	0.179	86	0.2	9.068	A
C-A	770			770			
A-B	62			62			
A-C	586			586			

**17:30 - 17:45**

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	194	328	0.591	191	1.4	25.787	D
C-AB	106	451	0.234	105	0.3	10.390	B
C-A	942			942			
A-B	76			76			
A-C	718			718			

**17:45 - 18:00**

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	194	328	0.591	194	1.4	26.750	D
C-AB	106	451	0.234	106	0.3	10.410	B
C-A	942			942			
A-B	76			76			
A-C	718			718			

**18:00 - 18:15**

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	158	394	0.401	161	0.7	15.605	C
C-AB	86	483	0.179	87	0.2	9.094	A
C-A	770			770			
A-B	62			62			
A-C	586			586			

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	133	439	0.302	133	0.4	11.814	B
C-AB	72	506	0.143	72	0.2	8.317	A
C-A	644			644			
A-B	52			52			
A-C	491			491			





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**Nottingham**  
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+44 (0)115 988 6905

[www.itpworld.net](http://www.itpworld.net)



**Application for Planning Permission.  
Town and Country Planning Act 1990**

**Publication of applications on planning authority websites.**

Please note that the information provided on this application form and in supporting documents may be published on the Authority's website. If you require any further clarification, please contact the Authority's planning department.

**1. Site Address**

Number	<input type="text"/>
Suffix	<input type="text"/>
Property name	<input type="text"/>
Address line 1	379 - 399 Harlestone Road
Address line 2	<input type="text"/>
Address line 3	<input type="text"/>
Town/city	Northampton
Postcode	NN5 6PA

Description of site location must be completed if postcode is not known:

Easting (x)	472410
Northing (y)	262398
Description	<input type="text"/>

**2. Applicant Details**

Title	<input type="text"/>
First name	<input type="text"/>
Surname	Westley, Westley, Hill
Company name	<input type="text"/>
Address line 1	C/O Agent
Address line 2	<input type="text"/>
Address line 3	<input type="text"/>
Town/city	<input type="text"/>
Country	<input type="text"/>



## 2. Applicant Details

Postcode	<input type="text"/>
Primary number	<input type="text"/>
Secondary number	<input type="text"/>
Fax number	<input type="text"/>
Email address	<input type="text"/>

Are you an agent acting on behalf of the applicant?

Yes  No

## 3. Agent Details

Title	<input type="text" value="Mr"/>
First name	<input type="text" value="Ben"/>
Surname	<input type="text" value="Rayner"/>
Company name	<input type="text" value="LSH"/>
Address line 1	<input type="text" value="Interchange Place"/>
Address line 2	<input type="text" value="Edmund Street"/>
Address line 3	<input type="text"/>
Town/city	<input type="text" value="Birmingham"/>
Country	<input type="text"/>
Postcode	<input type="text" value="B3 2TA"/>
Primary number	<input type="text"/>
Secondary number	<input type="text"/>
Fax number	<input type="text"/>
Email	<input type="text"/>

## 4. Site Area

What is the measurement of the site area?  
(numeric characters only).

Unit

## 5. Description of the Proposal

Please describe details of the proposed development or works including any change of use.

If you are applying for Technical Details Consent on a site that has been granted Permission In Principle, please include the relevant details in the description below.

Has the work or change of use already started?

Yes  No

## 6. Existing Use

Please describe the current use of the site

Car Sales dealership and car wash.

Is the site currently vacant?

Yes  No

Does the proposal involve any of the following? If Yes, you will need to submit an appropriate contamination assessment with your application.

Land which is known to be contaminated

Yes  No

Land where contamination is suspected for all or part of the site

Yes  No

A proposed use that would be particularly vulnerable to the presence of contamination

Yes  No

## 7. Materials

Does the proposed development require any materials to be used?

Yes  No

Please provide a description of existing and proposed materials and finishes to be used (including type, colour and name for each material):

Vehicle access and hard standing

Description of existing materials and finishes (optional):

Description of proposed materials and finishes:

asphalt

Are you supplying additional information on submitted plans, drawings or a design and access statement?

Yes  No

If Yes, please state references for the plans, drawings and/or design and access statement

Planning Statement  
DWG/3022/SK01 Proposed Site Access General Arrangement

## 8. Pedestrian and Vehicle Access, Roads and Rights of Way

Is a new or altered vehicular access proposed to or from the public highway?

Yes  No

Is a new or altered pedestrian access proposed to or from the public highway?

Yes  No

Are there any new public roads to be provided within the site?

Yes  No

Are there any new public rights of way to be provided within or adjacent to the site?

Yes  No

Do the proposals require any diversions/extinguishments and/or creation of rights of way?

Yes  No

If you answered Yes to any of the above questions, please show details on your plans/drawings and state their reference numbers

DWG/3022/SK01 Proposed Site Access  
DWG/3022/SK02 Proposed Site Access and Swept Path Analysis

## 9. Vehicle Parking

Is vehicle parking relevant to this proposal?

Yes  No

## 10. Trees and Hedges

Are there trees or hedges on the proposed development site?

Yes  No

And/or: Are there trees or hedges on land adjacent to the proposed development site that could influence the development or might be important as part of the local landscape character?

Yes  No

If Yes to either or both of the above, you may need to provide a full tree survey, at the discretion of your local planning authority. If a tree survey is required, this and the accompanying plan should be submitted alongside your application. Your local planning authority should make clear on its website what the survey should contain, in accordance with the current 'BS5837: Trees in relation to design, demolition and construction -

## 10. Trees and Hedges

Recommendations\*.

## 11. Assessment of Flood Risk

Is the site within an area at risk of flooding? (Refer to the Environment Agency's Flood Map showing flood zones 2 and 3 and consult Environment Agency standing advice and your local planning authority requirements for information as necessary.)  Yes  No

If Yes, you will need to submit a Flood Risk Assessment to consider the risk to the proposed site.

Is your proposal within 20 metres of a watercourse (e.g. river, stream or beck)?  Yes  No

Will the proposal increase the flood risk elsewhere?  Yes  No

How will surface water be disposed of?

Sustainable drainage system

Existing water course

Soakaway

Main sewer

Pond/lake

## 12. Biodiversity and Geological Conservation

Is there a reasonable likelihood of the following being affected adversely or conserved and enhanced within the application site, or on land adjacent to or near the application site?

To assist in answering this question correctly, please refer to the help text which provides guidance on determining if any important biodiversity or geological conservation features may be present or nearby; and whether they are likely to be affected by the proposals.

a) Protected and priority species:

- Yes, on the development site  
 Yes, on land adjacent to or near the proposed development  
 No

b) Designated sites, important habitats or other biodiversity features:

- Yes, on the development site  
 Yes, on land adjacent to or near the proposed development  
 No

c) Features of geological conservation importance:

- Yes, on the development site  
 Yes, on land adjacent to or near the proposed development  
 No

## 13. Foul Sewage

Please state how foul sewage is to be disposed of:

- Mains Sewer  
 Septic Tank  
 Package Treatment plant  
 Cess Pit  
 Other  
 Unknown

Are you proposing to connect to the existing drainage system?

Yes  No  Unknown



#### 14. Waste Storage and Collection

Do the plans incorporate areas to store and aid the collection of waste?

Yes  No

Have arrangements been made for the separate storage and collection of recyclable waste?

Yes  No

#### 15. Trade Effluent

Does the proposal involve the need to dispose of trade effluents or trade waste?

Yes  No

#### 16. Residential/Dwelling Units

Due to changes in the information requirements for this question that are not currently available on the system, if you need to supply details of Residential/Dwelling Units for your application please follow these steps:

1. Answer 'No' to the question below;
2. Download and complete this supplementary information template (PDF);
3. Upload it as a supporting document on this application, using the 'Supplementary information template' document type.

This will provide the local authority with the required information to validate and determine your application.

Does your proposal include the gain, loss or change of use of residential units?

Yes  No

#### 17. All Types of Development: Non-Residential Floorspace

Does your proposal involve the loss, gain or change of use of non-residential floorspace?

Yes  No

#### 18. Employment

Will the proposed development require the employment of any staff?

Yes  No

#### 19. Hours of Opening

Are Hours of Opening relevant to this proposal?

Yes  No

#### 20. Industrial or Commercial Processes and Machinery

Please describe the activities and processes which would be carried out on the site and the end products including plant, ventilation or air conditioning. Please include the type of machinery which may be installed on site:

Is the proposal for a waste management development?

Yes  No

If this is a landfill application you will need to provide further information before your application can be determined. Your waste planning authority should make it clear what information it requires on its website

#### 21. Hazardous Substances

Does the proposal involve the use or storage of any hazardous substances?

Yes  No

#### 22. Site Visit

Can the site be seen from a public road, public footpath, bridleway or other public land?

Yes  No

If the planning authority needs to make an appointment to carry out a site visit, whom should they contact?

- The agent
- The applicant
- Other person

### 23. Pre-application Advice

Has assistance or prior advice been sought from the local authority about this application?

Yes  No

If Yes, please complete the following information about the advice you were given (this will help the authority to deal with this application more efficiently):

Officer name:

Title

First name

Surname

Reference

Date (Must be pre-application submission)

Details of the pre-application advice received

Phone conversation with Adam Scott in relation to pre-app advice P/2018/0105 to advise that a planning application for the access road will be submitted separately to the application for the new school to meet the clients contractual agreement. We have also consulted with Verity Chilver at Northamptonshire Highways who has advised on the road specification required to serve the school and foodstore.

### 24. Authority Employee/Member

With respect to the Authority, is the applicant and/or agent one of the following:

- (a) a member of staff
- (b) an elected member
- (c) related to a member of staff
- (d) related to an elected member

It is an important principle of decision-making that the process is open and transparent.

Yes  No

For the purposes of this question, "related to" means related, by birth or otherwise, closely enough that a fair-minded and informed observer, having considered the facts, would conclude that there was bias on the part of the decision-maker in the Local Planning Authority.

Do any of the above statements apply?

### 25. Ownership Certificates and Agricultural Land Declaration

**CERTIFICATE OF OWNERSHIP - CERTIFICATE A - Town and Country Planning (Development Management Procedure) (England) Order 2015 Certificate under Article 14**

I certify/The applicant certifies that on the day 21 days before the date of this application nobody except myself/the applicant was the owner\* of any part of the land or building to which the application relates, and that none of the land to which the application relates is, or is part of, an agricultural holding\*\*

\* 'owner' is a person with a freehold interest or leasehold interest with at least 7 years left to run. \*\* 'agricultural holding' has the meaning given by reference to the definition of 'agricultural tenant' in section 65(8) of the Act.

NOTE: You should sign Certificate B, C or D, as appropriate, if you are the sole owner of the land or building to which the application relates but the land is, or is part of, an agricultural holding.

Person role

- The applicant
- The agent

Title

First name

Surname

Declaration date (DD/MM/YYYY)

Declaration made

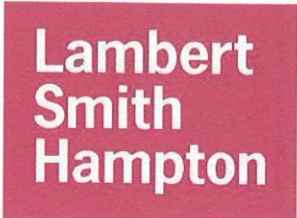
**26. Declaration**

I/we hereby apply for planning permission/consent as described in this form and the accompanying plans/drawings and additional information. I/we confirm that, to the best of my/our knowledge, any facts stated are true and accurate and any opinions given are the genuine opinions of the person(s) giving them.

Date (cannot be pre-application)

31/10/2019





**Planning, Design and Access Statement**  
**New Access Road**  
**379 - 399 Harlestone Road, Northampton**

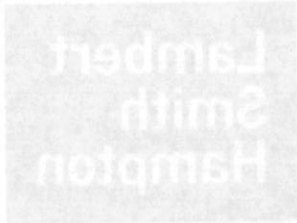
October 2019

Contact:  
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Planning, Design and Access Statement  
New Access Road  
379 - 399 Halesstone Road, Northampton

October 2019

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## 1. Introduction

1.1 This Planning, Design and Access Statement has been prepared by Lambert Smith Hampton (LSH) on behalf of the applicants, Mr C. Westley, Mr M. Westley and Ms S. Hill. Its purpose is to set out the planning case in support of a full planning application for the creation of a new access off Harlestone Road, Northampton.

1.2 A separate future application will be submitted in due course in relation to the land for a new school and potential food store accessed off the new road.

### Background

1.3 The application site is part of a wider regeneration of the former SJN Motors site. The former car showroom comprised a sales forecourt (external and internal), repair and MOT centre, and car wash. Most recently the wider site has included a car wash to the frontage of the site, second-hand car sales, and HGV trailer repair facility operating out of the rear unit.

1.4 Site demolition has been on-going in recent months in readiness for the new occupants. The regeneration of the wider brownfield site will include a new primary school, and potentially a food-retail outlet.

1.5 This application for a new access road will provide the means of accessing the site safely and is a catalyst to support the regeneration of the site.

1.6 In May 2018 a pre-application request, reference PA/2018/0105, was submitted for a new 420 place primary school. Whilst this full application is not applying for the school use it has addressed the points raised regarding highways. This application has been prepared to sufficiently meet the needs of the future occupants and joint working between the applicant and the DfE has ensured the proposal is appropriate. The road has been designed to the specification advised in the highways pre-application response in readiness for the proposal for the potential school to be submitted shortly after the proposal for the new access.

1.7 A separate application for the new school is to follow and will be submitted by the DfE.

1.8 A separate application will also be submitted on the remainder of the site for a potential foodstore.

### Land Ownership

1.9 The application site comprises a single parcel of land, which is outlined in red on the submitted Site Location Plan. The applicant also owns land to the east, identified as a possible location for a new foodstore. The land to the south and west illustrated with a possible school layout will transfer ownership following the approval of this application for a new access.

### Form and Content of the Application

- 1.10 In addition to this Planning Statement, this planning application comprises the following:
- Duly completed application form;
  - Site Location Plan;

- Application plans, including:
  - Proposed Site Layout Plan;
  - Potential Future Land Use Plan;
  - Vehicle Tracking and Swept Analysis Plan;
- Transport Assessment;

### Consultation

- 1.11 Pre-application discussions over the telephone have been undertaken with Northampton Borough Council for this standalone access application. In addition, consultation with Northamptonshire County Council highways department has been undertaken both by the applicant's highways consultant and the DfE team.
- 1.12 The applicant has prepared this application in consultation with the DfE to ensure the proposal accords with the requirements of a 2FE primary school.

### Report Structure

- 1.13 Following this introduction, the remainder of the Planning Statement is structured as follows:
- **Section 2** describes the site context and proposal;
  - **Section 3** describes the developments design and access;
  - **Section 4** summarises the relevant planning policy framework and sets out the key planning issues raised by the development;
  - **Section 5** highlights the reasons why planning permission should be granted.

## 2. The Application Site and Surroundings

### Location

- 2.1 The site is located at the former SJN Motors car dealership to the south of Harlestone Road, in the Duston area of Northampton. Duston is located to the west of Northampton town centre, with the site approximately 4km north-west of the town centre. Northampton is the principal urban area for Northamptonshire.
- 2.2 The wider site, former SJN Motors, has undergone transformation, with demolition underway for much of the site, with small scale commercial activities still operating on the site in the form of a carwash and a used car dealership. The site benefits to future development potential to regenerate this brownfield location.

### The Application Site

- 2.3 The application site comprises a single parcel of land measuring 0.14ha set within the wider site area 1.6 ha (4 acres). The site is embedded within the existing fabric of the area, bound on three sides by the wider land ownership.
- 2.4 To the north, the site will form a new access arrangement on to Harlestone Road to serve the retaining existing use of the car wash and car sales forecourt.
- 2.5 The land to the south and west of the site will form the grounds of a new school, with the land to the east considered appropriate for a retail foodstore. These uses will be subject to separate full planning applications at a later date.

### Existing Site Conditions

- 2.6 The former SJN Motors site currently benefits from two vehicle and pedestrian accesses located off Harlestone Road. The site includes active vehicle movements for the car showroom, car wash, and HGV trailer repairs.
- 2.7 The red line boundary includes soft landscaping, forming the highway verge to the north, with hard landscaping for the car wash. Within the wider site area outside of the redline boundary, but within the applicants ownership boundary lies the car wash, car sales forecourt and a HGV trailer repair workshop.

### Previous Planning History

- 2.8 The site's planning history represents a dynamic location which has evolved from its approved use in 1987 of a car sales showroom and repair workshop, through to the use today of a hand car wash facility and car sales forecourt. In addition, the workshop to the rear includes the repair of refrigerated trucks, trailers, and light good vehicles.
- 2.9 The planning history for the wider site includes:
- Car sales showroom and repair workshop – approved 1987 (N/1987/244)
  - Car wash and valeting – approved 1999 (N/1999/158)
  - Development of 43 residential apartments – refused 2007 (N/2007/1200)
  - Development of 25 residential apartments – approved 2008 (N/2008/0368)



- Demolition of the bungalow – approved 2009 (N/2009/0053)
- Change of use to allow for repair of refrigerated trucks, trailers and light goods vehicles – awaiting decision (N/2018/1225)

### **Proposal**

- 2.10 The proposal will provide for a new access road into the site at Harlestone Road to replace the two existing accesses.
- 2.11 The proposal includes an upgraded vehicular access in the form of a ghost island right-turn.
- 2.12 The proposed carriageway is 9m wide with 3m pathways on either side.
- 2.13 The access road is to be constructed to a standard to allow for access by a 16.5m maximum legal articulated vehicle.
- 2.14 The road will include appropriate visibility splays for a 40mph road requiring a visibility splay of 4.5m x 120m in both directions and without obstruction above 600mm as recommend in the design standards contained within the Design Manual for Bridges and Road, as shown in drawing DWG/3022/SK01.
- 2.15 Swept path analysis of the proposed access has been undertaken which demonstrate the turning capabilities of a 16.5m maximum legal articulated vehicle as shown in drawing number DWG/3022/SK02.
- 2.16 The pathways will connect to the existing footpath along Harlestone Road.

### **3. The Proposed Development**

- 3.1 This application seeks planning permission for a new access arrangement to Harlestone Road and internal road layout which will be built to adoptable standards. The application is standalone, but will facilitate the development of a new 2 form entry (2FE) primary school on the wider site.
- 3.2 Due to land ownership complexities the school submission is to be made at a later date and relies on this access arrangement to be approved in order to facilitate the development.

#### **Layout**

- 3.3 The proposed highway will be located to the north of the site, creating a new route onto Harlestone Road. The layout of the new highway will travel south-west to the entrance of the new primary school.
- 3.4 The highway layout allows for 3m wide shared pedestrian and cycle footways either side of the road, which will connect to the existing footway on Harlestone Road to provide safe travel into and around the site.
- 3.5 The creation of the new route will result in the closure of the existing western entrance of the site. Until such a point as a new use of the eastern parcel of land is applied for, the eastern entrance will remain to service the car wash and vehicle sales.
- 3.6 The proposed layout of the road allows for a new access into the eastern parcel of the site, with a safe turning point to allow access by a 16.5 maximum legal articulated lorry.

#### **Scale**

- 3.7 The proposed road is 9m wide, with 3m footways either side.

#### **Access**

- 3.8 The development of the new access route will create a safe highway for pedestrians and vehicles travelling along Harlestone Road.
- 3.9 The road will provide a designated route to the primary school for school drop off and pick-ups, as well as for staff parking. The parking arrangement for the primary school is to be agreed in a separate application.
- 3.10 In addition, the road will provide access to the eastern parcel – shown on the plan as a foodstore – which may provide 135 vehicle spaces, full details of which will be presented in a separate application at a later date.

#### **Appearance**

- 3.11 The road and footways will be built to adoptable standards, and constructed in asphalt.

## **4. Relevant Planning Policy and Considerations**

- 4.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications should be determined in accordance with the statutory Development Plan unless material considerations indicate otherwise.
- 4.2 In this case, the statutory development plan comprises of:
- West Northamptonshire Joint Core Strategy Local Plan Part 1 – adopted 2017;
  - Northampton Local Plan Saved Policies – Adopted 1997; and
  - Duston Neighbourhood Plan – Made 2015.
- 4.3 For the purposes of this application it is not considered that there are any relevant policies contained within the Northampton Local Plan 1997.
- 4.4 Whilst the primary school does not form part of this application, it is worth noting that Policy CFEP1 of the neighbourhood plan hopes for walking and cycling to schools to be encouraged, and investment is made in school buildings and grounds.

### **The Development Plan**

- 4.5 In determining this application, regard should be had to Policy S10 – sustainable development principles – which promotes locating services and facilities where they can be accessed by walking, cycling or public transport. This proposal includes footways either side of the highway, suitable for pedestrians and cycles.
- 4.6 Furthermore, Policy C1 – changing behaviour and achieving modal shift – sets out that priority will be given to schemes that will contribute to behavioural change. The proposed highway layout, pedestrian footways and closure of the eastern access will encourage a modal shift. In addition the site is set within a predominately residential area, accessed by pedestrian footways and therefore creating an environment which advocates walking as the principle mode of transport.

### **Considerations**

#### *Economic*

- 4.7 The proposed development will act as the catalyst for the regeneration of the brownfield site. This proposal for a new highway accessing Harlestone Road will:
- Directly support the delivery of a new 2FE primary school;
  - Create temporary jobs within the construction industry; and
  - Become the generator for secondary employment opportunities across the wider regeneration site.

#### *Design*

- 4.8 The overall design of the highway is functional and considered to represent 'good design' for the purposes of a new highway to unlock the 2FE primary school.

Accordingly the design accords with the policies for good design and encouraging a modal shift.

#### *Transport*

- 4.9 The transport impacts of the proposal have been assessed and presented in the Transport Note. The assessment has considered the impact of the 2FE primary school as being operational and the current site uses, as well as a potential foodstore. The proposal has effectively considered a worst case scenario for the site, whereas it could be assessed against the current operational need of the site where this proposal will have no greater impact than the existing highway arrangement.

#### *Air Quality*

- 4.10 The site is not covered by an Air Quality Management Plan and the use will not have a significant impact on air quality. However, the impacts with respect to health and amenity during construction will be minimised through the implementation of good construction practices.

#### *Noise*

- 4.11 The movement of vehicles on the highway will not generate any significant noise impacts.

#### *Flood Risk*

- 4.12 The site is located in Flood Zone 1. Surface water will be utilise appropriate drainage solitons, with the surface water runoff from the developed area attenuated and drained off through appropriate means.

## **5. Conclusion**

5.1 This Planning and Design Statement has been prepared to address the planning issues raised by the new highway access at the former SJN Motors site, and demonstrates the following:

- The new highway is critical to the delivery of the wider site regeneration.
- The proposed development, as the catalyst for the site regeneration, will unlock a wider programme of investment across the former motor showroom site.
- The proposals reflect an opportunity to deliver a mix of uses on the site, delivering social and environmental benefits to the area.
- There will be no significant adverse impacts on local amenity as a consequence of the proposed development.
- The site currently includes two highway access points, to be replaced with a single access. The transport assessment of the proposed access arrangement and its integration with the neighbouring junctions, demonstrates that the proposal presents a negligible impact to the local highway.
- The proposed development will not significantly change the quality or character of local landscape.
- The proposed access upgrades are considered adequate to serve the existing uses on the site, as well as being of a sufficient design to accommodate the redevelopment of the site.

5.2 For these reasons, we commend the proposals to Northampton Borough Council and request that this application be approved without delay in accordance with the NPPF 'presumption in favour of sustainable development'.

**October 2019**





## Community Infrastructure Levy (CIL) - Determining whether a Development may be CIL Liable Planning Application Additional Information Requirement form

Following the introduction of the Community Infrastructure Levy (CIL) all applicants for full planning permission, including householder applications and reserved matters following an outline planning permission, and applicants for lawful development certificates are required to provide the following information. **Please read the associated Guidance Notes before you complete the form. Notes on the questions are provided at [http://www.planningportal.gov.uk/uploads/1app/cil\\_guidance.pdf](http://www.planningportal.gov.uk/uploads/1app/cil_guidance.pdf)**

Please complete the form using block capitals and black ink and send to the Charging Authority (or Collecting Authority if this differs from the Charging Authority).

See [Planning Practice Guidance for CIL](#) for guidance on CIL generally, including exemption or relief..

### 1. Application Details

Applicant or Agent Name:

Ben Raynor- Lambert Smith Hampton

Planning Portal Reference  
(if applicable):

Local authority planning application number  
(if allocated):

Site Address:

379 - 399 Harlestone Road, Northampton

Description of development:

New access road

Does the application relate to minor material changes to an existing planning permission (is it a Section 73 application)?

Yes

Please enter the application number:

No

If yes, please go to **Question 3**. If no, please continue to **Question 2**.

## 2. Liability for CIL

Does your development include:

a) New build floorspace (including extensions and replacement) of 100 sq ms or above?

Yes  No

b) Proposals for one or more new dwellings either through conversion or new build (except the conversion of a single dwelling house into two or more separate dwellings)?

Yes  No

c) None of the above

Yes  No

If you answered yes to either a), or b) please go to **Question 4**.

If you answered yes to c), please go to **8. Declaration** at the end of the form.

## 3. Applications for Minor Material Changes to an Existing Planning Permission

a) Does this application involve a change in the amount or use of new build floorspace, where the total floorspace, including that previously granted planning permission, is over 100 sq m?

Yes  No

b) Does this application involve a change in the amount of floorspace where one or more new dwellings are proposed, either through conversion or new build (except the conversion of a single dwelling house into two or more separate dwellings)?

Yes  No

If you answered yes to either a), or b) please go to **Question 4**.

If you answered no to both a) and b), please go to **8. Declaration** at the end of the form.

## 4. Exemption or Relief

a) Is the site owned by a charity where the development will be wholly or mainly for charitable purposes, and the development will be either occupied by or under the control of a charitable institution?

Yes  No

b) Does the proposed development include affordable housing which qualifies for mandatory or discretionary Social Housing relief?

Yes  No

If you answered yes to a) or b), please note that you will need to complete and have agreed CIL Form 2 - 'Claiming Exemption or Relief', and submitted a Commencement (of development) Notice to the Charging/Collecting Authority, which the Authority must receive prior to the commencement of your development, in order to benefit from relief from the levy. You will also need to complete CIL Form 2 if you think you are eligible for discretionary charitable relief, or exceptional circumstances relief, if this is available in your area. Please check the Charging Authority's website for details. CIL Form 2 is available from [www.planningportal.gov.uk/cil](http://www.planningportal.gov.uk/cil)

c) Do you wish to claim a self build exemption for a whole new home?

Yes  No

If you have answered yes to c) please also complete a CIL Form 7 - 'Self Build Exemption Claim Form: Part 1' available from [www.planningportal.gov.uk/cil](http://www.planningportal.gov.uk/cil). Please note you will need to complete and have agreed CIL Form 7, and submitted a Commencement (of development) Notice to the Charging/Collecting Authority, which the Authority must receive prior to the commencement of your development, in order to benefit from relief from the levy.

d) Do you wish to claim a self build exemption for a residential annex or extension?

Yes  No

If you have answered yes to d) please also complete either CIL Form 8 - 'Self Build Residential Annex Exemption Claim Form' or CIL Form 9 - 'Self Build Extension Exemption Claim Form' available from [www.planningportal.gov.uk/cil](http://www.planningportal.gov.uk/cil). Please note you will need to have completed and agreed either CIL Form 8 or 9, as appropriate, and submitted a Commencement (of development) Notice to the Charging/Collecting Authority, which the Authority, if in respect of a residential annex, must receive prior to the commencement of your development, in order to benefit from relief from the levy

## 5. Reserved Matters Applications

Does this application relate to details or reserved matters pursuant to an application that was granted planning permission prior to the introduction of the CIL charge in the relevant local authority area?

Yes  Please enter the application number:

No

If you answered yes, please go to **8. Declaration** at the end of the form.

If you answered no, please continue to complete the form.

## 6. Proposed New Floorspace

a) Does your application involve new **residential floorspace** (including new dwellings, extensions, conversions/changes of use, garages, basements or any other buildings ancillary to residential use)?

N.B. conversion of a single dwelling house into two or more separate dwellings (without extending them) is NOT liable for CIL. If this is the sole purpose of your development proposal, answer 'no' to Question 2b and go straight to the declaration at Question 8.

Yes  No

If yes, please complete the table in section 6c) below, providing the requested information, including the floorspace relating to new dwellings, extensions, conversions, garages or any other buildings ancillary to residential use.

b) Does your application involve new **non-residential floorspace**?

Yes  No

If yes, please complete the table in section 6c) below, using the information provided for Question 18 on your planning application form.

c) Proposed floorspace:

Development type	(i) Existing gross internal floorspace (square metres)	(ii) Gross internal floorspace to be lost by change of use or demolition (square metres)	(iii) Total gross internal floorspace proposed (including change of use, basements, and ancillary buildings) (square metres)	(iv) Net additional gross internal floorspace following development (square metres) (iv) = (iii) - (ii)
Market Housing (if known)				
Social Housing, including shared ownership housing (if known)				
Total residential floorspace				
Total non-residential floorspace				
Total floorspace				

## 7. Existing Buildings

a) How many existing buildings on the site will be retained, demolished or partially demolished as part of the development proposed?

Number of buildings:

b) Please state for each existing building/part of an existing building that is to be retained or demolished, the gross internal floorspace that is to be retained and/or demolished and whether all or part of each building has been in use for a continuous period of at least six months within the past thirty six months. Any existing buildings into which people do not usually go or only go into intermittently for the purposes of inspecting or maintaining plant or machinery, or which were granted temporary planning permission should not be included here, but should be included in the table in question 7c).

	Brief description of existing building/part of existing building to be retained or demolished.	Gross internal area (sq ms) to be retained.	Proposed use of retained floorspace.	Gross internal area (sq ms) to be demolished.	Was the building or part of the building occupied for its lawful use for 6 continuous months of the 36 previous months (excluding temporary permissions)?		When was the building last occupied for its lawful use? Please enter the date (dd/mm/yyyy) or tick still in use.
					Yes <input type="checkbox"/>	No <input type="checkbox"/>	
1					Yes <input type="checkbox"/>	No <input type="checkbox"/>	Date: or Still in use: <input type="checkbox"/>
2					Yes <input type="checkbox"/>	No <input type="checkbox"/>	Date: or Still in use: <input type="checkbox"/>
3					Yes <input type="checkbox"/>	No <input type="checkbox"/>	Date: or Still in use: <input type="checkbox"/>
4					Yes <input type="checkbox"/>	No <input type="checkbox"/>	Date: or Still in use: <input type="checkbox"/>
Total floorspace							

### 7. Existing Buildings continued

c) Does your proposal include the retention, demolition or partial demolition of any whole buildings into which people do not usually go or only go into intermittently for the purposes of inspecting or maintaining plant or machinery, or which were granted planning permission for a temporary period? If yes, please complete the following table:

	Brief description of existing building (as per above description) to be retained or demolished.	Gross internal area (sq ms) to be retained	Proposed use of retained floorspace	Gross internal area (sq ms) to be demolished
1				
2				
3				
4				
Total floorspace into which people do not normally go, only go intermittently to inspect or maintain plant or machinery, or which was granted temporary planning permission				

d) If your development involves the conversion of an existing building, will you be creating a new mezzanine floor within the existing building?

Yes  No

e) If Yes, how much of the gross internal floorspace proposed will be created by the mezzanine floor (sq ms)?

Use	Mezzanine floorspace (sq ms)



## 8. Declaration

I/we confirm that the details given are correct.

Name:

Ben Rayner

Date (DD/MM/YYYY). Date cannot be pre-application:

28/10/2019

It is an offence for a person to knowingly or recklessly supply information which is false or misleading in a material respect to a collecting or charging authority in response to a requirement under the Community Infrastructure Levy Regulations (2010) as amended (regulation 110, SI 2010/948). A person guilty of an offence under this regulation may face unlimited fines, two years imprisonment, or both.

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For local authority use only

App. No:



## Article 4 Directions related to Houses in Multiple Occupation

### Article 4 Direction for Houses in Multiple Occupation – consultation on the introduction of the Direction on the remaining areas of the Borough

At the meeting of Cabinet on 16 October 2019, it was agreed that the Council should consult on a proposal to introduce an Article 4 Direction for houses in multiple occupation (HMOs) for the part of the Borough not already covered by such a Direction. The introduction of this Direction, should it be confirmed and come into force, will withdraw the permitted development right for the change of use of a dwellinghouse to a house in multiple occupation for 3 to 6 unrelated persons. It means that, in future, planning permission will be required for dwellinghouses to be turned into small HMOs. If it is confirmed, the Direction will come into force on 13 November 2019.



Appendices



**NORTHAMPTON  
BOROUGH COUNCIL**

## **CABINET REPORT**

**Report Title**

**BOROUGH WIDE ARTICLE 4 DIRECTION**

**AGENDA STATUS:**

**PUBLIC**

<b>Cabinet Meeting Date:</b>	16 October 2019
<b>Key Decision:</b>	YES
<b>Within Policy:</b>	YES
<b>Policy Document:</b>	YES
<b>Service Area:</b>	PLANNING
<b>Accountable Cabinet Member:</b>	Councillor James Hill
<b>Ward(s)</b>	All wards

### **1. Purpose**

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- 1.1 The purpose of this report is to ask Cabinet to approve, for public consultation, the proposal to introduce a Borough wide Article 4 Direction for the remaining areas of Northampton.

### **2. Recommendations**

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- 2.1 It is recommended that Cabinet approves, for public consultation, the Council's proposal to introduce a Borough wide Article 4 Direction for houses in multiple occupation (HMO). This Direction, if it were to come into effect, would withdraw permitted development rights for the change of use from Class C3 Dwellinghouses to Class C4 Houses in Multiple Occupation for areas of the Borough not currently covered by an Article 4 Direction.
- 2.2 That the Head of Planning be given delegated authority in consultation with the Cabinet Member for Planning to make minor non-material spelling, formatting and other amendments to the consultation notices and documents where they do not alter the intent of the Direction.



### **3. Issues and Choices**

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#### **3.1 Report Background and Legal Overview**

- 3.1.1 In 2010, the Town and Country Planning (Use Classes) Order 1987 (Use Classes Order) was amended which created a new use class for small Houses in Multiple Occupation, Use Class C4 (HMO) and amended Use Class C3 (Dwellinghouses). Class C4 covers shared dwellinghouses or flats occupied by between 3 and 6 unrelated people who share basic amenities.
- 3.1.2 The change of use of a property from Class C3 (Dwellinghouses) to Class C4 (HMO) is likely to be a material change of use requiring planning permission. However, deemed planning permission is granted for such a use by Class L(b) of Part 3 (Change of Use) of Schedule 2 to the General Permitted Development Order 2015 (GPDO). This permitted development right may, in exceptional circumstances, be removed by an Article 4 Direction, in which case, express planning permission will be required from the Local Planning Authority (LPA).
- 3.1.3 An Article 4 Direction is a direction under Article 4 of the GPDO which enables the Secretary of State or the LPA to withdraw specified permitted development rights across a defined area.
- 3.1.4 Provided there is justification for both its purpose and extent, an Article 4 Direction can:
- Cover an area of any geographic size, from a specific site to a local authority wide area
  - Remove specified permitted development rights related to operational development or change of use
  - Remove permitted development rights with temporary or permanent effect
- 3.1.5 The use of an Article 4 Direction to remove permitted development rights should be limited to situations where this is necessary to protect local amenity or the wellbeing of the area. The particular harm that a Direction is intended to address should be clearly identified. There should be particularly strong justification for the withdrawal of permitted development rights relating to a wide area for instance covering the entire area of a Local Planning Authority.
- 3.1.6 An Article 4 Direction does not prohibit development but enables the LPA to have some control over the proposed development.
- 3.1.7 Where an Article 4 Direction is effective, a planning application will be made to the Local Planning Authority in the usual way. The planning application will be considered on its merits, the LPA will assess the proposed development in the light of policies in the development plan and consider any other factors that are material.

- 3.1.8 The normal right of appeal to the Secretary of State is available if permission is refused, granted subject to unacceptable conditions, or is not determined within the statutory eight week period.
- 3.1.9 If a LPA makes an Article 4 Direction, it can be liable to pay compensation to those whose permitted development rights have been withdrawn, but only if it subsequently:
- Refuses planning permission for development which would otherwise have been permitted development
  - Grants planning permission subject to more limiting conditions than the GDPO
- 3.1.10 The grounds on which compensation can be claimed are limited to abortive expenditure or other loss or damage directly attributable to the withdrawal of permitted development rights.
- 3.1.11 Section 108(2A) of the Town and Country Planning Act 1990 provides that compensation is only payable if an application for planning permission for the development formerly permitted by the GPDO is made within 12 months of the Article 4 Direction taking effect. However, no compensation is payable if an LPA gives notice of the intended withdrawal between 12 months and 24 months in advance.
- 3.1.12 An Article 4 Direction cannot prevent development which has commenced, or which has already been carried out.
- 3.1.13 An Article 4 Direction needs to be drafted, made (which means sealed, publicised and subject to due consideration of any representations by Cabinet) and confirmed.
- 3.1.14 The Council is proposing to introduce a non-immediate Article 4 Direction on the rest of the Borough not currently covered by an Article 4. A non-immediate Article 4 Direction must specify the date that the Direction comes into force. This date must be within 28 days and two years following the date on which the public consultation period began. An Article 4 Direction must be confirmed by the LPA before it comes into force. The LPA must take into account any representations it receives during the consultation period when deciding whether or not to confirm the Article 4 Direction.
- 3.1.15 A LPA must, as soon as practicable after confirming an Article 4 Direction, inform the Secretary of State. The Secretary of State does not have to approve Article 4 Directions, and will only intervene where there are clear reasons for doing so.
- 3.1.16 As the Council is proposing a Borough wide Non Immediate Article 4 Direction, it is important to outline a strong case as to why this is considered necessary.

## **3.2 Issues**

### **a. Current Position on Article 4 Directions in Northampton**

- 3.2.1 Houses in multiple occupation play an important role in providing affordable accommodation for a range of people including students, key workers, young professionals, migrant workers and transient workers. However, several issues have been identified in areas of high concentrations of HMOs. One of the ways in which high concentrations are being managed is through the introduction of Article 4 Directions for houses in multiple occupation.
- 3.2.2 Northampton currently has 4 Article 4 Direction Areas associated with houses in multiple occupation (HMOs), covering the following areas: Sunnyside Ward, St David's Ward, Obelisk Ward, Northampton North and Central, parts of Far Cotton and Delapre and parts of Cliftonville (see Map 1). This means that within these areas, planning permission is required for the change of use from a dwellinghouse to an HMO for 3 – 6 unrelated persons sharing basic amenities. Map 2 shows the extent of planning approvals granted in areas with Article 4 Directions. Further information on the Article 4 Directions can be found by accessing the following link:

<https://www.northampton.gov.uk/info/200206/planning-applications/986/permitted-development-rights---article-4-directions>

**b. Justification for a Borough wide Article 4 Direction on the remaining parts of Northampton**

- 3.2.3 Since the introduction of the existing Article 4 Directions, further evidence has come forward which suggests that the remaining parts of the Borough should have an Article 4 Direction. In preparing the submission draft to the Northampton Local Plan Part 2, the Council appointed Loughborough University (2018)<sup>1</sup> to undertake a technical study as evidence to inform policy formulation on HMOs. This study also provided information and recommendations which were used to update the principles contained in the Interim Planning Policy Statement (IPPS) 2014<sup>2</sup> on houses in multiple occupation. To manage the concentration of HMOs within areas covered by Article 4 Directions, the IPPS stipulates that planning permission for new HMOs should only be granted, subject to other considerations, where they do not cause the concentration of HMOs within a 50m radius of the application site to exceed 15%.
- 3.2.4 The Loughborough Study outlined the issues associated with over concentrations of HMOs within Northampton. The Study concluded there were incidences of general poor upkeep and maintenance of private rented housing as well as dilapidation of some housing stock and housing facades. In addition, there was evidence of unkempt gardens, fly tipping, overspill from refuse bags and streets crammed with parked cars. Noise and anti-social behaviour were also reported to be an issue in areas of high concentration of HMOs. It was noted that concentrations of HMOs can result in seasonal depopulation, which points to relatively high levels of population transience and turnover. This means that at times, properties will be left empty when the students return to their own homes. All of these issues can potentially have a

<sup>1</sup> <https://www.northampton.gov.uk/downloads/file/11015/02-houses-in-multiple-occupation>

<sup>2</sup> <https://www.northampton.gov.uk/info/200205/planning-for-the-future/2011/himo-draft-interim-planning-policy-statement>

detrimental impact on the physical, environmental, the built environment, and social and wellbeing aspects of the community.

- 3.2.5 In progressing the study, the Loughborough team also undertook a series of workshops with Councillors, landlords, Council Officers and other relevant stakeholders. They concluded that the existing over concentrations of HMOs are intensifying, and new concentrations are forming within other parts of the Borough. This was attributed in part to the dynamics of the HMO market in Northampton, which are clearly being influenced by the relocation of the University of Northampton, and a more general trend of other social groups seeking private rental accommodation in the Borough.
- 3.2.6 The University came up with several recommendations, which would enable the Council to more fully regulate and effectively plan for the distribution of HMOs across the wider Borough, as well as ensure that high quality and well managed HMOs are available to a range of groups including students, key workers and people who do not wish to purchase their own homes. The recommendations included the implementation of a blanket Article 4 Direction across Northampton. Over time, the Study concluded, a town wide Article 4 Direction may enable a reduction in the concentration on HMO within existing pockets of over concentration, resulting in a more acceptable spread across the town.
- 3.2.7 The study also recommended that the threshold for the consideration of planning applications be amended to 10% within 50 metres, which is a change from the existing IPPS2014. This was considered to be more impactful in terms of identifying when a possible new over concentration of HMOs may be forming. This recommendation is included as a policy in the submission draft Northampton Local Plan Part 2, which was released for consultation in May 2019. In addition, the Council also prepared a Supplementary Planning Document (which would update the IPPS2014), which provides details of updated principles to assist in the determination of planning applications. The SPD includes the recommendation to use the threshold of 10% within 50 metres. The SPD was the subject of a public consultation exercise in the summer of 2019.
- 3.2.8 In May 2019<sup>3</sup>, the Private Sector Housing section of the Council consulted on the proposed implementation of an enhanced designation for additional HMO licensing in Northampton. The evidence provided to justify this extension includes complaints about noise, complaints about rubbish sacks and the accumulation of refuse in gardens, and complaints of fly tipping in and around HMOs (see Map 3). This reinforced the evidence provided by the Loughborough Study, confirming that HMOs can result in a range of issues to the extent that extending the requirements for additional licensing to wider areas outside an Article 4 Direction was considered to be justifiable.

### **c. Non Immediate Article 4 Direction**

- 3.2.9 It is recommended that a Non Immediate Article 4 Direction is introduced across the remaining parts of the borough which are not currently covered by

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<sup>3</sup> <https://www.northampton.gov.uk/info/200024/consultations/1939/additional-licensing-for-houses-in-multiple-occupation-hmos-consultation>

an Article 4 (see Map 4). As mentioned earlier, the use of an Article 4 Direction should be limited to situations where this is necessary to protect local amenity or the wellbeing of the area. It is evident that there is justification for the introduction of a borough wide Direction.

- 3.2.10 The reason why a Non Immediate Article 4 Direction is the preferred option (compared to an Immediate Direction) is that Section 108(2A) of the Town & Country Planning Act 1990 provides that compensation is only payable if an application for planning permission formerly permitted by the GDPO is made within 12 months of the Article 4 Direction taking effect. This is applicable when an Immediate Article 4 Direction is introduced. However, no compensation is payable if the Council gives notice of the intended withdrawal between 12 months and 24 months in advance, which is what this proposed Non Immediate Article 4 Direction will do. In addition, an Immediate Article 4 Direction can be introduced if the development presents an immediate threat to local amenity or prejudice the proper planning of an area. The evidence identified to date does not conclusively demonstrate that an Immediate Article 4 Direction is justified.
- 3.2.11 This Non Immediate Article 4 Direction, as mentioned in section 2, will remove the permitted development right that allows a change of use from a dwellinghouse (Use Class C3) to a house in multiple occupation for three to six unrelated persons (Use Class C4). Without the Article 4 Direction, people are able to undertake these conversions without the need for planning approval. However, it should be noted that the introduction of the Article 4 Direction does not mean that planning permission will be refused. It means that if an application comes in, the Council will consider the planning application against a variety of planning considerations including the threshold.
- 3.2.12 If agreed, the Council will consult on the Article 4 Directions for a minimum of 21 days. The outcome of the consultation exercise will be reported back to Cabinet in Spring 2020. Statutory consultees and the Secretary of State will be automatically consulted. Other consultees will be at the discretion of the Council.
- 3.2.13 The Council is required to take into account any representations received during the consultation period and determine whether or not to proceed towards confirming the Non Immediate Direction. In the event that there are no issues to resolve, the Council can seek to approve the confirmation of the Article 4 Direction at Cabinet. This means that the Direction can come into force within 12 months from the date of the public consultation. This is the minimum period required to avoid any compensation claims.
- 3.2.14 It should be noted that the Secretary of State does not have to approve the Article 4 Direction, but they can intervene if there are clear reasons for doing so.

### **3.3 Choices (Options)**

#### **Option 1: Agree to the recommendation**

- 3.3.1 Currently, planning approval is not required for the change of use from dwellinghouses to HMOs in areas on Northampton outside the Article 4 Direction areas. If Cabinet approves the Non Immediate Article 4 Direction for consultation, the Council will be able to go out to consultation to statutory consultees, non-statutory consultees and residents for a minimum of 21 days, seeking views on whether this should be extended to the rest of the borough.
- 3.3.2 If agreed, and when the Non Immediate Article 4 Direction comes into effect, all potential landlords and property owners who own properties in Northampton will need to apply for planning permission prior to their property being converted and used for HMOs for between 3 and 6 unrelated persons who share basic amenities.

#### **Option 2: Do not agree to the recommendation**

- 3.3.3 Cabinet could decide not to approve the proposed Non Immediate Borough wide Article 4 Direction for consultation. This means that within the areas not currently covered by Article 4 Directions, people can continue to change the use of their properties from dwellinghouses to HMOs without the need for planning permission. This would make it difficult for the Council to manage the concentration of HMOs, the character of the area and the wellbeing of occupants and adjoining residents.

### **4. Implications (including financial implications)**

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#### **4.1 Policy**

- 4.1.1 The Non Immediate Article 4 Direction will not introduce any new planning policies. Rather, it is a legal procedure which seeks to remove an existing permitted development right. If approved, planning permission will be required for the change of use from a dwellinghouse to a house in multiple occupation for 3 – 6 unrelated persons sharing basic amenities. Consideration of a planning application will take into account the planning policies contained in the development plans.

#### **4.2 Resources and Risk**

- 4.2.1 Sufficient resources have been incorporated into the budget for 2019/20 to fund the next stage of the Article 4 Direction. There will be implications on staff resource, particularly Enforcement, as the likelihood of complaints about HMOs without planning approval is likely to increase and in Planning Policy, where additional mapping services will be required. However, there will be an increase in the planning application fees which could be used to contribute towards a more effective planning service delivery.

#### **4.3 Legal**

- 4.3.1 The proposals would require the making of a Non Immediate Article 4 Direction following due legal process as prescribed by the Town and Country



Planning (General permitted Development Order) 1995 (as amended) as summarised above.

- 4.3.2 Legal support and advice will be required until the Article 4 Direction comes into effect.

#### **4.4 Equality and Health**

- 4.4.1 An Equalities Impact Assessment has recently been carried for the submission draft Northampton Local Plan Part 2 (LPP2). As this Article 4 Direction is being introduced across the remaining parts of the Borough, and planning applications will be determined using existing policy directions, including those contained in the emerging LPP2, the Equalities Impact Assessment undertaken for the draft LPP2 is relevant for this project. The Equalities Impact Assessment is available at:  
[https://www.northampton.gov.uk/info/200205/planning\\_for\\_the\\_future/1746/](https://www.northampton.gov.uk/info/200205/planning_for_the_future/1746/)

#### **4.5 Consultees (Internal and External)**

- 4.5.1 The proposal to manage the concentration of HMOs borough wide, including during the duration of the Loughborough Study, was subject to internal consultation (Development Management/ Enforcement/ Private Sector Housing). External consultees were also consulted (Councillors/ Landlords Forum/ property agents).

#### **4.6 How the Proposals deliver Priority Outcomes**

- 4.6.1 The introduction of the Non Immediate Article 4 Direction across the remaining areas of the Borough means that planning approval will be required for the change of use from a dwellinghouse to an HMO for 3 to 6 unrelated people who share basic amenities. This will contribute towards the delivery of Northampton's Corporate Plan 2018-20 including "more homes, better homes" and "a clean, green and tidy town". It will also contribute towards place shaping and driving growth by keeping the town and people safe. It is considered that the introduction of a Borough Wide Article 4 Direction across the remaining parts of Northampton will result in the effective management of HMOs which will result in balancing the demand for HMO units against the needs to protect the physical character, the environment and the residents affected by the HMO.

#### **4.7 Other Implications**

- 4.7.1 There are no other implications arising directly from the proposals in this report.

### **5. Background Papers**

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- 5.1 National Planning Policy Framework, February 2019, Ministry of Housing, Communities and Local Government

<https://www.gov.uk/government/publications/national-planning-policy-framework--2>

West Northamptonshire Joint Core Strategy, December 2014, West Northamptonshire Joint Planning Unit -

<http://www.westnorthamptonshirejpu.org/connect.ti/website/view?objectId=2737424>

Northampton Local Plan Part 2 Submission Draft, May 2019, Northampton Borough Council

<https://www.northampton.gov.uk/info/200205/planning-for-the-future/2426/northampton-local-plan-part-2-proposed-submission>

A study of Northampton Houses in Multiple Occupation (HMO) policy, November 2018, Loughborough University

<https://www.northampton.gov.uk/downloads/file/11015/02-houses-in-multiple-occupation>

Consultation Report: proposed implementation of and enhanced designation for Additional HMO Licensing in Northampton, May 2019, Northampton Borough Council

<https://www.northampton.gov.uk/downloads/file/11035/additional-hmo-licensing-scheme-2019--2024-consultation-report>

Section 3 of the Town and Country Planning (General Permitted Development) (England) Order 2015

The Town and Country Planning (Compensation) (England) Regulations 2015

Town and Country Planning (General Permitted Development) Order 1995 (as amended)

Town and Country Planning (Use Classes) Order 1987 (as amended)

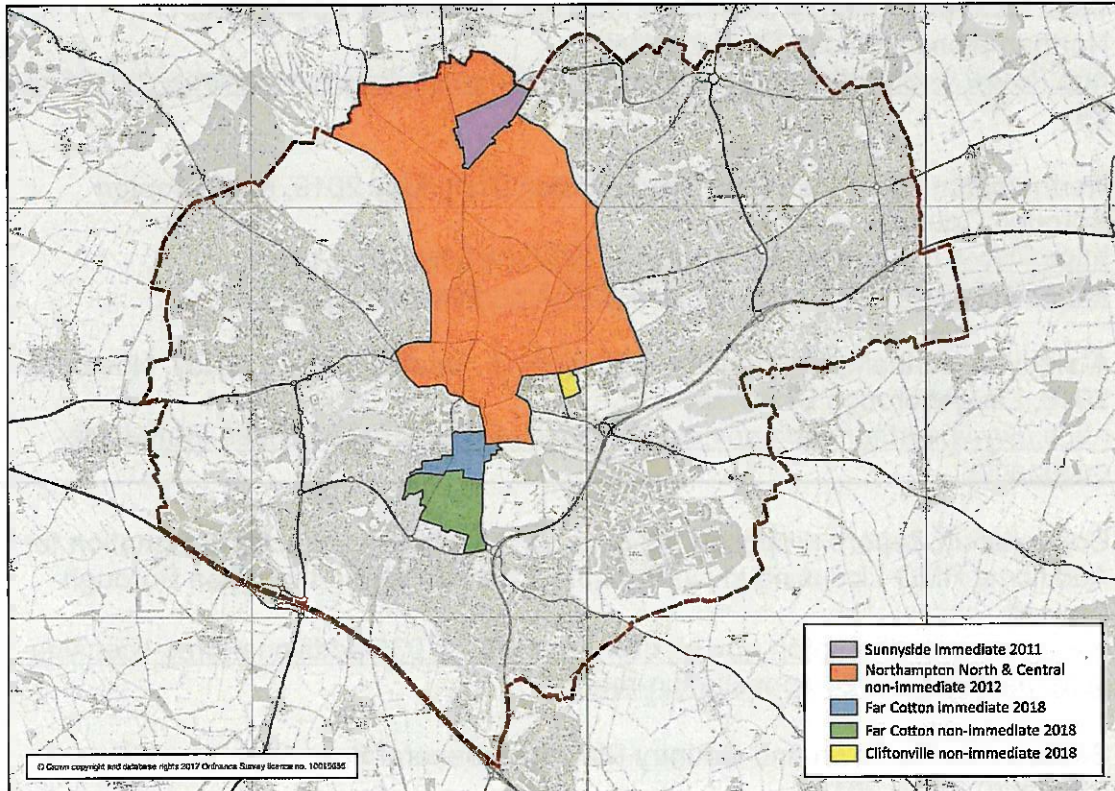
## **6. Next Steps**

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- 6.1 The results of the Non Immediate Article 4 Direction will be reported in Cabinet in early 2020. If there are no issues to resolve, the Council will be seeking Cabinet approval for the confirmation of the Non Immediate Article 4 Direction, allowing it to come into effect within 12 months from the date of the consultation.

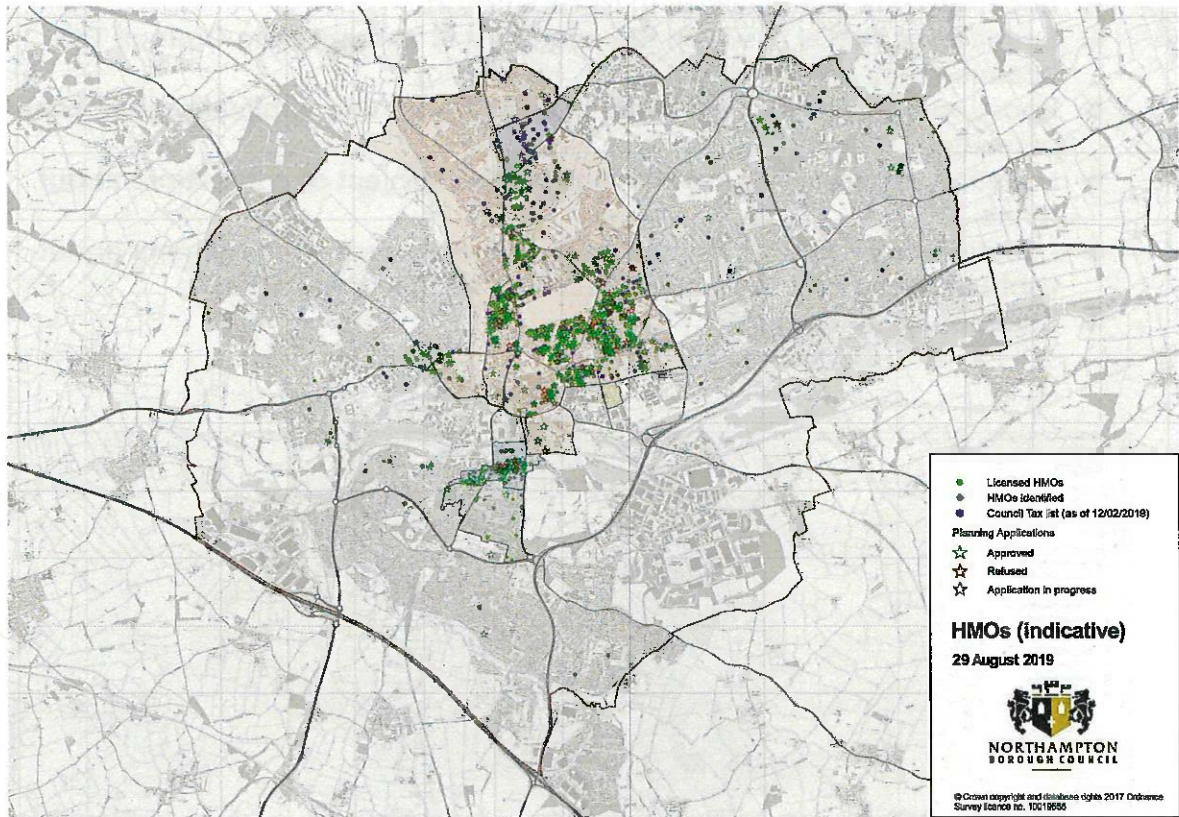
**Peter Baguley**  
**Head of Planning**  
**Tel. 01604 838921**

**MAP 1:  
Existing Article 4 Directions in Northampton**





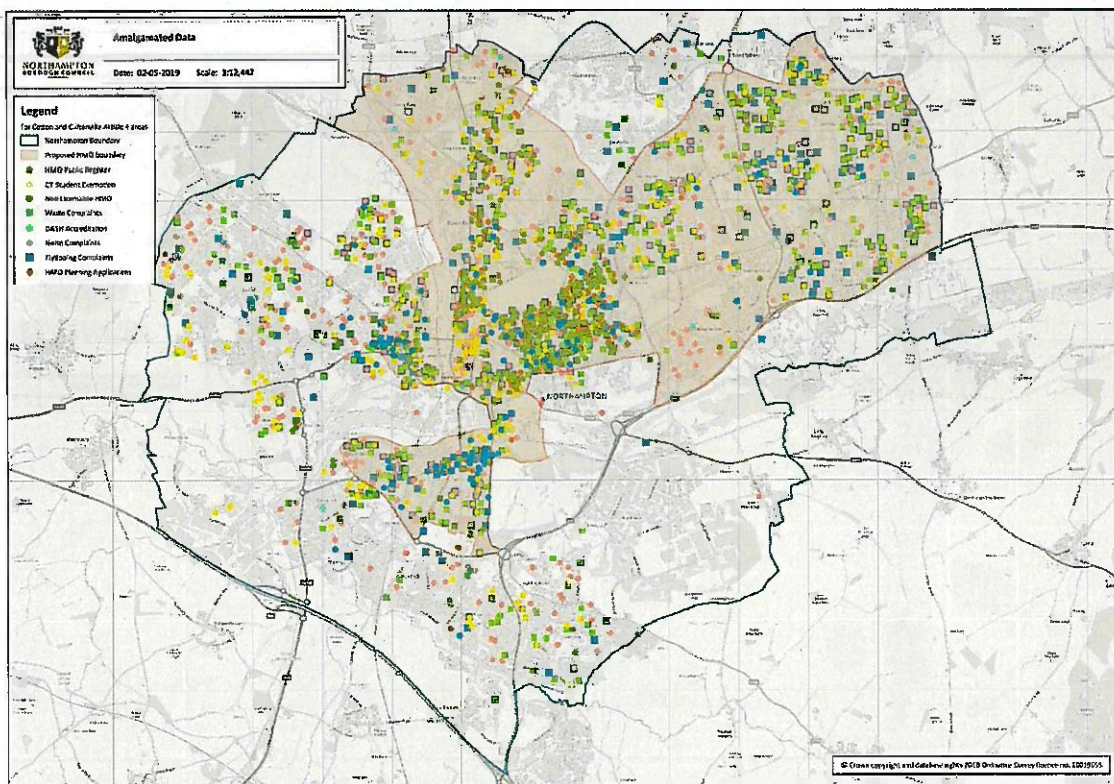
**MAP 2**  
**Planning Activity in Northampton as of August 2019**



### MAP 3:

Amalgamated data on:

- ✚ Location of licensed HMOs in Northampton
- ✚ Location of HMOs in which the occupant is exempt from Council Tax because they are a student
- ✚ Location of properties for which an HMO planning application has been received
- ✚ Location of properties that have been the subject of complaints about noise
- ✚ Location of properties that have been the subject of complaints about rubbish sacks and the accumulation of refuse in gardens
- ✚ Location of fly tipping

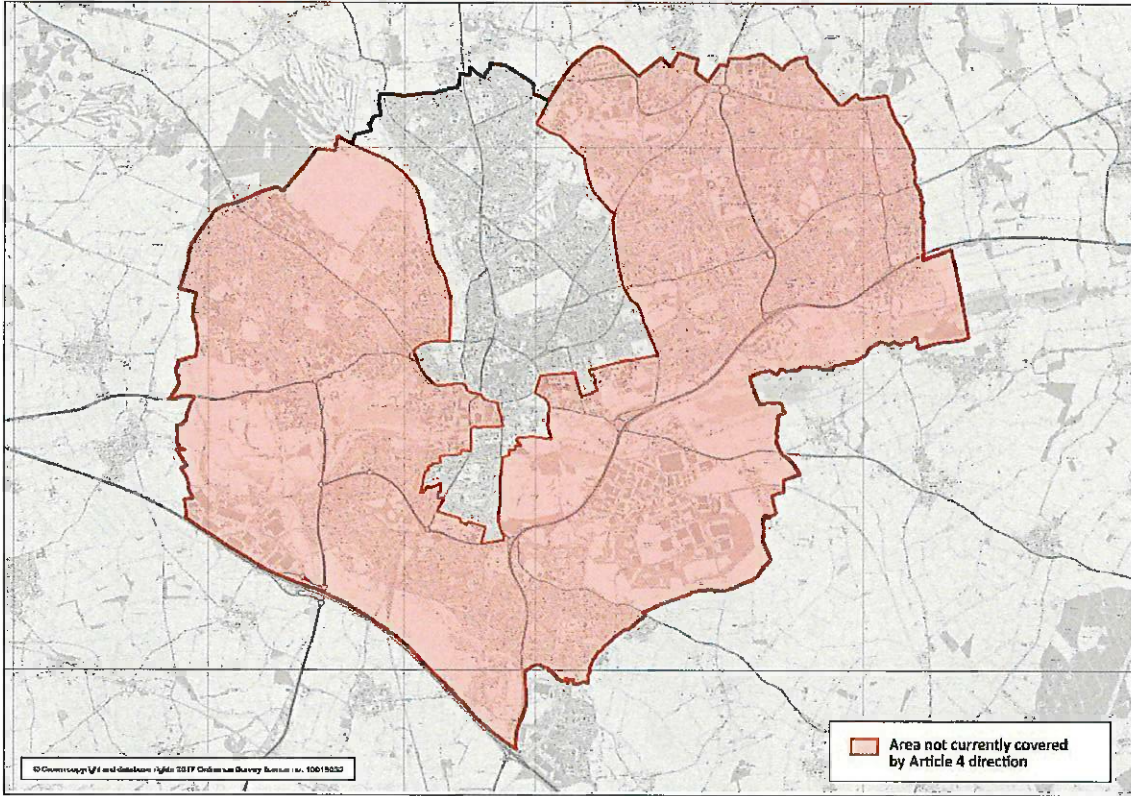


### Source:

**Private Sector Housing Consultation report – proposed implementation of an enhanced designation for additional HMO licensing in Northampton**



**MAP 4:  
Remaining area for the introduction of an Article 4 Direction**







**NORTHAMPTON BOROUGH COUNCIL**

**TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT)  
(ENGLAND) ORDER 2015 AS AMENDED**

**DIRECTION MADE UNDER ARTICLE 4(1)**

WHEREAS Northampton Borough Council ("the Council") being the appropriate local planning authority within the meaning of article 5 of the GPDO, are satisfied that it is expedient that development of the description(s) set out in the Schedule below should not be carried out on the land shown edged red on the attached plan, unless planning permission is granted on an application made under Part III of the Town and Country Planning Act 1990 as amended

NOW THEREFORE the said Council in pursuance of the power conferred on them by article 4(1) of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) hereby direct that the permission granted by Part 3 of the said Order shall not apply to development on the said land of the description(s) set out in the Schedule below:

**SCHEDULE**

The Direction applies to development consisting of a change of the use of a building and any land within its curtilage to a use falling within Class C4 (houses in multiple occupation) of the Schedule to the Town and Country (Use Classes) Order 1987 (as amended) from a use falling within Class C3 (dwellinghouses) of the Schedule to the Town and Country (Use Classes) Order 1987 (as amended), being development comprised within Class L of Part 3 of Schedule 2 to the Order, within the Council boundary, excluding existing Directions under Article 4(1) for houses in multiple occupation.

Francis Fernandes  
Borough Secretary & Monitoring Officer  
Northampton Borough Council  
The Guildhall  
St Giles Square  
Northampton  
NN1 1DE

Signed



Dated: 7th November 2019

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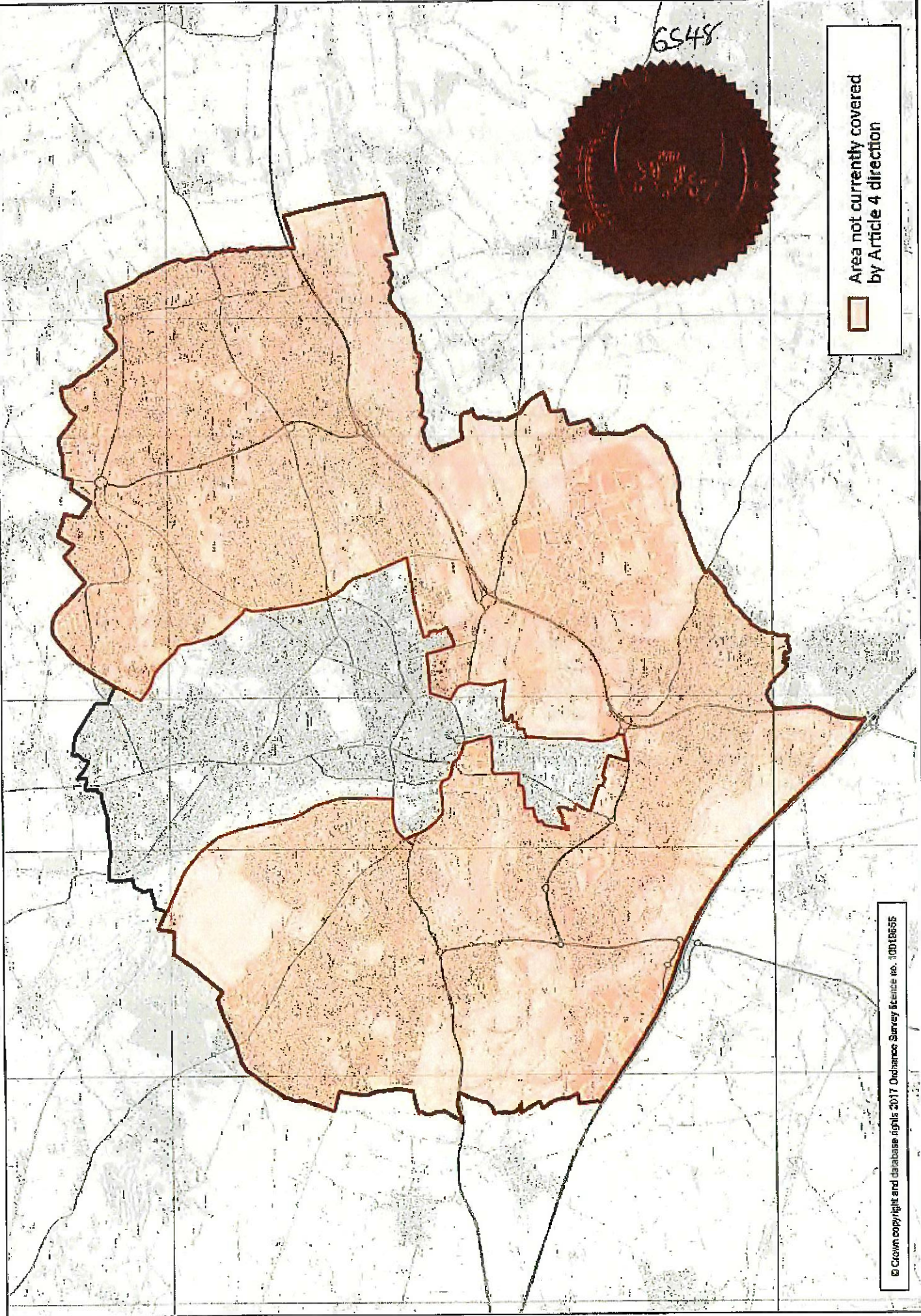




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Area not currently covered  
by Article 4 direction





**NORTHAMPTON BOROUGH COUNCIL**

**TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT)  
(ENGLAND) ORDER 2015 AS AMENDED**

**NOTICE OF MAKING OF DIRECTION UNDER ARTICLE 4(1)**

NOTICE IS GIVEN that Northampton Borough Council ("the Council") have made a Direction under article 4(1) of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) ("the Order").

The Direction was made on 7<sup>th</sup> November 2019 and will come into force, subject to confirmation by the Council, on 13<sup>th</sup> November 2020.

The Direction applies to development consisting of a change of the use of a building and any land within its curtilage to a use falling within Class C4 (houses in multiple occupation) of the Schedule to the Town and Country (Use Classes) Order 1987 (as amended) from a use falling within Class C3 (dwellinghouses) of the Schedule to the Town and Country (Use Classes) Order 1987 (as amended), being development comprised within Class L of Part 3 of Schedule 2 to the Order, within the Council boundary, excluding existing Directions under Article 4(1) for houses in multiple occupation.

The effect of the Direction is that the permission granted by article 3 of the Order shall not apply to such development and such development shall not be carried out within that area unless planning permission is granted on an application made under Part III of the Town and Country Planning Act 1990 (as amended).

Any objections or representations concerning this Direction should be submitted in writing to the Planning Policy & Heritage Manager, Planning Services, Northampton Borough Council, The Guildhall, St Giles Square, Northampton NN1 1DE (Ref: Non - Immediate Article 4 Direction) or by email to [planningpolicy@northampton.gov.uk](mailto:planningpolicy@northampton.gov.uk) between 14th November 2019 and no later than 5.00 pm on 5<sup>th</sup> December 2019.

A copy of the Direction and a plan showing the area to which it relates may be seen at the offices of the Council at the One Stop Shop, The Guildhall, St Giles Square, Northampton during normal office hours.

Francis Fernandes  
Borough Secretary & Monitoring Officer  
Northampton Borough Council  
The Guildhall  
St Giles Square  
Northampton  
NN1 1DE

Signed:



Dated: 7th November 2019

6548



