

<u>Existing Condition Details (KET/2013/0514)</u>	<u>New/Proposed Condition details</u>
<p>Condition 5</p> <p>The development to which this permission relates shall be carried out only in accordance with the approved Strategic Master Plan (Drawing No. BBD005/105 Revision A), the approved Land Use Schedule (dated August 2009) and the approved phasing plans (Drawing Nos. BBD005/113 Revision A, BBD005/114 Revision A and BBD005/115 Revision A) or in accordance with a revised Strategic Masterplan and Land Use Schedule which shall first be submitted to and approved by the Local Planning Authority. Development shall be carried out in accordance with the approved details.</p> <p>REASON: To ensure that the scheme of development accords with the approved Strategic Master Plan and Environmental Statement which has identified and assessed environmental issues and relevant mitigation measures and to secure a high standard of development in accordance with Policies 13 and 16 of the North Northamptonshire Core Spatial Strategy (2008) and the National Planning Policy Framework.</p>	<p>The development to which this permission relates shall be carried out only in accordance with the revised Strategic Master Plan (Drawing No. BBD034\138 E), the revised Phasing Plans (Drawing Nos. BBD034/136 B – Phase 1 and BBD034/137 – Phase 2), and the revised Land Use Schedule dated November 2013 or in accordance with a revised Strategic Masterplan, Phasing Plans and Land Use Schedule which shall first be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.</p> <p>REASON: To ensure that the scheme of development accords with the approved Strategic Master Plan and Environmental Statement which has identified and assessed environmental issues and relevant mitigation measures and to secure a high standard of development in accordance with Policies 13 and 16 of the North Northamptonshire Core Spatial Strategy (2008) and the National Planning Policy Framework.</p>
<p>Condition 8</p> <p>Construction of Employment Parcels E1 and E2 as shown on the approved Strategic Master Plan (see Condition 5) shall not be carried out other than in accordance with the phasing shown in the Employment Areas Table in the approved Land Use Schedule (see Condition 5). No residential development shall take place on Phase 3 of the development unless and until the employment developments required in Phase 2 of the development, as set out in the approved Land Use</p>	<p>Construction of Employment Parcels E1 and E2 as shown on the approved revised Strategic Master Plan (see Condition 5) shall not be carried out other than in accordance with the phasing shown in the Employment Areas Table in the approved revised Land Use Schedule (see Condition 5). No residential development shall take place on Phase 2 of the development unless and until the employment developments required in Phase 1 of the development, as set out in the approved Land Use Schedule (see</p>

<p>Schedule (see Condition 5), have been practically completed, as defined by the Royal Institute of Chartered Surveyors (RICS).</p> <p>REASON: To ensure that the scheme of development accords with the approved Strategic Master Plan and Environmental Statement which has identified and assessed environmental issues and relevant mitigation measures and to secure a high standard of development in accordance with Policies 13 and 16 of the North Northamptonshire Core Spatial Strategy (2008) and the National Planning Policy Framework.</p>	<p>Condition 5), have been practically completed, as defined by the Royal Institute of Chartered Surveyors (RICS).</p> <p>REASON: To ensure that the scheme of development accords with the approved Strategic Master Plan and Environmental Statement which has identified and assessed environmental issues and relevant mitigation measures and to secure a high standard of development in accordance with Policies 13 and 16 of the North Northamptonshire Core Spatial Strategy (2008) and the National Planning Policy Framework.</p>
<p>Condition 13</p> <p>No development shall commence on Phase 3 of the development as shown on the approved Phasing Plan (see Condition 5) unless and until a programme of delivery for the Local Centres 1 and 2 within Phase 3 of the development has been submitted to and approved in writing by the Local Planning Authority. The programme of delivery shall be informed by the Retail Strategy (see Condition 6 (b)) and shall identify and justify the timing of completion of the floorspace specified for each Use Class contained within the Local Centres as shown in the approved Land Use Schedule (dated August 2009). The development shall be carried out in accordance with the approved programme.</p> <p>REASON: To provide a range of local facilities for the residents of Phase 3 of the development in accordance with the National Planning Policy Framework and Policies 6, 12, 13 and 16 of the North Northamptonshire Core Spatial Strategy (2008).</p>	<p>No development shall commence on Phase 2 of the development as shown on the approved Phasing Plan (BBD034/137 – Phase 2) unless and until a programme of delivery for the Local Centres of the development has been submitted to and approved in writing by the Local Planning Authority. The programme of delivery shall be informed by the approved Retail Strategy (see condition no. 6(b)) and shall identify and justify the timing of completion of the floorspace specified for each Use Class contained within the Local Centres as shown in the approved revised Land Use Schedule. The development shall be carried out in accordance with the approved programme.</p> <p>REASON: To provide a range of local facilities for the residents of Phase 3 of the development in accordance with the National Planning Policy Framework and Policies 6, 12, 13 and 16 of the North Northamptonshire Core Spatial Strategy (2008).</p>

<p>Condition 39</p> <p>In the event of the Weekley Warkton Avenue not being open to traffic prior to the commencement of Phase 3 as shown on the approved Phasing Plans (see Condition 5) a further assessment of air quality shall be submitted to and approved in writing by the Local Planning Authority. Any further mitigation identified in this assessment shall be implemented in accordance with the assessment prior to any Phase 3 development being commenced.</p> <p>REASON: To ensure the continued protection of air quality from the development in accordance with the National Planning Policy Framework and Policies 13 and 16 of the North Northamptonshire Core Spatial Strategy (2008).</p>	<p>In the event of the Weekley Warkton Avenue not being open to traffic prior to the commencement of Phase 2 as shown on the approved revised Phasing Plans (see Condition 5) a further assessment of air quality shall be submitted to and approved in writing by the Local Planning Authority. Any further mitigation identified in this assessment shall be implemented in accordance with the assessment prior to any Phase 2 development being commenced.</p> <p>REASON: To ensure the continued protection of air quality from the development in accordance with the National Planning Policy Framework and Policies 13 and 16 of the North Northamptonshire Core Spatial Strategy (2008).</p>
<p>Condition 42 i</p> <p>A No reserved matters application shall be submitted unless and until there has been submitted to and approved in writing by the Local Planning Authority a comprehensive traffic access and impact assessment to deal with all impacts arising from access to the development from the A14. The assessment shall include a detailed methodology for investigation, modelling, testing, and evaluation of potential alternative schemes (i.e. alternatives to the scheme submitted with the application) and shall take account of highway safety and efficiency, highway capacity (proving junctions operate within 85% of practical capacity) and all identified environmental and residential amenity impacts, together with full details of proposed measures and methods for impact mitigation.</p> <p>B In the event that the approved assessment at Part A concludes that there is a viable alternative scheme to the one</p>	<p>Vehicular access to the development from the A14 shall not be carried out other than in accordance with the approved document Traffic Access and Impact Assessment (A14) project reference 25134/001 Doc. Ref: Rev 1 dated October 2012 approved on 19 December 2012 under App. Ref. No. AOC/0694/0706 (see Condition 6 (j)) and the Option C scheme identified within this approved document as being the preferred option for the A14 access to the development unless written consent is given by the Local Planning Authority for any variation to this approved document and preferred option.</p> <p>REASON: To ensure that the A14 trunk road continues to serve its purpose as part of a national system of routes for through traffic in accordance with Section 10(2) of the Highways Act 1980 by minimising disruption on the trunk road resulting from traffic entering and emerging from the application site, and in the</p>

submitted with the application, no development shall commence until there has been submitted to and approved in writing by the Local Planning Authority further detailed design, engineering, layout and constructional drawings and details for implementation of the viable alternative scheme including phasing and timing of all on-site and off-site works linked with occupation of the development. The development shall not be carried out other than in accordance with the approved scheme, and mitigation measures.

C In the event that the approved assessment at Part A concludes that there is no viable alternative scheme to the one submitted with the application, or no other scheme is approved under Part B above, then development shall not be carried out other than in accordance with Part D below.

D No development shall take place until full layout, design and construction details in relation to the following A14 junction improvements have been submitted to and approved in writing by the Local Planning Authority:- the details of Junction 9 mitigation

a) the details of junction 10 mitigation

b) the new junction 10a and link road of the A6

Such improvements to junction 10a to be generally in accordance with the Colin Buchanan drawing number 136171-OS-022, or such alternative scheme as has been approved in writing under section A or B of this condition, by the Local Planning Authority.

Such improvements to junctions 9, 10 and 10a shall be informed by a DfT WebTAG compliant model of the local and strategic road network, the scope of which shall have been previously approved in writing by the Local Planning Authority and shall include as a minimum the following:

i) full design and lighting details

interests of road safety, efficiency, sustainability, and amenity in accordance with National Planning Policy Framework (NPPF) and Policy 13 of the North Northamptonshire Core Spatial Strategy (2008) and to secure a sustainable development which meets the needs of the users of the development in accordance with the NPPF and Policies 13 and 16 of the North Northamptonshire Core Spatial Strategy (2008).

<p>ii) full compliance with the current DMRB and Departmental Policies (or approved relaxations/departures from standards) iii) independent Stage One and Stage Two Road Safety Audit iv) New approach to Appraisal (NATA)/Project Appraisal Report (PAR) assessment v) Proposals for any phasing and implementation.</p> <p>REASON: To ensure that the A14 trunk road continues to serve its purpose as part of a national system of routes for through traffic in accordance with Section 10(2) of the Highways Act 1980 by minimising disruption on the trunk road resulting from traffic entering and emerging from the application site, and in the interests of road safety, efficiency, sustainability, and amenity in accordance with National Planning Policy Framework (NPPF) and Policy 13 of the North Northamptonshire Core Spatial Strategy (2008) and to secure a sustainable development which meets the needs of the users of the development in accordance with the NPPF and Policies 13 and 16 of the North Northamptonshire Core Spatial Strategy (2008).</p>	
<p>Condition 42ii. No more than 1750 dwellings shall be commenced until a contract for the construction of the improvements to junctions 10 and 10a of the A14, pursuant to Condition 42i above, has been let and work on those approved junction improvements has commenced.</p> <p>REASON: To ensure that the A14 trunk road continues to serve its purpose as part of a national system of routes for through traffic in accordance with Section 10(2) of the Highways Act 1980 by minimising disruption on the trunk</p>	<p>Prior to works commencing on the permanent Access F (Barton Road south/A14 junction 10) into the site, the following details of the A14 junction 10 mitigation works and the new A14 Junction 10A (including link roads or other associated works) shall be submitted to and approved in writing by the Local Planning Authority along with:</p> <p>i) Detailed design, lighting, engineering, layout and constructional drawings of the permanent Access F into the site and Option C scheme, all associated works and mitigation measures in general</p>

<p>road resulting from traffic entering and emerging from the application site, and in the interests of road safety, efficiency, sustainability, and amenity in accordance with National Planning Policy Framework (NPPF) and Policy 13 of the North Northamptonshire Core Spatial Strategy (2008) and to secure a sustainable development which meets the needs of the users of the development in accordance with the NPPF and Policies 13 and 16 of the North Northamptonshire Core Spatial Strategy (2008).</p>	<p>accordance with drawings contained within the Traffic Access and Impact Assessment (A14) Project reference 25134/001 Doc. Ref: Rev 1 dated October 2012 approved on 19 December 2012 under App. Ref. No. AOC/0694/0706 (see Condition 6(j)), current DMRB and departmental policies (or approved relaxation/departures from standards;</p> <ul style="list-style-type: none"> ii) Details of implementation, including phasing and timing of all works; iii) Independent Stage One and Stage Two Road Safety Audits. <p>The development shall be carried out in accordance with the approved plans.</p> <p>REASON: To ensure that the A14 trunk road continues to serve its purpose as part of a national system of routes for through traffic in accordance with Section 10(2) of the Highways Act 1980 by minimising disruption on the trunk road resulting from traffic entering and emerging from the application site, and in the interests of road safety, efficiency, sustainability, and amenity in accordance with National Planning Policy Framework (NPPF) and Policy 13 of the North Northamptonshire Core Spatial Strategy (2008) and to secure a sustainable development which meets the needs of the users of the development in accordance with the NPPF and Policies 13 and 16 of the North Northamptonshire Core Spatial Strategy (2008).</p>
<p>Condition 42iii No more than 1750 dwellings shall be occupied until the works to junction 10 and 10a of the A14, pursuant to Condition 42i above, are completed, in accordance with the approved details and are fully operational to traffic.</p>	<p>No more than 2700 dwellings shall be commenced on the development until a programme for the provision of the permanent Access F into the site, A14 junction 10 mitigation works and new junction 10A (including link roads and other associated works), which shall include a timetable for letting contracts for the</p>

<p>REASON: To ensure that the A14 trunk road continues to serve its purpose as part of a national system of routes for through traffic in accordance with Section 10(2) of the Highways Act 1980 by minimising disruption on the trunk road resulting from traffic entering and emerging from the application site, and in the interests of road safety, efficiency, sustainability, and amenity in accordance with National Planning Policy Framework (NPPF) and Policy 13 of the North Northamptonshire Core Spatial Strategy (2008) and to secure a sustainable development which meets the needs of the users of the development in accordance with Policy 4 of the National Planning Policy Framework and Policies 13 and 16 of the North Northamptonshire Core Spatial Strategy (2008).</p>	<p>construction of these access and junction mitigation/improvement works and commencement of such works, has been submitted to and approved in writing by the Local Planning Authority. The permanent Access F and the A14 junction 10 mitigation/new A14 junction 10A works shall be carried out in accordance with the approved contract letting and construction programme.</p> <p>REASON: To ensure that the A14 trunk road continues to serve its purpose as part of a national system of routes for through traffic in accordance with Section 10(2) of the Highways Act 1980 by minimising disruption on the trunk road resulting from traffic entering and emerging from the application site, and in the interests of road safety, efficiency, sustainability, and amenity in accordance with National Planning Policy Framework (NPPF) and Policy 13 of the North Northamptonshire Core Spatial Strategy (2008) and to secure a sustainable development which meets the needs of the users of the development in accordance with Policy 4 of the National Planning Policy Framework and Policies 13 and 16 of the North Northamptonshire Core Spatial Strategy (2008).</p>
<p>Condition 42iv (No existing condition, new condition only)</p>	<p>No more than 2700 dwellings shall be occupied on the development until the permanent works to Access F into the site, A14 junction 10 and A14 junction 10A have been completed in accordance with the details approved under Condition 42ii and are fully operational to traffic.</p> <p>REASON: To ensure that the A14 trunk road continues to serve its purpose as part of a national system of routes for through traffic in accordance with Section 10(2) of the Highways Act 1980 by minimising disruption on the trunk road resulting from traffic entering and emerging from the application site, and</p>

	<p>in the interests of road safety, efficiency, sustainability, and amenity in accordance with Policy 4 of the NPPF and Policy 13 of the North Northamptonshire Core Spatial Strategy (2008).</p>
<p>Condition 43 No part of the development hereby permitted shall be occupied until a detailed scheme of improvements to junction 9 of the A14 in accordance with drawing 136171-OS-24 Revision A, or such alternative scheme of strategic highways improvements in the vicinity of the site, as have previously been approved in writing by the Local Planning Authority have been completed and are fully operational.</p> <p>REASON: To ensure that the A14 trunk road continues to serve its purpose as part of a national system of routes for through traffic in accordance with Section 10(2) of the Highways Act 1980 by minimising disruption on the trunk road resulting from traffic entering and emerging from the application site, and in the interests of road safety, efficiency, sustainability, and amenity in accordance with National Planning Policy Framework (NPPF) and Policy 13 of the North Northamptonshire Core Spatial Strategy (2008) and to secure a sustainable development which meets the needs of the users of the development in accordance with the NPPF and Policies 13 and 16 of the North Northamptonshire Core Spatial Strategy (2008).</p>	<p>No more than 375 dwellings shall be occupied on the development until the scheme of improvement to A14 Junction 9 (as shown on Drawing No. 25134/001/051/B and referred to in the PBA Technical Report 19 entitled 'A14 junction 9 VISSIM Assessment of Proposed Road Marking Improvements' dated 6 January 2014) or other scheme that shall be submitted to and approved in writing by the Local Planning Authority has been undertaken and is open to traffic.</p> <p>REASON: To ensure that the A14 trunk road continues to serve its purpose as part of a national system of routes for through traffic in accordance with Section 10(2) of the Highways Act 1980 by minimising disruption on the trunk road resulting from traffic entering and emerging from the application site, and in the interests of road safety, efficiency, sustainability, and amenity in accordance with National Planning Policy Framework (NPPF) and Policy 13 of the North Northamptonshire Core Spatial Strategy (2008) and to secure a sustainable development which meets the needs of the users of the development in accordance with the NPPF and Policies 13 and 16 of the North Northamptonshire Core Spatial Strategy (2008).</p>
<p>Condition 48 No more than 300 dwellings shall be occupied until an up to date traffic capacity assessment of junction 10 of the A14 has been submitted to the Local Planning Authority and any requirements identified in the assessment to enhance the</p>	<p>No more than 375 dwellings shall be occupied on the development unless and until an assessment has been undertaken of an interim scheme of improvement to A14 junction 10 (which shall be generally in accordance with Drawing No. 25134/001/038 in</p>

<p>capacity of the junction in order to accommodate Phase 1 of the development, and proving junctions operate within 85% of practical capacity have been approved and implemented.</p> <p>REASON: To ensure that the A14 trunk road continues to serve its purpose as part of a national system of routes for through traffic in accordance with Section 10(2) of the Highways Act 1980 by minimising disruption on the trunk road resulting from traffic entering and emerging from the application site, and in the interests of road safety, efficiency, sustainability, and amenity in accordance with National Planning Policy Framework (NPPF) and Policy 13 of the North Northamptonshire Core Spatial Strategy (2008) and to secure a sustainable development which meets the needs of the users of the development in accordance with Policy 4 of the National Planning Policy Framework and Policies 13 and 16 of the North Northamptonshire Core Spatial Strategy (2008).</p>	<p>Appendix B of the submitted PBA Technical Note 09 entitled 'A14 J10 Interim Enhancements' dated 17 September 2013) or other such other scheme as may be approved along with details of the timing programme (i.e. occupation of dwellings) for its implementation and completion have been submitted to and approved in writing by the Local Planning Authority. The interim scheme of improvement to A14 junction 10 shall be undertaken in accordance with detailed design, engineering, layout and constructional drawings that have first been submitted and approved in writing by the Local Planning Authority and shall be implemented and open to traffic in accordance with the timing programme approved by the Local Planning Authority.</p> <p>REASON: To ensure that the A14 trunk road continues to serve its purpose as part of a national system of routes for through traffic in accordance with Section 10 (2) of the Highways Act 1980 by minimising disruption on the trunk road resulting from traffic entering and emerging from the application site, and in the interests of highway safety, efficiency, sustainability and amenity in accordance with the National Planning Policy Framework and Policy 13 of the North Northamptonshire Core Spatial Strategy (2008).</p>
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Other Minor Condition Changes

<p>Condition 2 All applications for the approval of Reserved Matters for Phases 1, 2 and 3 as shown on the approved Phasing Plans (see Condition 5) shall be made to the Local Planning Authority no later than 31st March 2020.</p>	<p>All applications for the approval of Reserved Matters for Phases 1 and 2 as shown on the approved Phasing Plans (see Condition 5) shall be made to the Local Planning Authority no later than 31st March 2020.</p>
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<p>REASON: To comply with Section 92 of the Town and Country Planning Act 1990 (as amended) and to prevent an accumulation of unimplemented planning permissions</p>	<p>REASON: To comply with Section 92 of the Town and Country Planning Act 1990 (as amended) and to prevent an accumulation of unimplemented planning permissions.</p>
<p>Condition 10 Prior to the completion of 1000 dwellings on the site or the submission of any Reserved Matters Application(s) for the District Centre, whichever is the earliest, a programme for the delivery of the District Centre within Phase 1 of the development shall be submitted to and approved in writing by the Local Planning Authority. The programme of delivery shall be informed by the approved Retail Strategy (see Condition 6b) and shall identify and justify the timing of completion of the floorspace specified for each use class contained within the District Centre as shown in the approved Land Use Schedule (see Condition 5). The development shall be carried out in accordance with the approved programme of delivery.</p> <p>REASON: To provide a range of local facilities for the 1750 homes in Phase 1 in accordance with the principles contained within Policy 1, 2 and 6 of the National Planning Policy Framework and Policies 6, 12, 13 and 16 of the North Northamptonshire Core Spatial Strategy.</p>	<p>Prior to the completion of 1000 dwellings on the site or the submission of any Reserved Matters Application(s) for the District Centre, whichever is the earliest, a programme for the delivery of the District Centre within Phase 1 of the development shall be submitted to and approved in writing by the Local Planning Authority. The programme of delivery shall be informed by the approved Retail Strategy (see Condition 6b) and shall identify and justify the timing of completion of the floorspace specified for each use class contained within the District Centre as shown in the approved Land Use Schedule (see Condition 5). The development shall be carried out in accordance with the approved programme of delivery.</p> <p>REASON: To provide a range of local facilities for the homes in Phase 1 in accordance with the principles contained within Policy 1, 2 and 6 of the National Planning Policy Framework and Policies 6, 12, 13 and 16 of the North Northamptonshire Core Spatial Strategy.</p>
<p>Condition 44iii Prior to the occupation of the first dwelling on Parcel R23, R24, R25 or R26, or non-residential Parcel E3, as shown on the approved Strategic Masterplan (see Condition 5), Access F (Barton Road/Cranford Road) shall be completed in accordance with the following plans and details: - Access F Site Location Plan 25134/020/015 E received 27th January 2014</p>	<p>Prior to the occupation of the first dwelling on Parcel R23, R24, R25 or R26, or non-residential Parcel E3, as shown on the approved Strategic Masterplan (see Condition 5), Access F (Barton Road South/A14 junction 10) shall be completed in accordance with the following plans and details: - Access F Site Location Plan 25134/020/015 E received 27th January 2014</p>

<ul style="list-style-type: none"> - Access F Interim Roundabout Arrangement reference 25134/020/014 B received 16th December 2013 - Landscape Proposals received 27th January 2014 - East Kettering SUE Access F Phasing Plan reference 25134/020/011 C - Technical Note Access F Reserved Matters Application TN03 received 17th December 2013 - Technical Note TN11 dated 21st October 2013 - Ecology Statement Access F received on 28th January 2014 - Arboricultural Report received 27th January 2014 - Construction Management Plan received 18th February 2014 - Planning Statement received 4th December 2013 <p>under application reference AOC/0274/0805 or an alternative scheme that shall first be approved in writing by Local Planning Authority before the access works are commenced.</p> <p>REASON: In the interests of highway safety, efficiency, sustainability and amenity in accordance with Policy 4 of the National Planning Policy Framework and Policies 13 and 16 of the North Northamptonshire Core Spatial Strategy (2008).</p>	<ul style="list-style-type: none"> - Access F Interim Roundabout Arrangement reference 25134/020/014 B received 16th December 2013 - Landscape Proposals received 27th January 2014 - East Kettering SUE Access F Phasing Plan reference 25134/020/011 C - Technical Note Access F Reserved Matters Application TN03 received 17th December 2013 - Technical Note TN11 dated 21st October 2013 - Ecology Statement Access F received on 28th January 2014 - Arboricultural Report received 27th January 2014 - Construction Management Plan received 18th February 2014 - Planning Statement received 4th December 2013 <p>under application reference AOC/0274/0805 or an alternative scheme that shall first be approved in writing by Local Planning Authority before the access works are commenced.</p> <p>REASON: In the interests of highway safety, efficiency, sustainability and amenity in accordance with Policy 4 of the National Planning Policy Framework and Policies 13 and 16 of the North Northamptonshire Core Spatial Strategy (2008).</p>
<p>Condition 51</p> <p>All applications for the approval of reserved matters shall include a noise impact assessment for the proposed development, having regard to all noise sources existing or having planning approval at the time of the reserved matters application. The noise impact assessment shall include a review of the data provided within the Environmental Statement and Addendum Noise Report (accompanying the original outline application), be informed by further noise monitoring and modelling where necessary, and where necessary include a noise mitigation scheme. All mitigation schemes shall demonstrate compliance</p>	<p>All applications for the approval of reserved matters shall include a noise impact assessment for the proposed development, having regard to all noise sources existing or having planning approval at the time of the reserved matters application. The noise impact assessment shall include a review of the data provided within the Environmental Statement and Addendum Noise Report (accompanying the original outline application), be informed by further noise monitoring and modelling where necessary, and where necessary include a noise mitigation scheme. All mitigation schemes shall demonstrate compliance</p>

<p>with the standards contained within BS8233:1999 - Sound Insulation and Noise Reduction for Buildings - Code of Practice; and for residential dwellings the good standards as contained within BS8233:1999 - Sound Insulation and Noise Reduction for Buildings - Code of Practice. The development shall be carried out in accordance with the approved noise mitigation scheme(s).</p> <p>REASON: To ensure adequate protection against noise in accordance with the National Planning Policy Framework and Policy 13 of the North Northamptonshire Core Spatial Strategy (2008)</p>	<p>with the standards contained within BS8233:1999 - Sound Insulation and Noise Reduction for Buildings - Code of Practice; and for residential dwellings the good standards as contained within BS8233:1999 - Sound Insulation and Noise Reduction for Buildings - Code of Practice, or any subsequent British Standard which replaces this. The development shall be carried out in accordance with the approved noise mitigation scheme(s).</p> <p>REASON: To ensure adequate protection against noise in accordance with the National Planning Policy Framework and Policy 13 of the North Northamptonshire Core Spatial Strategy (2008).</p>
<p>Condition 52</p> <p>Prior to the completion of the new link road over the River Ise as shown on the approved Strategic Masterplan (see Condition 5) and its junction with Elizabeth Road (Access C), a Noise Impact Assessment in respect of the use of the access link and its effect upon residential properties and gardens in the Elizabeth Road area shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall have regard to the baseline noise conditions referred to in the original Environmental Statement, the baseline noise conditions for the year of opening of the access link, and predicted noise levels for fifteen years after the year of opening. The assessment shall be undertaken in accordance with the Calculation of Road Traffic Noise (CRTN) methodology. Where necessary, a scheme of mitigation designed to satisfy the requirements of the Land Compensation Act 1973, BS8233:1999 - Sound Insulation and Noise Reduction for Buildings - Code of Practice and for residential dwellings the good standards as contained within BS8233:1999 - Sound Insulation and Noise Reduction for</p>	<p>Prior to the completion of the new link road over the River Ise as shown on the approved Strategic Masterplan (see Condition 5) and its junction with Elizabeth Road (Access C), a Noise Impact Assessment in respect of the use of the access link and its effect upon residential properties and gardens in the Elizabeth Road area shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall have regard to the baseline noise conditions referred to in the original Environmental Statement, the baseline noise conditions for the year of opening of the access link, and predicted noise levels for fifteen years after the year of opening. The assessment shall be undertaken in accordance with the Calculation of Road Traffic Noise (CRTN) methodology. Where necessary, a scheme of mitigation designed to satisfy the requirements of the Land Compensation Act 1973, BS8233:1999 - Sound Insulation and Noise Reduction for Buildings - Code of Practice and for residential dwellings the good standards as contained within BS8233:1999 - Sound Insulation and Noise Reduction for</p>

<p>Buildings - Code of Practice shall be submitted to and approved in writing by the Local Planning Authority. The access link shall not be opened for vehicular traffic until the approved scheme of mitigation has been implemented and a validation report has been submitted to and approved in writing by the Local Planning Authority.</p> <p>REASON: To ensure adequate protection against noise generated as a result of the development for the residents of Elizabeth Road in accordance with Policy 4 of the National Planning Policy Framework and Policy 13 of the North Northamptonshire Core Spatial Strategy (2008).</p>	<p>Buildings - Code of Practice, or any subsequent British Standard which replaces this, shall be submitted to and approved in writing by the Local Planning Authority. The access link shall not be opened for vehicular traffic until the approved scheme of mitigation has been implemented and a validation report has been submitted to and approved in writing by the Local Planning Authority.</p> <p>REASON: To ensure adequate protection against noise generated as a result of the development for the residents of Elizabeth Road in accordance with Policy 4 of the National Planning Policy Framework and Policy 13 of the North Northamptonshire Core Spatial Strategy (2008).</p>
<p>Condition 53</p> <p>Prior to the completion of Barton Road/Warkton Lane (Access E) a Noise Impact Assessment in respect of the use of the new access and its effect upon residential properties and gardens in the Barton Road/Warkton Lane area shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall have regard to the baseline noise conditions referred to in the original Environmental Statement, the baseline noise conditions for the year of opening of the access link, and predicted noise levels for fifteen years after the year of opening. The assessment shall be undertaken in accordance with the Calculation of Road Traffic Noise (CRTN) methodology. Where necessary, a scheme of mitigation designed to satisfy the requirements of the Land Compensation Act 1973, BS8233:1999 - Sound Insulation and Noise Reduction for Buildings - Code of Practice and for residential dwellings the good standards as contained within BS8233:1999 - Sound Insulation and Noise Reduction for Buildings - Code of Practice</p>	<p>Prior to the completion of Barton Road/Warkton Lane (Access E) a Noise Impact Assessment in respect of the use of the new access and its effect upon residential properties and gardens in the Barton Road/Warkton Lane area shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall have regard to the baseline noise conditions referred to in the original Environmental Statement, the baseline noise conditions for the year of opening of the access link, and predicted noise levels for fifteen years after the year of opening. The assessment shall be undertaken in accordance with the Calculation of Road Traffic Noise (CRTN) methodology. Where necessary, a scheme of mitigation designed to satisfy the requirements of the Land Compensation Act 1973, BS8233:1999 - Sound Insulation and Noise Reduction for Buildings - Code of Practice and for residential dwellings the good standards as contained within BS8233:1999 - Sound Insulation and Noise Reduction for Buildings - Code of Practice,</p>

<p>shall be submitted to and approved in writing by the Local Planning Authority. The access link shall not be opened for vehicular traffic until the approved scheme of mitigation has been implemented and a validation report has been submitted to and approved in writing by the Local Planning Authority.</p> <p>REASON: To ensure adequate protection against noise generated as a result of the development for the residents in the Warkton Lane/Barton Road junction area in accordance with Policy 4 of the National Planning Policy Framework and Policy 13 of the North Northamptonshire Core Spatial Strategy (2008).</p>	<p>or any subsequent British Standard which replaces this, shall be submitted to and approved in writing by the Local Planning Authority. The access link shall not be opened for vehicular traffic until the approved scheme of mitigation has been implemented and a validation report has been submitted to and approved in writing by the Local Planning Authority.</p> <p>REASON: To ensure adequate protection against noise generated as a result of the development for the residents in the Warkton Lane/Barton Road junction area in accordance with Policy 4 of the National Planning Policy Framework and Policy 13 of the North Northamptonshire Core Spatial Strategy (2008).</p>
<p>Condition 54</p> <p>Prior to the completion of Barton Road (South) (Access F) a Noise Impact Assessment in respect of the use of the new access and its effect upon residential properties and gardens in the Barton Road/Acorn Close area shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall have regard to the baseline noise conditions referred to in the original Environmental Statement, the baseline noise conditions for the year of opening of the access link, and predicted noise levels for fifteen years after the year of opening. The assessment shall be undertaken in accordance with the Calculation of Road Traffic Noise (CRTN) methodology. Where necessary, a scheme of mitigation designed to satisfy the requirements of the Land Compensation Act 1973, BS8233:1999 - Sound Insulation and Noise Reduction for Buildings - Code of Practice and for residential dwellings the good standards as contained within BS8233:1999 - Sound Insulation and Noise Reduction for Buildings - Code of Practice shall be submitted to and approved in writing by the local</p>	<p>Prior to the completion of Barton Road (South) (Access F) a Noise Impact Assessment in respect of the use of the new access and its effect upon residential properties and gardens in the Barton Road/Acorn Close area shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall have regard to the baseline noise conditions referred to in the original Environmental Statement, the baseline noise conditions for the year of opening of the access link, and predicted noise levels for fifteen years after the year of opening. The assessment shall be undertaken in accordance with the Calculation of Road Traffic Noise (CRTN) methodology. Where necessary, a scheme of mitigation designed to satisfy the requirements of the Land Compensation Act 1973, BS8233:1999 - Sound Insulation and Noise Reduction for Buildings - Code of Practice and for residential dwellings the good standards as contained within BS8233:1999 - Sound Insulation and Noise Reduction for Buildings - Code of Practice, or any subsequent British Standard which replaces this, shall be</p>

planning authority. The access link shall not be opened for vehicular traffic until the approved scheme of mitigation has been implemented and a validation report has been submitted to and approved in writing by the Local Planning Authority.

REASON: To ensure adequate protection against noise generated as a result of the development for the residents in the Barton Road/new link (Access F) junction area in accordance with Policy 4 of the National Planning Policy Framework and Policy 13 of the North Northamptonshire Core Spatial Strategy (2008).

submitted to and approved in writing by the local planning authority. The access link shall not be opened for vehicular traffic until the approved scheme of mitigation has been implemented and a validation report has been submitted to and approved in writing by the Local Planning Authority.

REASON: To ensure adequate protection against noise generated as a result of the development for the residents in the Barton Road/new link (Access F) junction area in accordance with Policy 4 of the National Planning Policy Framework and Policy 13 of the North Northamptonshire Core Spatial Strategy (2008).