

KET/2014/0357 – Table of Conditions

Existing Condition Details (KET/2013/0514)	Proposed Condition Details
<p>Condition 18</p> <p>Those dwellings completed on the development during the period 1 January 2013 to 31 December 2015 shall achieve Level 4 of the Code for Sustainable Homes (CSH) as a minimum and those dwellings completed from 1 January 2016 onwards shall meet CSH Level 6 (or the equivalent standard which may replace CSH and is to be the assessment in force when the residential units concerned are registered for assessment purposes).</p> <p>REASON: In the interests of tackling climate change and creating a sustainable development which meets standards for energy efficiency, water efficiency and sustainable construction in accordance with Policies 6, 7 and 10 of the National Planning Policy Framework and Policy 14 (a) of the North Northamptonshire Core Spatial Strategy (2008).</p>	<p>Dwellings on parcels R7, R9 and R10 (as shown on the approved Strategic Masterplan) shall be completed in accordance with the Sustainability Report (Issue 03 dated 31 January 2014) submitted on 31 January 2014 and approved as part of the Reserved Matters approval for those parcels.</p> <p>All other dwellings on the development completed during the period 1 January 2013 to 31 December 2015 shall achieve Level 4 of the Code for Sustainable Homes (CSH) as a minimum and those dwellings completed from 1 January 2016 onwards shall meet CSH Level 6 (or the equivalent standard which may replace CSH and is to be the assessment in force when the residential units concerned are registered for assessment purposes).</p> <p>REASON: In the interests of tackling climate change and creating a sustainable development which meets standards for energy efficiency, water efficiency and sustainable construction in accordance with Policies 6, 7 and 10 of the National Planning Policy Framework and Policy 14 (a) of the North Northamptonshire Core Spatial Strategy (2008).</p>
<p>Condition 19</p> <p>The design and layout of all residential units shall accord with the 'Lifetime Homes' standard (or any standard(s) which replaces the 'Lifetime Homes' standards in force when the residential units concerned are commenced). Each Reserved Matters application for residential development shall be accompanied by a written statement of conformity which demonstrates compliance with the relevant 'Lifetime Homes'</p>	<p>Dwellings on parcels R7, R9 and R10 (as shown on the approved Strategic Masterplan) shall be completed in accordance with the Sustainability Report (Issue 03 dated 31 January 2014) submitted on 31 January 2014 and approved as part of the Reserved Matters approval for those parcels.</p> <p>All other dwellings shall accord with the Lifetime Homes</p>

<p>standards. REASON: To ensure dwellings within the development are capable of being adapted to meet the needs of all people in accordance with Policy 15 of the North Northamptonshire Core Spatial Strategy (2008) and Policies 7 and 10 of the National Planning Policy Framework.</p>	<p>standard (or the equivalent standard in force when the residential units are commenced). Each reserved matters application for residential development shall be accompanied by a written statement of conformity which demonstrates compliance with the relevant 'Lifetime Homes' standards. REASON: To ensure dwellings within the development are capable of being adapted to meet the needs of all people in accordance with Policy 15 of the North Northamptonshire Core Spatial Strategy (2008) and Policies 7 and 10 of the National Planning Policy Framework.</p>
<p>Condition 22 Prior to the commencement of development within a development parcel or part thereof, as shown on the approved Strategic Masterplan (see Condition 5), a copy of the Interim Design Stage Assessment Certificate shall be provided to the Local Planning Authority to demonstrate that any residential or non-residential units to be constructed within that parcel or part thereof will achieve the required CSH and BREEAM levels (pursuant to Conditions 18 and 20). REASON: In the interests of tackling climate change and creating a sustainable development which meets standards for energy efficiency, water efficiency and sustainable construction in accordance with Policies 7 and 10 of the National Planning Policy Framework and Policy 14 (a) of the North Northamptonshire Core Spatial Strategy (2008).</p>	<p>Prior to the commencement of any residential unit or non-residential unit within a development parcel or part thereof, as shown on the approved Strategic Masterplan (see Condition 5), a copy of the Interim Design Stage Assessment Certificate shall be provided to the Local Planning Authority to demonstrate that the residential or non-residential units to be constructed will achieve the required CSH and BREEAM levels (pursuant to Conditions 18 and 20). REASON: In the interests of tackling climate change and creating a sustainable development which meets standards for energy efficiency, water efficiency and sustainable construction in accordance with Policies 7 and 10 of the National Planning Policy Framework and Policy 14 (a) of the North Northamptonshire Core Spatial Strategy (2008).</p>
<p>Condition 42 42 i. 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</p>	<p>42 i. 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.</p>

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.

B In the event that the approved assessment at Part A concludes that there is a viable alternative scheme to the one 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-

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.

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).

42 ii. 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:

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 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

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
- 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.

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).

42.ii 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.

standards;

- ii) Details of implementation, including phasing and timing of all works;
- iii) Independent Stage One and Stage Two Road Safety Audits.

The development shall be carried out in accordance with the approved plans.

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).

42.iii. 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 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.

REASON: To ensure that the A14 trunk road continues to serve

<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>42.iii 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>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>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>42 iv. 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 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 45 Prior to the occupation of the first dwelling on Parcel R7, R8, R9, R10, R11, R12, R13, R14 or R15, as shown on the approved</p>	<p>Proposal is to remove condition 45.</p>

Strategic Masterplan (see Condition 5), Windmill Avenue/Deeble Road (junction c) shall be completed in accordance with full engineering, drainage, signal, construction details and capacity calculations which shall be submitted to and approved in writing by the Local Planning Authority before the junction works are commenced.

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).