

PLANNING COMMITTEE: 19th March 2019
DEPARTMENT: Planning Service
HEAD OF PLANNING: Peter Baguley

APPLICATION REF: N/2018/1371

LOCATION: Morrisons Superstore, Kettering Road

DESCRIPTION: Erection of Drive Thru Coffee Shop (Use Classes A1 & A3) with associated car parking, refuse store, hard and soft landscaping, electricity substation and associated works

WARD: Kingsley Ward

APPLICANT: Wm Morrison Supermarkets PLC
AGENT: ELG Planning

REFERRED BY: Councillors M Hallam and C Russell
REASON: Traffic concerns

DEPARTURE: No

APPLICATION FOR DETERMINATION:

1 RECOMMENDATION

1.1 APPROVAL subject to the conditions as set out below and for the following reason:

The proposed development, as part of a balanced assessment, is considered to be acceptable and would not create unacceptable impact on highway safety, visual amenity, general and residential amenity in line with the National Planning Policy Framework, Policies S1, S2, S9, S10, C2, BN2, BN9, INF1 and INF2 of the West Northamptonshire Joint Core Strategy and Saved Policy E20 of the Northampton Local Plan.

2 THE PROPOSAL

2.1 The application seeks planning permission for a drive through coffee shop (Use Classes A1 and A3) with associated car parking, refuse store, hard and soft landscaping, electricity substation and associated works including provision of delivery vehicle bay.

2.2 The new coffee shop would be located in the north western corner of the existing supermarket car park. It would measure 17.8 metres in width by 12 metres in depth (excluding roof overhang), with a shallow mono-pitched roof measuring a maximum of 4.3 metres in height incorporating a 7.3 metre high pillar to facilitate signage. In addition, there would be a service yard enclosed by fencing to the northern side of the building measuring 3.8 metres in width by 6.7 metres in depth.

The pedestrian entrances to the coffee shop would be located to the southern and western sides of the building.

- 2.3 The proposal would benefit from 14 parking spaces to the western side of the site and the drive through would loop around the north of the restaurant with the payment/collection booth located on the eastern side of the building, opposite the site of the new restaurant permitted under application N/2017/1583.
- 2.4 The proposal also includes the formation of a new delivery bay in the place of the existing recycling bay to accord with the details approved under application N/2017/1583.

3 SITE DESCRIPTION

- 3.1 The application site is located to the western side of the Kettering Road (A5123) and principally relates to the north western corner of the Morrisons supermarket car park. The car park is set on a lower land level to the Kettering Road and includes landscaped banking to its boundaries. The site connects to the Kettering Road via the Morrisons access road / Kettering Road / Beech Avenue junction and is also close to the Kettering Road / Park Avenue North / Broadmead Avenue / Kenmuir Avenue gyratory. The Kettering Road is lined by residential properties to its eastern side.
- 3.2 The site is neighboured to the north and west sides by the access road for Morrisons and a childcare nursery and to the east and southern sides by car parking for the supermarket. Planning permission has recently been granted for a new McDonald's restaurant with drive through on the existing parking area to the east of the site under reference N/2017/1583. The Morrisons superstore lies beyond the parking area to the south of the site, with a petrol station to the west. Bradlaugh Fields is located to the north west of the site.

4 PLANNING HISTORY

- 4.1 N/1993/666: Proposed Safeway store & public open space on disused golf course (Outline). Approved.
- 4.2 N/1994/500: Proposed superstore, petrol filling station, car park and service area (reserved matters). Approved
- 4.3 N/1997/395: Amendment of condition no. 6 on previous approval 93/0666 to extend store opening hours. Approved.
- 4.4 N/1997/397: Amendment of Condition No. 7 on previous approval 93/0666 to extend opening hours of petrol filling station. Approved.
- 4.5 N/2017/1583: Installation of freestanding two storey restaurant with associated drive through, car parking and landscaping and associated works. Installation of 1no. External play area, 2no customer order displays and associated canopies. Approved.
- 4.6 N/2019/0217: Variation of Conditions 2, 3, 4, 5, 6, 7, 8, 9 and 10 of Planning Permission N/2017/1583 to include amendments to pedestrian ramp, delivery ramp, minor changes to site layout, inclusion of substation enclosure, inclusion of goal post height restrictor and amendments to customer order display and playframe specifications, together with amendments to wording of pre-commencement and pre-occupation conditions. Pending consideration at time of drafting report.

5 PLANNING POLICY

5.1 Statutory Duty

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires a planning application to be determined in accordance with the Development Plan unless material planning

considerations indicate otherwise. The Development Plan for the purposes of this application comprises the adopted West Northamptonshire Joint Core Strategy (2014), and Northampton Local Plan (1997) saved policies.

5.2 National Policies

The National Planning Policy Framework (NPPF) sets out the current aims and objectives for the planning system and how these should be applied. In delivering sustainable development, decisions should have regard to the mutually dependent social, economic and environmental roles of the planning system. The NPPF should be read as one complete document. However, the following sections are of particular relevance to this application:

Paragraph 17 - Core Planning Principles
Section 4 - Promoting Sustainable Transport
Section 7 - Requiring good design
Section 8 - Promoting healthy communities
Section 10 - Meeting the challenge of climate change, flooding and coastal change
Section 11 - Conserving and enhancing the natural environment

5.3 West Northamptonshire Joint Core Strategy (2014)

The West Northamptonshire Joint Core Strategy (JCS) provides an up to date evidence base and considers the current Government requirements for plan making as it has been prepared in full conformity with the NPPF. Policies of particular relevance are:

Policy S1 – Distribution of Development
Policy S2 – Hierarchy of Centres
Policy S7 – Provision of Jobs
Policy S9 – Distribution of Retail Development
Policy S10 – Sustainable Development Principles
Policy C2 – New Developments
Policy BN2 – Biodiversity
Policy BN9 – Planning for Pollution Control
Policy INF1 – Approach to Infrastructure Delivery
Policy INF2 – Contributions to Infrastructure Requirements

5.4 Northampton Local Plan 1997 (Saved Policies)

Due to the age of the plan, the amount of weight that can be attributed to the aims and objectives of this document are diminished, however, the following policies are material to this application:

Policy E20 – New Development (Design)

5.5 Supplementary Planning Documents

Northamptonshire Parking Standards (September 2016)
Planning out Crime in Northamptonshire SPG 2004

6 CONSULTATIONS/ REPRESENTATIONS

Comments received are summarised as follows:

- 6.1 **Councillor Cathrine Russell** - Called the application in on the grounds of:
- Inappropriate siting of this type of facility
 - Objections from local residents
 - Loss of amenity due to increase in traffic

6.2 **Councillor Mike Hallam** – Called the application in on the grounds of increased traffic. More specifically, the application comes swiftly on the heels of an approved application for a McDonald's on the same site. In that application, the Highways report was very clear that the McDonald's would lead to an increase in traffic at a section of Kettering Road that is already frequently over-capacity. The community will feel angry and hurt by an application that surely out of decency should have been put in at the same time as the McDonald's one. This section of the Kettering Road simply does not have the capacity for the additional traffic that this will create, particularly and crucially in view of the approved McDonald's application.

6.3 **NBC Public Protection** – No objections.

6.4 **NCC Highways** - The initial Highways comments for this application were as follows:

Modelling of the operation of the junctions has not been conducted. A transport assessment was carried out as part of the recent application for a McDonald's adjacent to the proposed location, which was approved. That assessment demonstrated that the increase in traffic from the McDonalds development will take up the residual lane queuing capacity. Any further increase in traffic at this location would be unacceptable in highway terms and therefore the LHA must object to this application.

Subsequent to this, another application which affects the same junctions in questions (i.e. N/2018/0904 at Parklands Middle School) has proposed signal timing changes in order to mitigate its own traffic. In light of this, the applicant for the current application for a coffee shop has assessed the junction capacity with the proposed signal improvement. This assessment showed that the proposed changes could accommodate the combined traffic for both developments.

Changes to the signal timings at the A5123 Kettering Road/Broadmead Avenue/A5101 Park Avenue/Kenmuir Avenue junction have been agreed with Northamptonshire Highways Signal Team as providing nil-detriment mitigation. Therefore, the LHA would request a suitably worded condition requiring the signal timing works to be complete prior to commencement of development, or a S106 contribution from this site to allow the signal timings to be undertaken.

6.5 **Northamptonshire Police** – No objections.

6.6 **Eight letters of objection** have been received. These letters include the following points:

- Adverse impact on the character of area; this is a suburban residential area not a retail area or a main arterial road.
- There are other sequentially preferable site such as the former Chronicle and Echo site or the bus station.
- There is no need for a third coffee shop on the site.
- The area is already well served by fast food outlets; there is no need for another such outlet.
- The site should not be treated as brownfield / previously developed land.
- Concerned regarding an adverse impact on existing supermarket.
- Existing junctions are beyond capacity as detailed by the Highway Authority under the recent McDonald's application; the proposal will increase traffic further and this will adversely junctions and increase congestion on surrounding roads and within the supermarket car park.
- Only one exit road for three businesses presents a danger if there is a major incident.
- A drive through by nature cannot maximise non-car use.
- Loss of parking; the existing supermarket car park is already nearly full at busy times.
- Pollution will increase due to idling cars.
- Proposal will introduce inappropriate light pollution in a residential area.
- A drive through will result in an increase in litter in the surrounding area.
- Adverse impact on wildlife at Bradlaugh Fields
- Antisocial behaviour in Bradlaugh fields will increase due to the late night opening of the proposal.
- Obesity issues.

- The site is in a quiet residential area with Morisons closing at 10pm and the McDonald's given permission to open from 6am to midnight. The proposed 5:30am opening times for this application would create unacceptable noise and interference.

7 APPRAISAL

Principle of development

- 7.1 The proposed location of the coffee shop would comply with Policy S1 of the Joint Core Strategy, which details that development should be concentrated primarily in and adjoining the principal area of Northampton.
- 7.2 In addition, the Policy S7 of the Joint Core Strategy encourages the provisions of jobs in West Northamptonshire and the NPPF seeks to proactive drive and support sustainable economic growth. The supporting documents accompanying the application detail that the proposed development would employ some 15 full time and 15 part time staff and, therefore, there would be economic benefits arising from the proposal.
- 7.3 However, national and local planning policies also require that main town centre developments such as the application proposals are directed towards allocated centres. Within Northampton, the allocated centres are Northampton Town Centre; the Kingsthorpe and Weston Favell district centres; and the local centres of St James End, Far Cotton (St Leonards Road), Wellingborough Road and Kettering Road (Kingsley). As the application site falls outside of these locations, the development needs to be subject to a sequential assessment to establish whether the development can be accommodated within an allocated centre, and failing this, edge of centre before well connected out of centres locations such as the application proposals should be considered. Such a sequential assessment should include a consideration of the suitability of sequentially preferable sites, the size and layout of such sites (with reference to whether there is a scope for flexibility in format to accommodate the development in a sequentially preferable site), and their availability. In addition, consideration should be given to whether the proposed development would put at risk future investment in Northampton Town Centre or impact on the long term future viability and vitality of the allocated centres.
- 7.4 There is a named occupier for the proposed drive through coffee shop (Starbucks). As such, and given that a drive through use cannot be disaggregated from the coffee shop element of the proposed development, it is considered that there is limited scope for flexibility in format for the proposed development. Furthermore, it is considered that Northampton Town Centre can be discounted from the sequential assessment as the applicant already operates a coffee shop in this location and there is also a Starbucks drive through close to the town centre in St James Retail Park.
- 7.5 In respect of the other centres, it would appear that there are no currently available sites that are of appropriate size and layout to accommodate a Starbucks drive through coffee shop within or adjacent to the centres. In this respect, consideration has been given to the former St James Bus Garage (in St James) and Bective Works (adjacent to the Kingsthorpe centre) sites. However, whilst these sites are currently vacant, it is understood that their current owners are progressing their own plans for redevelopment. Therefore these sites can also be discounted from the sequential assessment due to a lack of availability. Notwithstanding this, these sites together with the site of the former Greyfriars bus station are also considerably larger than the format sought by Starbucks and it is considered that the piecemeal development of these sites would not be desirable. It is noted that representations have been received regarding the suitability of the former Chronicle and Echo site, however this site has already been redeveloped for a retail use. There are no units available within the Far Cotton (St Leonards Road) centre and the Weston Favell centre that could accommodate the proposed development in its entirety. In addition, Starbucks operate a drive through business within St James Retail Park (as noted above), which is also in close proximity to St James centre. Furthermore, the Far Cotton and St James centres, together with the Kingsley and Wellingborough Road centres have a high street layout and thus are not readily suited to the drive through element sought as part of this application.

- 7.6 In light of the above, it is considered that the development could not be readily accommodated within any allocated centre. As such, and given the high accessibility of the application site, it is considered that the sequential test for main town centre uses has been satisfied for the application proposal.
- 7.7 Turning to the impact of the proposed development on Northampton Town Centre and other allocated centres, all of the centres benefit from at least one coffee shop or café and there are a number of existing Starbucks and other similar business distributed across the Borough including a several drive through coffee shops. Therefore, it is considered that a Starbucks drive through coffee shop on the Kettering Road would not significantly divert trade from these existing centres. It is acknowledged that the site is in close proximity to the Kingsley centre, however this centre already includes a coffee shop. As a consequence, the proposed development is unlikely to make the application site and its wider environs more attractive at the expense of the viability and vitality of the Kingsley centre. In addition, there is already a main town centre use on the application site and therefore the proposal would have less impact than the introduction of a main town centre use in an out of centre location without such a use. Overall, it is considered that the development not unduly harm the viability and vitality of this or any other allocated centre.

Design and layout

- 7.8 Policy S10 of the Joint Core Strategy and Saved Policy E20 of the Northampton Local Plan seek high quality design and this approach is supported by the NPPF.
- 7.9 The application site comprises part of a large car park serving a Morrisons supermarket. The car park and supermarket is set on a lower land level to the Kettering Road, with landscaped banking including some trees to the boundary with the Kettering Road and the access road to the north. The supermarket is predominantly single storey in scale and has a large footprint with a hipped roof including a large flat crown; however it does benefit from a taller feature to the north east front corner of the building with a two storey scale and pyramidal roof form. The childcare nursery to the north of the site is a single storey structure with a hipped roof and is set on a high land level than the application site. The McDonalds drive through restaurant recently permitted to the east of the site has a two storey scale with a modern flat roof design. There are residential houses to the east side of the Kettering Road and these properties all have gabled roof but vary in age and appearance. The supermarket site backs on to Bradlaugh Fields and allotments.
- 7.10 The application proposes a single storey building with a shallow mono-pitched roof including a signage pillar. The scale of the new building would be acceptable for the site and provide a transition in height between the permitted McDonald's restaurant to the east and the petrol station to the west. The design and materials for the new building would not reflect the appearance of neighbouring buildings, however there is no strong built form character in the locality of the development. Moreover, the development is located in a supermarket car park and, in this context, it is considered that the development would not appear out of place. It is however recommended that conditions are imposed relating to material and finished floor levels, together with a landscaping condition to help integrate the development into its surroundings. As such, subject to the aforementioned conditions, no objections are raised to the impact of the proposed development on the character and appearance of the area.

Residential Amenity

- 7.11 Saved Policy E20 of the Local Plan and the Core Planning Principles in the NPPF seek to secure a good standard of amenity for all existing and future occupants of land and buildings.
- 7.12 There are residential properties to the east side of the Kettering Road and it is noted that a large number of noise and disturbance concerns were received to the recent application for a McDonald's restaurant on the adjacent site. Taking these concerns into account, and the historic planning conditions restricting the hours of operation of the existing Morrisons supermarket and

petrol filling station, conditions were imposed on the planning permission for the McDonalds restaurant restricted the use of the premises to between 6am and 12midnight.

- 7.13 The applicant for the current application is seeking opening hours of between 5:30am and 11pm for the coffee shop and would utilise the same delivery arrangements as per the McDonalds restaurant application. However, neighbour concerns have again been received regarding the hours of opening and it is considered that it would be reasonable to restrict the opening hours of the current proposal to the same as those for the neighbouring restaurant on residential amenity grounds.
- 7.14 The neighbouring McDonald's restaurant application also included conditions relating to cooking extract equipment. However, the applicant for the current application for has indicated that the proposed coffee shop use would only serve light snacks and would not cook any food items that would require extraction equipment. Thus the proposal would not give rise to any odour issues. In any event, should a need for the extract equipment arise in the future then this would require planning permission in its own right and the occupier would not need to submit a separate application for such equipment.
- 7.15 However, to safeguard the amenity of neighbours, it is recommended that additional conditions are imposed as part of the current application to secure a Construction Environmental Management Plans, refuse storage and details of any external plant (such as air conditioning units) and lighting.

Parking and Highways

- 7.16 The application has been accompanied by a Transport Assessment. This assessment analyses the nature and size of the proposed coffee shop (i.e. only 167sqm including counter and WC) and its location in an existing supermarket car park and details that the majority of trips to the coffee shop would be either pass-by or linked trips, with only some 20% of trips being new trips on the highway network. Furthermore, the Transport Assessment details that the total traffic associated with the proposed development would be 6 new vehicles at the Friday PM Peak (5-6pm) and 19 vehicles at the Saturday Peak (1-2pm) such that it would have not have a material impact on the local highway network.
- 7.17 However, following the receipt of concerns from local residents, elected Members and the County Highway Authority, modelling of the local highway network has taken place that has resulted in the submission of an additional Transport Note. The modelling in the Transport Note includes a future year assessment of traffic in 2031 and also takes into account traffic from planned development including the recently permitted McDonald's restaurant (reference N/2017/1583) on the neighbouring site and also the application for up to 132 dwellings on the Parklands Middle School site (reference N/2018/0904), incorporating the alterations to signal timings on the A5123 Kettering Road/Broadmead Avenue/A5101 Park Avenue/Kenmuir Avenue junction sought under the Parklands Middle School application. In light of the highway modelling, the Transport Note finds that the development would have not have a material impact on the local highway network. Indeed, the Transport Note details that, for example, the development would not increase predicted queuing on the A5123 Kettering Road/Broadmead Avenue/A5101 Park Avenue/Kenmuir Avenue junction during the Friday PM peak and would only increase queuing by one vehicle during the Saturday peak hour.
- 7.18 The County Highway Authority has assessed the submitted Transport Note and associated modelling and advises that the highway network can accommodate the development subject to the changes to the signal timings at the A5123 Kettering Road/Broadmead Avenue/A5101 Park Avenue/Kenmuir Avenue junction as approved under the Parklands Middle School application. As such, subject to a Grampian style condition to secure the aforementioned alterations to signal timings, it is considered that the impact of the development on the highway network would not be severe in NPPF terms.
- 7.19 In terms of parking, the existing Morrisons car park benefits from some 547 parking spaces and the development proposed under the McDonald's restaurant application would result in 470 spaces

on the site to serve both the Morrisons supermarket and the McDonald's restaurant. Furthermore, the Transport Assessment accompanying the McDonald's restaurant application undertook car park surveys and found that once the McDonald's restaurant was completed the car park would only be at 76% capacity (359 spaces occupied) at the Saturday Peak, with some 111 spaces still available. The current application would result in the loss of 36 parking spaces with 14 new spaces provided such that whilst there would be a net reduction of a further 22 parking spaces on the site. However, in light of previous findings, it is considered that there would still be available capacity in the car park to accommodate the demand arising from the supermarket, McDonald's restaurant and Starbucks coffee shop. Furthermore, the County Highway Authority raise no objections to the quantum of parking shared between the existing and proposed developments on the site and have also raised no objections to the car parking and manoeuvring layout.

- 7.20 In respect of deliveries for the proposed development, the proposal seeks to utilise the same delivery arrangements approved under the McDonald's restaurant application, which comprise utilising the recycling bins layby for deliveries and relocating the recycling bins to a new layby opposite the petrol filling station. The County Highway Authority has previously assessed the routes and tracking for HGV vehicles utilising these laybys and advises that the arrangements are acceptable.
- 7.21 In light of the above, and given that the County Highway Authority raise no objections to the scheme, it is considered that the proposal is acceptable on parking and highway safety grounds subject to conditions to secure changes to signal timing on the A5123 Kettering Road/Broadmead Avenue/A5101 Park Avenue/Kenmuir Avenue junction; cycle and vehicle parking for the site; and the provision of the delivery vehicle bay.

Other considerations

- 7.22 Objections to this application raise issues relating to the impact of the proposed development on the health and wellbeing of the community and links to obesity. In this respect, it is acknowledged that the NPPF seeks to promote healthy communities and that there are links between health and planning. However, there are presently no development plan policies that seek to restrict coffee shops or other food related premises near to schools or childcare facilities or the location of drive through uses on health related grounds. Therefore, in the absence of such policies back by evidence, an objection could not be sustained on health and wellbeing grounds
- 7.23 Littering associated with drive through facilities and its impact on wildlife at Bradlaugh Fields is also raised in a number of the objection letters. However, there is a buffer between the site and Bradlaugh Fields from the intervening access road, with the proposal seeking to develop a car park, such that there is no evidence of any direct impacts on protected species or biodiversity. Although, it is recognised some patrons of the new development may consume purchases in Bradlaugh Fields and the surrounding area with associated littering taking place. However, there is no evidence that this littering would be of a magnitude to warrant a refusal or a planning policy to support such an approach.
- 7.24 Representations have been received regarding the potential for the development to attract anti-social behaviour in the locality. However, the proposal would introduce custodians into the car park and would also have active frontages such that it would provide good surveillance of the car park and across towards the entrance to Bradlaugh Fields. Therefore, it is considered that the proposal has the potential to reduce anti-social behaviour in the locality.
- 7.25 It is noted that third party concerns have been received regarding pollution, however the proposal has been assessed by the Council's Environmental Protection team and they raise no objections to the proposed use with regard to air quality implications.
- 7.26 The proposed site plan includes a new substation to the western side of the site and it recommended that a condition is imposed to require the submission of elevational details of this equipment.

8 CONCLUSION

- 8.1 The proposed development, as part of a balanced assessment, is considered to generate economic benefits and to have a neutral impact upon the viability and vitality of the hierarchy of allocated centres. Furthermore, it is considered that the impacts of the proposal on the character of the area, residential amenity and the highway network are acceptable and objections could not be sustained on the grounds of obesity and littering. As such, no objections are raised to the proposal with regards to the National Planning Policy Framework, Policies S1, S2, S9, S10, C2, BN2, BN9, INF1 and INF2 of the West Northamptonshire Joint Core Strategy and Saved Policy E20 of the Northampton Local Plan.

9 CONDITIONS

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

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

2. The development hereby permitted shall be carried out in accordance with the following approved plans: 1546-100(P) Rev A; 1546-101(P) Rev E; and 1546-102(P) Rev A.

Reason: For the avoidance of doubt and to conform with the planning application.

3. The development hereby permitted shall not commence until a full scheme of works to upgrade the signal controller at the junction of the A5123 Kettering Road/Broadmead Avenue/A5101 Park Avenue/Kenmuir Avenue together with a programme for implementation has been submitted to and approved in writing by the Local Planning Authority. The works / signal upgrade shall be carried out in accordance with the approved details and programme.

Reason: To ensure that the proposed development does not prejudice the free flow of traffic or conditions of highway safety in accordance with Policy S10 and C2 of the West Northamptonshire Joint Core Strategy and the guidance in the National Planning Policy Framework. This is a pre-commencement condition to ensure timely submission of details.

4. Prior to the commencement of the development hereby permitted, a Construction Environment Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority. Development shall then be carried out in accordance with the approved CEMP.

Reason: To minimise the impact of the development during the construction phase in accordance with the National Planning Policy Framework. This is a pre-commencement condition to ensure timely submission of details.

5. Prior to the commencement of construction works on site, details of the existing and proposed ground levels and finished floor levels of the development shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be implemented in accordance with the approved details.

Reason: In the interests of amenity in accordance with Saved Policy E20 of the Northampton Local Plan. This is a pre-commencement condition to ensure timely submission of details.

6. Prior to the commencement of development hereby permitted above ground floor slab level, full details of all proposed external facing materials shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: In the interests of amenity in accordance with Policy E20 of the Northampton Local Plan.

7. Prior to the commencement of development hereby permitted above ground floor slab level, full details of all external refrigeration, air handling plant or other such equipment and measures for acoustically treating such equipment, shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: In the interests of amenity in accordance with Policy E20 of the Northampton Local Plan.

8. Notwithstanding the submitted details and prior to the occupation of the development hereby permitted, a detailed scheme of hard and soft landscaping for the site shall be submitted to and approved in writing by the Local Planning Authority. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the building or the completion of the development, whichever is the sooner, and which shall be maintained for a period of five years; such maintenance to include the replacement in the current or nearest planting season whichever is the sooner or shrubs that may die are removed or become seriously damaged or diseased with others of similar size and species.

Reason: In the interests of amenity and to secure a satisfactory standard of development in accordance with Policy S10 of the West Northamptonshire Joint Core Strategy and Saved Policy E20 of the Northampton Local Plan.

9. Notwithstanding the submitted details and prior to the construction of the development hereby permitted above ground floor slab level, full details of all external lighting within the site shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and retained thereafter.

Reason: In the interests of amenity and crime prevention in accordance with Policies BN9 and S10 of the West Northamptonshire Joint Core Strategy and Saved Policy E20 of the Northampton Local Plan.

10. Prior to the construction of the development hereby permitted above ground floor slab level, full details of facilities for the parking of bicycles and bin storage shall be submitted to and approved in writing by the Local Planning Authority. The approved cycle and bin storage shall be provided prior to the occupation of the development hereby permitted and retained thereafter.

Reason: To ensure the provision of adequate facilities in accordance with Policy S10 of the West Northamptonshire Joint Core Strategy.

11. The alterations to the parking layout and new delivery and recycling bays shown on the approved plans shall be constructed prior to the occupation of the building hereby approved. The new parking spaces and delivery and recycling bays shall thereafter be retained.

Reason: To ensure that the proposed development does not prejudice the free flow of traffic or conditions of highway safety in accordance with Policy S10 and C2 of the West Northamptonshire Joint Core Strategy and the guidance in the National Planning Policy Framework.

12. Prior to the construction of the new substation hereby permitted, full elevational details of the substation shall be submitted to and approved in writing by the local planning authority. The development shall thereafter be carried out in accordance with the approved details.

Reason: In the interests of amenity and to secure a satisfactory standard of development in accordance with Policy S10 of the West Northamptonshire Joint Core Strategy and Saved Policy E20 of the Northampton Local Plan.

13. The premises shall not remain open to customers between the hours of 00:00 hours (midnight) and 06:00 hours.

Reason: In the interests of the protection of residential amenities in accordance with Policy S10 of the West Northamptonshire Joint Core Strategy.

10 BACKGROUND PAPERS

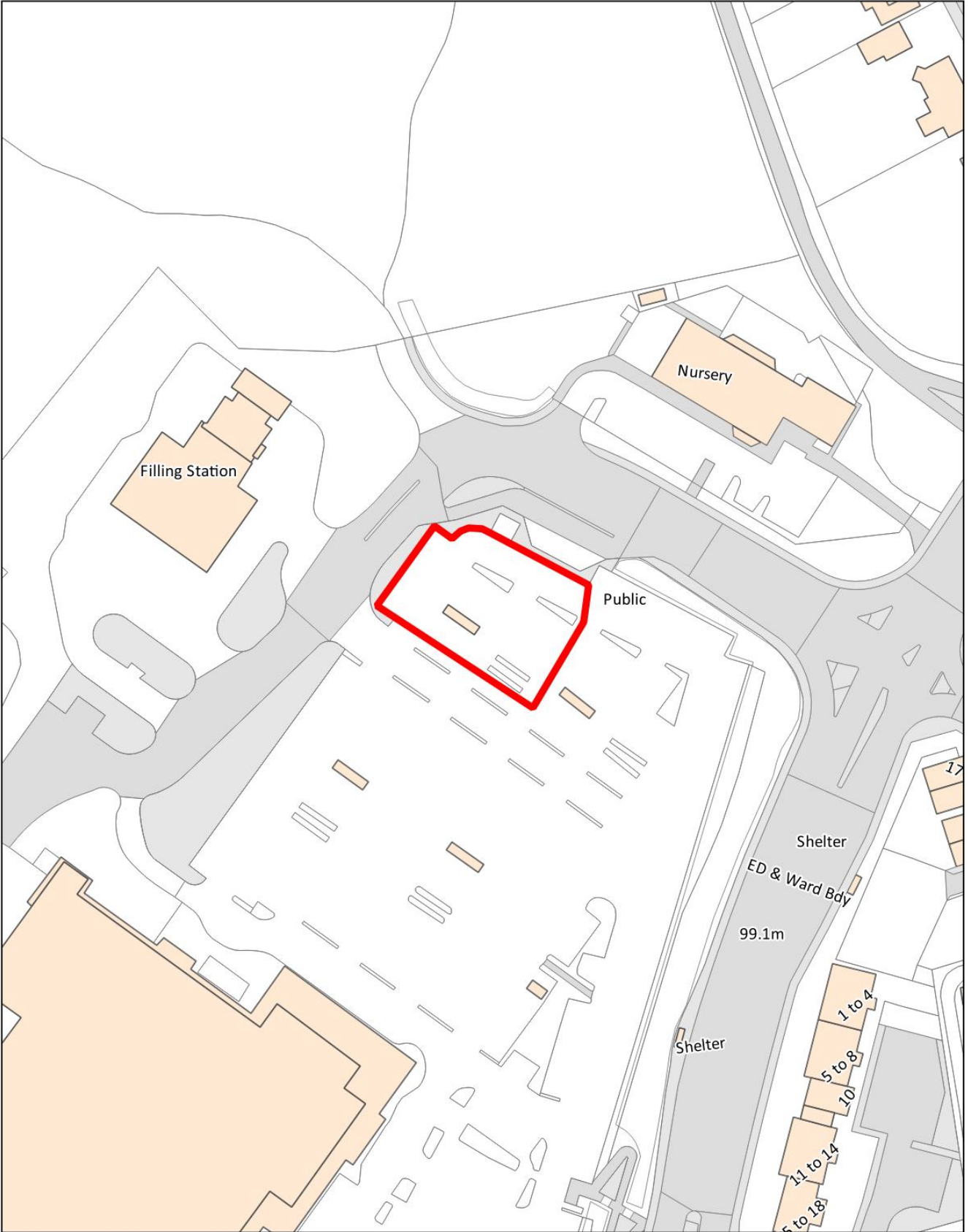
10.1 N/1993/666; N/1994/500; N/1997/395; N/1997/397; N/2017/1583; N/2018/0904; and N/2019/0217

11 LEGAL IMPLICATIONS

11.1 The development is not CIL liable.

12 SUMMARY AND LINKS TO CORPORATE PLAN

12.1 In reaching the attached recommendations regard has been given to securing the objectives, visions and priorities outlined in the Corporate Plan together with those of associated Frameworks and Strategies.



Title: **Morrisons Superstore, Kettering Road.**

© Crown copyright and database rights 2018 Ordnance Survey licence no. 10019655

Date: 28-02-2019

Scale: 1:1,062

Drawn by: -----