North Northamptonshire Joint Core Strategy Examination Position Statement

Examination Library Reference SCG5

October 2015
North Northamptonshire Joint Core Strategy Examination

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Stanton Cross, Wellingborough: Position Statement

Prepared on behalf of Bovis Homes Limited, the Stanton Cross Landowners Group & North Northamptonshire Joint Planning Unit

October 2015
026 SC Position Statement v7 301015
1. INTRODUCTION

1.1.1. This Statement has been prepared jointly by representatives of Bovis Homes Limited (BHL) and the Stanton Cross Landowner’s Group (SCLG) and officers from North Northamptonshire Joint Planning Unit (NNJPU). Its purpose is to provide the Inspector with an update on progress with development proposals for Stanton Cross (formerly referred to as Wellingborough East) and illustrate that the scheme is deliverable within the JCS plan period.

1.1.2. Stanton Cross received the benefit of an outline planning permission (WP/2004/0600/O) in 2008 for the construction of 3,100 new homes, strategic B1, B2 and B8 employment areas and associated infrastructure provision in a comprehensive and integrated sustainable urban extension (SUE).

1.1.3. The development scheme enjoys the full support of the officers and members of the Borough Council of Wellingborough (BCW) and forms an essential part of their “Wellingborough 2020 Vision”. The strategic status of the scheme is also recognised in the adopted and emerging review of the Joint Core Strategy for North Northamptonshire (JCS), where it forms a key part of the strategy to meet identified development needs in the area.

1.1.4. BHL and their partners have made a considerable investment into the delivery of Stanton Cross, and remain fully committed to its long term development. BHL share a strong desire with BCW, the NNJPU and Northamptonshire County Council (NCC) to create an exciting exemplar of a sustainable urban extension.
2. POLICY POSITION

2.1.1. The development of Stanton Cross has a long established policy pedigree, as it forms the major part of a strategic development allocation to the east of Wellingborough (refer to Appendix 1). Notably in terms of the extant statutory development plan, the Wellingborough East Strategic Development Area (SDA) is allocated in Policy U14 of the Borough Council of Wellingborough Local Plan Alteration (2004). The SDA is divided into a number of distinct areas, each with separate policy requirements under the umbrella of Policy U14. The policy development requirements are as follows:

- 2,875 dwellings;
- 110.8ha of employment;
- 9 ha of leisure uses;
- Community facilities;
- Open space; and
- Infrastructure.

2.1.2. Policy U17: Land between Finedon Road and the Railway forms the core of Wellingborough East. It proposes a mixed-use development of residential, employment, leisure, community facilities and infrastructure, including:

- A Local Centre;
- Educational, medical, social and community facilities;
- A linear park in the Ise Floodplain;
- Redevelopment of the railway station;
- An efficient and safe footpath and cycleway network; and
- Offices, business and research employment uses.

2.1.3. The committed Stanton Cross scheme provides all of these requirements within the allocated site area shown on the Local Plan Alteration Proposals Map.

2.1.4. The allocation area extends beyond the committed site (that also incorporates the enhanced scheme- see below). There is, therefore, an opportunity to deliver additional development within the residual allocation area, and indeed beyond that to deliver the full and logical extent of the urban extension (refer to Section 8) below.

2.1.5. As stated above, the strategic status and role of Stanton Cross is also recognised in the adopted and emerging review of the JCS.


3. PLANNING COMMITMENTS

3.1.1. As stated above, outline planning permission (WP/2004/0600/O) was granted in 2008 for the construction of 3,100 new homes, strategic B1, B2 and B8 employment areas and associated infrastructure provision on the site identified on the plan attached at Appendix 1. Significant progress has been made since the grant of outline planning permission in 2008 to secure the subsequent detailed consents required to facilitate the scheme’s implementation.

3.1.2. Appendix 2 sets out a full schedule of the various related planning applications, permissions and consents related to the scheme. Notably these include detailed consents related to the delivery of the primary infrastructure required to access the site, including Route 2, Route 4, Route 9 and the railway station improvements.

3.1.3. BHL have recently submitted Reserved Matters details in relation to the first 3 phases of the residential development in Areas 14, 15 & 16 located close to the planned Neighbourhood Centre. These areas will deliver a total of 522 dwellings. The applications in relation to Areas 16 and 15 were approved by BCW on the 7th October, and the application in relation to Area 14 will be determined at the November Committee meeting.
4. SCHEME IMPLEMENTATION

4.1.1. Together with BCW, the NNJPU and NCC, BHL and the SCLG have made significant progress in bringing the Stanton Cross scheme forward for development since the planning permission was granted. Key actions have included:

- The majority of the land required to deliver the scheme was acquired by negotiation, but the Stanton Cross Infrastructure Compulsory Purchase Order (CPO) was undertaken by BCW to ensure all of the land required to deliver the Midland Road Access (Route 4) is available. The CPO was agreed by the Secretary of State on 30 November 2012 and the General Vesting Declaration, which gives BCW ownership of the land, is complete.

- The Station Island North Stanton Cross CPO is currently being progressed by BCW to secure part of the internal infrastructure of the scheme and future delivery phases.

- The Northamptonshire Enterprise Partnership (NEP) secured Growth Deal funding that provides a total new investment package of £67.3 million for the county. This has provided part of the funding for the provision of the Midland Road (Route 4) bridge over the Midland Mainline into the centre of the development site.

- A Development Services Agreement has been signed for the construction of Routes 4 and 9. They include the landscaping works, River Ise and Country Park works.

- BHL have prepared a construction programme that sets out the following key dates:
  
  - Preliminary site clearance works May 2015
  - Commencement of works programmed for October 2015
  - Instruction of Phase 2 programmed for January 2016
  - House building to commence 1st Quarter 2016
  - Route 4 open to traffic programmed for September 2016
  - First occupation 3rd quarter 2016

4.1.2. The beginning of the construction of the Midland Road extension into Stanton Cross is a significant step forward and will realise a great change in the area with tangible benefits for the town. It will provide the critical community link between Stanton Cross (and the Neighbourhood Centre at its heart) and Wellingborough’s town centre. The link will be via the vastly improved station, which will be developed as a transport interchange with integrated bus services. The infrastructure works will also facilitate the early release of Station Island for commercial development, and the implementation of the proposed Ise Valley Country Park (including the River Ise realignment and flood mitigation works).
5. THE ENHANCED SCHEME

5.1.1. In order to enhance the scheme’s viability, and facilitate the full development at Stanton Cross at the earliest opportunity, a number of changes are proposed to the permitted development scheme as set out in the approved 2008 Stanton Cross Masterplan (the “2008 Masterplan”). Most notably, they include the development of an additional 550 dwellings and the deferment of the provision of the northern access road (Route 6) and eastern access road (Route 7).

5.1.2. The revised proposals are summarised in the 2015 Stanton Cross Masterplan (the “2015 Masterplan”), which is fundamentally a further evolution of the 2008 Masterplan, but still retains the same development concept and core principles.

5.1.3. Formal approval of the “enhanced scheme” is being secured through an outline planning application for the additional residential development proposed, and a separate, but linked, Section 73 planning application that seeks to amend some of the conditions attached to the existing outline planning permission.

5.1.4. Detailed discussions in respect of the proposed revisions to the Stanton Cross development have taken place with BCW planning, environmental health and drainage officers, NCC highways, education and heritage officers, and a number of the statutory consultees including Highways England, the Environment Agency, Natural England and the Northamptonshire Wildlife Trust. The discussions have informed the technical and environmental studies that were produced to accompany the applications, and have influenced the form and nature of the revised scheme proposals.

5.1.5. An outline planning application for an additional 550 additional dwellings was submitted on the 27th July 2015 (WP/15/00481/OUT) and is currently being considered by BCW. The OPA seeks the development of three parcels of land within the committed development site area (refer to Appendix 1) to provide the additional 550 dwellings, an extension of the committed primary school adjacent to the Ise Local Centre to provide a 3 Form Entry school, relocation of the committed burial ground, and changes to the provision / location of public open space.

5.1.6. These proposals necessitate the reallocation of some of the committed B1 employment development in the approved Stanton Cross scheme. That scheme was prepared in response to historic employment land allocation requirements in the Local Plan that did not reflect identified employment sector needs or job growth requirements. That resulted in a potential significant “over provision” of employment land in the Borough compared to current identified needs.

5.1.7. Consequently, the 2015 Masterplan now identifies a net total of 40.86ha of employment land. Of that, 19.05ha has been identified as office and light industrial (B1), 12.81ha as general industrial (B1/B2) and 9ha as warehouse and distribution (B8). The reduction in the amount of B1 development is a direct result of the additional residential development that is proposed. However, the reduction in the amount of B8 development is a consequence of Network Rail’s decision to retain Neilson’s Sidings in its existing (rail related) use.

5.1.8. However, the revised Stanton Cross scheme as a whole is still anticipated to deliver 7,000 jobs (using the assumptions used in the preparation of the JCS in relation to site coverage to provide floorspace figures and employment densities). To put that in context, JCS Policy 23 seeks to set a minimum net job growth target of 6,100 jobs for the Borough in the period 2011-31, and it is anticipated that only 65% (circa. 4,000) of those are to come from B class employment development.
5.1.9. More recently, a Section 73 Application was submitted on the 25th September 2015 (WP/15/00605) to facilitate the other required changes to the proposed scheme, most notably the deferment of the provision of Route 6 and Route 7, and a change to the Country Park.
6. THE DEVELOPMENT PROPOSALS

6.1. 2008 MASTERPLAN

6.1.1. The 2008 Masterplan (Appendix 2) sets out the committed development proposals and illustrates how the site will be developed in a comprehensive manner that ensures the creation of a sustainable expansion to Wellingborough. It emphasises the existing radial structure of the town and proposes to utilise the existing and proposed transport routes, and enhance the existing landscape structure in such a manner that the development appears to be a natural and fully integrated mixed-use extension to the town. The following key development principles apply:

- Provide for social inclusion and cohesion in a balanced community, by the development of a mixture of sizes and types of housing, including affordable and special needs, at a net density in excess of 35 dwellings per hectare.
- Minimise the need to travel and distances travelled through the incorporation of a mix of complementary residential, employment, community and leisure development.
- Provide for economic investment and development.
- Provide community facilities and recreation space not only for new residents, but to complement existing provision in the town.
- Facilitate innovative design that will create a safe and attractive living environment.
- Maximise physical integration with the existing built-form and focus on the existing town centre.
- Maximise public transport penetration into the development site to promote the use of alternative modes of travel.
- Contribute to and enhance the pedestrian and cycle network, and particularly links to the centre and the surrounding countryside.
- Provide new access infrastructure.
- Contribute to the green network, retaining where possible the existing landscape structure and incorporating a comprehensive landscaping scheme including structure planting to address the visual impact of the proposed development.
- Preserve the character and setting of the listed railway station.
- Incorporate habitat management and creation, and protect existing features of importance, notably the SPA and RAMSAR site.
- The provision of a Sustainable Urban Drainage System.

6.1.2. Consequently the 2008 Masterplan provides for the development of the following elements:

- 87.62ha of residential development providing 3,200 dwellings (the permission is net of third party land and so is for a maximum of 3,100 dwellings);
• 15.25ha of B8 development providing 76,250m²;
• 12.81ha of B1/B2 development providing 64,050m²;
• 23.3ha of B1 development providing 123,646m²;
• Multi-modal transport interchange and new bus facilities and links;
• New and enhanced walking and cycling routes and facilities;
• Neighbourhood Centre including a primary school and health centre;
• Two Secondary local centres (Ise and Nene) including a primary school;
• Secondary school (not part of the committed development);
• Town and Country Park, including visitor centre and car parks;
• Other general Public Open Space facilities including, children’s play space, allotments and youth and adult recreation space;
• Construction of access roads, bridges and highway structures - Southern Access (Route 2), Midland Access (Route 4), Northern Access (Route 6) and Eastern Access (Route 7) and associated provision of floodplain and ecology compensation areas (subject to a separate planning permission in the Nene Valley); and
• Other associated infrastructure works including utilities, roads and landscaping.

6.2. 2015 MASTERPLAN

6.2.1. BHL remain committed to the original development concept and principles, and that is reflected in the 2015 Masterplan (Appendix 3) that provides a complete picture of the committed and enhanced Stanton Cross scheme proposals. It also incorporates a number of updates that reflect changes that have occurred in the area and detailed designs for elements of the scheme (e.g. the Southern Access, Route 2) since the outline planning permission was granted in 2008.

6.2.2. The 2015 Masterplan continues to provide a comprehensive and viable land use, transport and landscape framework for the sustainable development of Stanton Cross and now provides for the delivery of the following together with the infrastructure highlighted in the committed scheme:

• Approximately 102.5ha of residential development providing 3,750 dwellings, (the permitted scheme would total 3,650 excluding 100 dwellings on third party land). This represents an increase of 550 dwellings compared to the 2008 masterplan (as outlined at paragraph 5.1.5). This has been achieved by reallocating some of the committed B1 employment land, and utilising other reserved and unused areas within the original planning application site).
• 9ha of B8 development providing 40,500m²; 12.81ha of B1/B2 development providing 51,240m²; and 19.05ha of B1 development providing 90,432m² (as set out at paragraphs. 5.1.7 and 5.1.8 above).
• Public Open Space including:
  - approximately 24ha Town Park;
- approximately 25ha Country Park;
- 11.25ha of Youth & Adult Sport & Recreation Space;
- 3.25ha Allotments;
- 5.32ha Children’s Play;
- plus Green Links and Nene Valley Green Infrastructure.
7. SCHEME DELIVERY

7.1.1. Stanton Cross’s phasing strategy seeks to ensure that the development proceeds organically and logically, and ensure that the provision of infrastructure and community facilities comes forward with the residential and employment development. The intention is to initially build around the Neighbourhood Centre to establish a focus for the development, and it is anticipated that the first dwellings will now be delivered in 2016/17. The likely housing trajectory for the committed and enhanced scheme is set out below:

**Housing Trajectory**

<table>
<thead>
<tr>
<th>Year</th>
<th>Dwellings</th>
<th>Year</th>
<th>Dwellings</th>
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<td>2015/16</td>
<td>0</td>
<td>2024/25</td>
<td>250</td>
</tr>
<tr>
<td>2016/17</td>
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<tr>
<td>2017/18</td>
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<td>2026/27</td>
<td>250</td>
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<td>2027/28</td>
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<td>2020/21</td>
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</tr>
<tr>
<td>2022/23</td>
<td>250</td>
<td>2031/32</td>
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<tr>
<td>2023/24</td>
<td>250</td>
<td>Total</td>
<td>3650</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Total in Plan Period</td>
<td>3550</td>
</tr>
</tbody>
</table>

7.1.2. BHL is one of the UK’s leading house builders and Stanton Cross is their flagship scheme that will represent a core part of their business in the Midlands for the foreseeable future. Stanton Cross is located in a strong market area and the site has unique attributes in terms of its accessibility to Wellingborough town centre, employment opportunities in the town, the railway station, and the Ise and Nene valleys, which will ensure that the market demand for the new dwellings to be provided on the site will be extremely high.

7.1.3. There have been no other recent developments of this scale and nature in the town. As indicated above, house building will commence in early 2016 and will, therefore, establish a market prior to other committed major developments in the area beginning. The Viability Narrative Report “SUEs – Route to Delivery” (Jan 2015), highlighted this as an important factor in achieving the anticipated delivery rates, and also highlights that Stanton Cross and Wellingborough North and Rushden East will not in any case be directly competitive (paragraphs 5.4.11 & 7.9.7).

7.1.4. Reserved matters approvals have been secured on the first two phases of development and the third phase is expected to be approved in November. Those phases will deliver a total of 522 dwellings, but that also allows multiple phases within the development to come forward at the same time, optimising the delivery rate in order to meet the market demand.

7.1.5. BHL have instructed the Initial infrastructure contract, which will provide the link from the centre of the new development and its Neighbourhood Centre to Wellingborough Station and the town centre. The first residential developments are within the central core of the proposed development and will enable the development to grow alongside the community infrastructure.

7.1.6. As well as seeking to bring a specialist commercial development partner on board to provide and facilitate the design and development of the employment areas and
Neighbourhood Centre, BHL will look to introduce residential development partners to develop the scheme alongside them. It is anticipated that by obtaining reserved matters consents on the first phases of development the layout and design criteria will be established to ensure a coherent and consistent quality of development.

7.1.7. With the demand for housing expected to be extremely high and with at least three mainstream developers working in tandem on site, it is anticipated that a forecast trajectory of 250 occupations per year should easily be achievable and hopefully surpassed as the development is established.

7.1.8. The employment land will be released on a pro-rata basis with the residential development, but the take up of the employment land will inevitably be market driven.

7.1.9. The initial infrastructure provided will include:

- Route 4 (Midland Road);
- Route 9;
- River Ise realignment works
- River Ise flood mitigation; and
- Revised parking and access arrangements to Wellingborough Station.
8. EAST OF STANTON CROSS

8.1.1. The extant Core Spatial Strategy refers in Figure 13 to the potential delivery of 4350 dwellings at Wellingborough East within the plan period. Paragraph 3.66 then highlights the potential of the urban extension “to continue to grow to help accommodate housing requirements beyond 2021”. Consequently it suggests “development plan documents and masterplans should plan for the logical extent of the Sustainable Urban Extensions and associated infrastructure”.

8.1.2. The submission JCS states at paragraph 1.16 that “the spatial strategy set out in the Plan will provide the basis for considering any future growth, with a continuing focus on the Growth Towns and the town centres in particular. The Plan (Policy 11) indicates that, subject to further assessment, the identified Sustainable Urban Extensions (SUEs) have potential to continue to grow beyond 2031 (paragraph 5.9). This provides a continuing supply of housing and employment land... Subject to detailed assessment, the expansion of the principal SUEs set out in this Plan is likely to make the best use of investment in infrastructure and to support the viability of these developments”.

8.1.3. BHL and the SCLG control a substantial area of land to the east of the committed Stanton Cross scheme that extends to Sidegate Lane and Ditchford Road (some of which lies within the allocated sites identified on the extant Local Plan Proposals Map).

8.1.4. They consider that the development of that additional land (referred to as East of Stanton Cross) would provide a comprehensive development to the full and logical extent of the site to “make the best use of investment in infrastructure and to support the viability” of Stanton Cross as highlighted by the JCS. Furthermore, they consider that the development would build on the urban design, landscape and infrastructure framework provided by the committed Stanton Cross scheme to maximise the socio-economic and environmental benefits for the town and wider area, and ensure that Wellingborough realises its full potential as a Growth Town.

8.1.5. BHL are, therefore, actively promoting East of Stanton Cross, and are continuing to investigate its development potential and capacity through a review of the East of Stanton Cross Masterplan with BCW, NCC and other partners. This proposal does not form part of the submitted JCS and will be tested through a future review of the Local Plan and/or through a planning application.
9. SUMMARY

9.1.1. Stanton Cross received the benefit of an outline planning permission (WP/2004/0600/O) in 2008 for the construction of 3,100 new homes, strategic B1, B2 and B8 employment areas and associated infrastructure provision in a comprehensive and integrated sustainable urban extension (SUE). The development scheme enjoys the full support of the officers and members of the Borough Council of Wellingborough (BCW) and forms an essential part of their “Wellingborough 2020 Vision”. The strategic status of the scheme is also recognised in the adopted and emerging review of the Joint Core Strategy for North Northamptonshire (JCS), where it forms a key part of the strategy to meet identified development needs in the area.

9.1.2. Together with BCW, the NNJPU and NCC, BHL and the SCLG have made a considerable investment into the delivery of Stanton Cross, and have made significant progress in bringing the Stanton Cross scheme forward for development since the planning permission was granted. They remain fully committed its long term development, as the scheme will make an extremely important contribution to meeting housing and employment land need and demand in the town, Borough and North Northamptonshire housing market area.

9.1.3. The beginning of the construction of the Midland Road extension into Stanton Cross is a significant step forward and will realise a great change in the area with tangible benefits for the town. It will provide the critical community link between Stanton Cross (and the Neighbourhood Centre at its heart) and Wellingborough’s town centre. The link will be via the vastly improved station, which will be developed as a transport interchange with integrated bus services. The infrastructure works will also facilitate the early release of Station Island for commercial development, and the implementation of the proposed Ise Valley Country Park (including the River Ise realignment and flood mitigation works). The reserved matters for the first phases of development have recently been approved, and the constructions of new homes on the site will begin in early 2016.

9.1.4. Given the strength of the market, and Stanton Cross’ unique attributes in terms of its relationship with the town centre, railway station and Ise and Nene Valleys, BHL fully expect the demand for the new homes on the site to be extremely high, and anticipate that the development will deliver circa 3550 dwellings close to the end of the plan period (3650 dwellings in total) if not before.

9.1.5. BHL considers that in the longer term the development of the further land to the east of the committed Stanton Cross development would provide a comprehensive development to the full and logical extent of the site, maximising the socio-economic and environmental benefits for the town and wider area. This will be tested through a future review of the Local Plan and/or through a planning application.
APPENDIX 1: STANTON CROSS SITE PLAN
## APPENDIX 2: STANTON CROSS PERMISSIONS & CONSENTS

<table>
<thead>
<tr>
<th>Application</th>
<th>Description</th>
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<tbody>
<tr>
<td>WP/2004/0600</td>
<td>Mixed use development including 87ha of residential development; B1, B2 and B8 development, new public transport links (buses), new and enhanced walking and cycling routes and facilities, Country Park, Neighbourhood Centre, 2 Secondary local centres, construction of access roads, bridges and highway structures, footways, footpaths, bridleways; and associated works and facilities</td>
<td>Approved 28/1/08</td>
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<td>WP/2005/0720</td>
<td>Creation of floodplain and ecological mitigation areas associated with the access routes</td>
<td>Approved 20/2/08</td>
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<td>WP/2007/543</td>
<td>Provision of a floodplain compensation area related to the construction of route 6 (part of the Stanton Cross proposal) and associated landscape works</td>
<td>Approved 3/2/10</td>
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<td>WP/2010/0347/RMM</td>
<td>Area 16- Application for approval of reserved matters pursuant to outline planning permission WP/2004/0600/O</td>
<td>Approved 07/10/15</td>
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<td>WP/2012/0116/RMM</td>
<td>Reserved matters application pursuant to condition 2 of planning permission ref: WP/2004/0600/O for Wellingborough Station development -incorporating proposed modular station building, station platform extensions, new railway bridge extension, multi storey car parks 01 and 02 together with car park 3 and road layout</td>
<td>Approved 08/08/12</td>
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<td>WP/2012/0172/RMM</td>
<td>Consent is sought for highway works only, extending the consented Route 4 to connect to the existing Irthlingborough Road. Reserved Matters to be determined are: access, appearance, landscaping, layout and scale. This Reserved Matters application relates to Route 4 included in the Stanton Cross outline Planning Permission (ref. WP/2004/0600/O)</td>
<td>Approved 17/10/12</td>
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<td>WP/2012/0381/RMM</td>
<td>Route 9 (Station Island North) on land south of Finedon Road, linking Finedon Road with Mill Road and the new Route 4 (part of the Stanton Cross consent)</td>
<td>Approved 21/2/13</td>
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<td>WP/2012/536</td>
<td>Details submitted to discharge conditions 3 (detailed design for compensation areas), 4 (design of open water area 5), 5 (landscape of SSSI/SPA), &amp; 8 (comprehensive landscape plan) of planning permission ref: WP/2005/0720/F - Creation of floodplain and ecological compensation areas</td>
<td>Approved 27/02/15</td>
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<td>WP/14/00475/REM</td>
<td>Amendment of part of the approved route 2 for the scheme and landscaping to that part</td>
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<td>WP/14/00717/CND</td>
<td>Details submitted pursuant to conditions 40 and 41 (archaeology) of planning permission ref: WP/2004/0600</td>
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<td>WP/15/00135/CND</td>
<td>Details submitted pursuant to condition 23 (Environmental - land and soils (part)) of first sub-phase of development of planning permission ref: WP/2004/0600/O</td>
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<td>WP/15/00133/CND</td>
<td>Details submitted pursuant to condition 40 (archaeology) for the first sub-phase of planning permission ref: WP/2004/0600/O</td>
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<td>WP/15/00191/CND</td>
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<td>WP/15/00578/REM</td>
<td>Area 14- Application for approval of reserved matters pursuant to outline planning permission WP/2004/0600/O</td>
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<td>WP/15/00481/OUT</td>
<td>Outline application with all matters reserved for the development of 550 dwellings (Use Class C3) in addition to 231 committed dwellings under planning permission ref: WP/2004/0600/O, extension of committed primary school to 3 Form Entry, relocation of committed burial ground, plus formal and informal public open space including sports and children's play areas and associated infrastructure including highways, landscaping and sustainable urban drainage system</td>
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<tr>
<td>WP/15/00605</td>
<td>Section 73 to vary &amp; remove conditions attached to WP/2004/0600</td>
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APPENDIX 4: 2015 STANTON CROSS MASTERPLAN