A PLANNING STATEMENT TO ACCOMPANY THE APPLICATION FOR THE CHANGE OF USE OF LAND AND RELATED WORKS TO PROVIDE A PALLET STORAGE AND REFURBISHMENT AND WASTE RECYCLING FACILITY AT FOX’S PALLETS LIMITED, GLEBE FARM, KETTERING.

Report reference: FOX/GF/AO/1632/01
June 2013
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1. **Introduction**

1.1 This planning statement accompanies a planning application for the change of use of land and related works to provide a pallet storage and refurbishment and waste recycling facility at Fox's Pallets Limited, Glebe Farm, Kettering. Fox's Pallets Limited have had planning permission to use part of the land the subject of this application for pallet storage since 1992 but have now expanded their operations and they have been using all of the land within the application site boundary for pallet storage and refurbishment and waste recycling for approximately one year. This application is a retrospective application that seeks to regularise the current use. MJCA have been instructed by Fox's Pallets Limited to prepare this planning statement on their behalf. In this statement the site and its surroundings are described, the proposed development is described, the relevant planning policies are set out and the proposal is assessed against those policies.
2. The site and surrounding area

2.1 Fox’s Pallets Limited is centred at National Grid Reference SP 84633 79759 approximately 450m to the west of Kettering in Northamptonshire. The site is situated approximately 150m west of Junction 7 of the A14 and 400m east of Junction 6 of the A14. The site is approximately 0.73 hectares in area and the current operations comprise pallet storage, refurbishment and distribution, waste wood pulverisation, ancillary recycling of plastics and cardboard and associated infrastructure including a weighbridge, site office, staff car park and bicycle shed.

2.2 The site forms the westernmost part of the Glebe Farm complex which includes an antiques shop, farm shop, lawnmower repair shop and garden centre and tea room. The private access road to Junction 7 of the A14 is shared by all these businesses.

2.3 The nearest residential property is Glebe Farm House which is situated immediately to the south of the site. Woodland Hospital is situated approximately 540m west of the application area and the village of Thorpe Malsor is approximately 1.02km south west of the application area. The land surrounding the Glebe Farm complex is generally agricultural in use with the exception of the A14 which forms the northern boundary to the complex. The outskirts of Kettering are located 450m to the east.

2.4 The north eastern boundary of the site is marked with fencing which runs parallel to the A14 and is separated from the carriageway by a downward sloping grass verge planted with mature trees. The site is bordered to the east by a farm building and farm shop. Glebe Farm House is immediately south of the site and is separated from the application site by 2m high palisade fencing. A bund approximately 2m high and planted with young trees is located on the south western and north western boundaries of the site. It is proposed that a 2m high steel palisade fence with gates be constructed at the western entrance to the site (as shown on Drawing No 27/28/02 provided with the application).

2.5 Use of the eastern area of the application site is shared with Glebe Farm as shown on drawing no 27/28/02. Development utilised currently by Fox’s Pallets Limited within the eastern area of the site comprises a weighbridge and two portacabins, a building used for recycling and a loading area. The western part of the site exclusively used by Fox’s Pallets Limited comprises areas for pallet storage and loading, pallet refurbishment, waste wood storage, waste wood shredding,
shredded wood storage and the site office. The staff car park and bicycle shed are located in the north west of the site.

2.6 HGVs access the site from Junction 7 of the A14. The access route is a concrete surfaced road approximately 3.5m wide which is shared with the other businesses located within the Glebe Farm complex boundary. Staff parking is provided in the north west of the site and is accessed via a concrete surfaced road that connects to Junction 6 of the A14.
3. Planning history and the development subject of the application

3.1 Fox’s Pallets Limited was founded in 1956 as a wood yard in the village of Wilbarston. Pallet manufacture and refurbishment was subsequently developed to meet the needs of the local industry. The success of the business led to pressure to find a larger site. In 1986 temporary planning permission for two years was granted for the relocation of the business to Bottom Farm, approximately 3km from Wilbarston. In 1992 Fox’s Pallets acquired an area of disused non-agricultural land belonging to Glebe Farm as a pallet holding depot in addition to their Bottom Farm premises. Its position adjacent to the A14 was key and planning permission reference KE/96/0113 for the continued collection of pallets at Glebe Farm was granted in 1996 (a copy of which is provided at Appendix C of the Design and Access Statement). Due to site security issues Fox’s Pallets relocated from Bottom Farm to the Midland Freight Terminal at Pipewell Road, Desborough and planning permission reference KET/2008/0187 for pallet storage and refurbishment at Pipewell Road was granted in 2008.

3.2 In 2012 Fox’s Pallets vacated the Pipewell Road site and consolidated all activities at Glebe Farm. This involved expansion west into land that was not in agricultural use but was used for ancillary storage by Glebe Farm. The aerial photo presented as Figure 1 illustrates the land being used for storage purposes before it was occupied by Fox’s Pallets.

3.3 Operations currently comprise pallet storage, refurbishment and distribution and wood waste pulverisation, plastic and cardboard waste recycling and associated infrastructure including a weighbridge, site office, car park and bicycle shed. Approximately 6700 tonnes per annum of wood waste including unusable pallets are delivered to the site. Fox’s Pallets also take delivery of broken pallets that can be repaired in the designated pallet refurbishment area. Unusable pallets and wood waste are chipped into 50mm sized fractions by a pulverisation machine. Approximately 80% of the waste wood imported is of Grade A standard which means it is solid wood and has a low dust yield. The remaining 20% of waste wood is Grade B such as chipboard or MDF. Once chipped, the wood is stockpiled in a Legioblock storage bay in the south of the application site and sold as animal bedding, biomass fuel and to the furniture industry. A recessed loading bay adjacent to the storage area approximately 1.5 m deep has been constructed to
allow sheltered loading and reduce the likelihood of dust when loading HGVs with wood chips. Re-usable and repaired pallets are stacked along the northern boundary of the application site. The pallets are stored at a height that enables efficient loading of HGVs and allows maximum space on site for safe vehicle manoeuvring.

3.4 The recycling of plastic and cardboard involves the sorting and baling of approximately 1000 tonnes per annum of plastic waste products into separate polypropylene and ABS types and baling of approximately 1900 tonnes per annum of cardboard. The plastics and cardboard are currently delivered by HGV to the entrance in the east elevation of the recycling building. The bales of sorted materials are stored in the stock disposal container area as indicated on drawing number 27/28/02. It is proposed as part of this application that a doorway is constructed in the southern wall of the recycling building to avoid having to transport bales out of the east doorway and around the north and west of the building to the stock disposal container area of the site. In total the development generates approximately 20 HGV movements per day including those associated with wood, plastic and cardboard recycling operations.

3.5 The catchment for the materials delivered to Fox’s Pallets is sub-regional. Suppliers of wood, plastic and cardboard generally operate within Northamptonshire and the surrounding counties. Figure 2 shows the location of the largest suppliers of materials for recovery to Fox’s Pallets Limited.

3.6 The operational hours on site are between 0700 hours and 1630 hours Monday to Fridays and between 0700 hours and 1100 hours on Saturdays. The site is closed on Sundays and Bank Holidays. There are currently 20 full time employees at the site. This application seeks to regularise the current site operations.
4. Planning policy

4.1 A review of relevant planning policy at the national, county and local level has been undertaken. The National Planning Policy Framework (NPPF), Northamptonshire County Council Minerals and Waste Development Framework (NCC MWDF) and North Northamptonshire Local Development Framework (NN LDF) all contain policies relevant to the proposed development and are set out below.

National Planning Policy Framework

4.2 Paragraph 14 of the NPPF states that:

‘At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking.

For plan-making this means that:

- local planning authorities should positively seek opportunities to meet the development needs of their area;

- Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change, unless:
  - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or
  - specific policies in this Framework indicate development should be restricted.

For decision-taking this means:

- approving development proposals that accord with the development plan without delay; and

1 Department for Communities and Local Government. March 2012. National Planning Policy Framework
where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:

- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or

- specific policies in this Framework indicate development should be restricted’

Northamptonshire Minerals and Waste Development Framework

4.3 The Northamptonshire Minerals and Waste Development Framework (NMWDF) comprises a series of planning documents. The Core Strategy is essential to the NMWDF and holds the most weight in determining planning applications and producing plans. In addition to this the Control and Management of Development covers aspects of controlling and managing waste development. The NMWDF documents are currently under review and the January 2013 consultation draft has been taken into consideration where relevant policies have been updated.

NMWDF Core Strategy - Development Plan Document²

4.4 Objective 2 of the adopted NMWDF Core Strategy - Development Plan Document (CS DPD) states that plans should:

‘Promote a step change in high quality design-led sustainable development by maximising materials resource efficiency, minimising waste, optimising the use of existing infrastructure & highway networks and previously developed land, and promoting the sustainable transport of materials.’

4.5 Policy CS2 of the NMWDF CS DPD states that:

‘Northamptonshire’s waste management network, particularly advanced treatment facilities with a sub-regional or wider

catchment, will be focused within the central spine, and the sub-regional centre of Daventry. Development should be concentrated in Northampton, Wellingborough, Kettering, Corby and Daventry. Development in the smaller towns should be consistent with their local service role.’

**NMWDF Control and Management of Development - Development Plan Document**

4.6 Policy CMD1 of the adopted NMWDF Control and Management of Development - Development Plan Document (CMD DPD) states that:

‘Proposals for waste management facilities on non-allocated sites (including extensions to existing sites and extensions to allocated sites) must demonstrate that the development:

- does not conflict with the spatial strategy for waste management,
- promotes the development of a sustainable waste network and facilitates delivery of Northamptonshire’s waste management capacity requirements,
- clearly establishes a need for the facility identifying the intended functional role, intended catchment area for the waste to be managed, market base for any outputs, and where applicable the requirement for a specialist facility,
- is in general conformity with the principles of sustainability (particularly regarding the intended catchment area),
- facilitates the efficient collection and recovery of waste materials, and
- where intended for use by the local community, is readily and safely accessible to those it is intended to serve.

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Development should also, where appropriate, and particularly in the case of advanced treatment facilities:

- ensure waste has undergone preliminary treatment prior to advanced treatment,
- integrate and co-locate waste management facilities together and with complementary activities,
- maximise the re-use of energy, heat, and residues, and
- maximise the use of previously developed land (particularly existing and designated industrial land, and derelict, despoiled, or brownfield urban land), or redundant agriculture and forestry buildings (and their curtilages).

NMWDF Partial Review - Draft Minerals and Waste Local Plan for Consultation

4.7 Northamptonshire County Council (NCC) set out their requirements for future waste capacity in Policy 11 of the NMWDF DMWLPC as follows:

‘The development of a sustainable waste management network to support growth and net self-sufficiency within Northamptonshire will involve the provision of facilities to meet the following indicative waste management capacity requirements during the plan period:’

<table>
<thead>
<tr>
<th>Hierarchy level</th>
<th>Management method</th>
<th>Indicative capacity requirement (million tonnes per annum)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>2021</td>
</tr>
<tr>
<td>Preparing for re-use and recycling</td>
<td>Recycle</td>
<td>0.19</td>
</tr>
<tr>
<td></td>
<td>Composting and anaerobic digestion</td>
<td>0.17</td>
</tr>
<tr>
<td></td>
<td>Inert recycling</td>
<td>0.74</td>
</tr>
<tr>
<td></td>
<td>Hazardous recycling</td>
<td>0.02</td>
</tr>
<tr>
<td>Other recovery</td>
<td>Advanced treatment</td>
<td>0.86</td>
</tr>
<tr>
<td></td>
<td>Hazardous treatment</td>
<td>0.01</td>
</tr>
<tr>
<td></td>
<td>Inert fill or recovery</td>
<td>0.16</td>
</tr>
</tbody>
</table>


As shown in the highlighted text there is an estimated capacity requirement of 0.19 million tonnes per annum until 2021 for facilities that re-use and recycle waste rising to 0.20 million tonnes per annum by 2031.

4.8 Policy 23 of NMWDF Partial Review – Draft Minerals and Waste Local Plan for Consultation (NMWDF DMWLPC) states that:

Minerals and waste related development should be well placed to serve their intended markets or catchment area(s) in order to reduce transport distances and movements in order to support the development of sustainable communities that take responsibility for the waste that they produce and work towards self sufficiency.

Proposals should include a sustainable transport assessment to demonstrate how the above has been taken into consideration.’

4.9 Policy 22 of the NMWDF DMWLPC states that:

‘Proposals for minerals and waste development must demonstrate that the following matters have been considered and addressed:

- minimising environmental impact and protecting Northamptonshire’s key environmental designations (including heritage assets),
- protecting natural resources or ensuring that any unavoidable loss or reduction is mitigated,
- minimise impacts on flood risk as well as the flow and quantity of surface and groundwater,
- minimising potentially adverse impacts, specifically addressing air emissions (including dust), odour, bioaerosols, noise and vibration, slope stability, vermin and pests, birdstrike, litter, land use conflict and cumulative impact,
- ensuring built development is of a design and layout that has regard to its visual appearance in the context of the defining characteristics of the local area,
ensuring access is sustainable, safe and environmentally acceptable, and

ensuring that local amenity is protected.

Where applicable a site-specific management plan should be developed to ensure the implementation and maintenance of mitigation measures throughout construction, operation, decommissioning and restoration works.'

North Northamptonshire Local Development Framework

4.10 The North Northamptonshire Local Development Framework (NN LDF) comprises a series of planning documents including the North Northamptonshire Core Spatial Strategy (NN CSS).

North Northamptonshire Core Spatial Strategy\(^6\)

4.11 Policy 13 of the NN CSS states that:

‘Development should meet the needs of residents and businesses without compromising the ability of future generations to enjoy the same quality of life that the present generation aspires to. Development should:

...l) Not result in an unacceptable impact on the amenities of neighbouring properties or the wider area, by reason of noise, vibration, smell, light or other pollution, loss of light or overlooking;

m) Be constructed and operated using a minimum amount of non-renewable resources including where possible the reuse of existing structures and materials;

n) Not have an adverse impact on the highway network and will not prejudice highway safety;

o) Conserve and enhance the landscape character, historic landscape designated built environmental assets and their

settings, and biodiversity of the environment making reference to the Environmental Character Assessment and Green Infrastructure Strategy;

p) Not sterilise known mineral reserves or degrade soil quality;

q) Not cause a risk to (and where possible enhance) the quality of the underlying groundwater or surface water, or increase the risk of flooding on the site or elsewhere, and where possible incorporate Sustainable Drainage Systems (SuDS) and lead to a reduction in flood risk.’

4.12 The Waste (England and Wales) Regulations 2011 as amended set out the steps businesses should take to reduce waste being disposed of through landfill or incineration.

Figure 1 (Figure CS3): Waste hierarchy

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5. Planning appraisal

5.1 The key issues relevant to this application are considered to be need, amenity including noise, dust and lighting, transport, landscape and visual impacts and fire risk. The nature and extent of the assessed impacts are described below along with any proposed mitigation measures.

Need for the application

5.2 Policy 22 of the NCC draft Minerals and Waste Local Plan for consultation identifies a capacity gap of 0.19m tpa of recycling facilities. The site would have a capacity of around 10,000 tpa. As such the development would contribute to meeting the capacity gap albeit on a very minor scale. The site is ideally located with good access to the highway network and a limited number of nearby residential receptors. The site is also previously developed land having been used for open storage by Glebe Farm hence accords with policy CDM1 of the NMWDF CMDDPD.

5.3 The proposed application is in accordance with Paragraph 14 of the NPPF through contributing towards the development needs of the area. The plan presented as Figure 2 shows the location of the main suppliers of the materials recycled and recovered at the site and demonstrates the site’s sub-regional catchment area.

5.4 The waste hierarchy drives the need for and supports operations relating to the re-use and recycling of waste as they reduce the amount of waste being landfilled or incinerated without energy recovery. The proposal would constitute re-use and recycling and so is in accordance with the waste hierarchy.

Amenity including impacts from noise, dust and lighting

5.5 Operational noise from the site is largely masked by noise from the A14 dual carriageway way to the north. Glebe Farm House is situated adjacent to the southern boundary of the application area and is occupied by the landlord of the Fox’s Pallets site. Users of the farm shop, antique shop, tearoom and garden centre would be unlikely to be adversely affected by noise as these facilities are mostly indoors with the garden centre screened from the Fox’s Pallets operations by the Glebe Farm buildings as shown on drawing number 27/28/02. No other residential receptors are within the vicinity of the site. No recorded complaints have been made regarding the impact of noise from the site.
5.6 Operations on site have the potential to generate dust. 80% of the waste wood being shredded is of Grade A standard and therefore has a low potential for dust production. The remaining 20% of waste wood is Grade B which has some potential for dust generation. To mitigate the likelihood of dust blow from both grades of wood the plant on site is fitted with a dust suppression system which sprays water over the chipped wood during dry or windy conditions. Furthermore the trees planted along the northern boundary of the site and the pallets stored in the north of the site act as a screen for dust which might be blown towards the A14. No recorded complaints have been made regarding dust generated at the site.

5.7 There is limited lighting provided on site which is only used in the early morning and late afternoon in winter months. The lights are shrouded and directed down to limit light spill beyond the site. The site also makes use of light spillage from the A14 adjacent to the northern boundary to supplement on site lighting. No recorded complaints have been made regarding the impacts of light pollution from the site.

5.8 The potential impacts of amenity including noise, dust and lighting from the application site are minimised in accordance with Policy 22 of the NMWDF DMWLPC and Policy 13 of the NN CSS.

Transport

5.9 Access to the site for HGVs is from Junction 7 of the A14 via a private road. This access is shared with the other businesses on the Glebe Farm complex and therefore responsibility for its maintenance is not solely within the control of Fox’s Pallets Limited. There are approximately 20 HGV movements a day to the site. Staff members access the site from Junction 6 of the A14 via a private farm road. The separation of staff and operations vehicles results in the low likelihood transport related accidents occurring on site. Junction 7 of the A14 is designed to have high capacity and provide a safe access point to the site for large vehicles.

5.10 The site is located adjacent to and is accessed from the A14 which is designated as the central spine of Northamptonshire. The A14 provides a link between towns and cities in East Midlands and enables Fox’s Pallets to utilise their location within a sub-regional catchment area to the fullest extent.
5.11 The potential impacts of transport from the application site are minimised in accordance with Objective 2 and Policy CS2 of the NMWDF CS DPD, Policy CMD1 of the NMWDF CMD DPD, Policy 23 of the NMWDF DMWLPC and Policy 13 of the NN CSS.

Landscaping and visual impact

5.12 The site is not located within any designated area for landscape protection at either the local, county or national level. There are no public footpaths in proximately to the site.

5.13 The application site is bounded to the north east by the A14 dual carriageway and partial screening is provided by fencing and planting along this boundary. Screening to the farm house is provided by 2m high palisade fencing, a 2m high block wall and the Glebe Farm workshop. Views of the site from the outdoor parts of the garden centre are blocked by existing Glebe Farm buildings. The other site boundaries are adjacent to open farm land with the village of Thorpe Malsor located approximately 1.02 km to the south west. The site is screened from views to the south and west by a 2 m high bund planted with trees. The staff car park is located to the west of the site and is screened by fencing and trees.

5.14 Although views of the site and the operations on site would be possible from the A14 these views would be transient and only possible from a position perpendicular to the site and not from further east or west along the A14.

5.15 The potential for landscape and visual impacts associated with the application site are minimised in accordance with Policy 22 of the NMWDF DMWLPC by boundary fencing and the landscaped bund on the south western and north western boundaries which conserves the landscape character in accordance with and Policy 13 of the NN CSS.

Fire risk

5.16 The use of wood in operations on site presents a potential fire hazard. This application is accompanied by a Fire Risk Assessment which demonstrates adequate precautions and safety measures are in place to deal with any fires on the site. No fire incidents have been reported at the site since operations began.
5.17 The potential impacts of fire from the application site are minimised in accordance Policy 22 of the NMWDF DMWLPC.
6. Conclusions

6.1 Fox’s Pallets have been operating at the Glebe Farm complex since 1996. In this time the original permitted site layout has changed and expanded to the current format. The operations on site have also diversified to include the recycling of plastic and cardboard alongside the traditional pallet refurbishment and recycling. There have been no recorded complaints to date in respect of the operations on site. Mitigation measures are in place to ameliorate potential impacts and will continue to be maintained upon granting of planning permission.

6.2 The proposed application provides a waste management facility on the outskirts of Kettering which contributes towards meeting Northamptonshire’s capacity for recycling and re-using waste materials. Fox’s Pallets provide a service for only a sub-regional catchment of waste which would otherwise need to travel further outside of the area to be treated and recovered. The operations on site are in accordance with planning policies at a national, county and local level and are in accordance with the waste hierarchy.

6.3 The development accords with the principles of the NPPF in that it constitutes sustainable development by providing a sub-regional recycling facility to serve a county need, it does not conflict with the development plan and it has no significant adverse impacts.
Figure 1: Aerial photo looking south showing application site before Fox’s Pallets occupied the whole site
Figure 2

Location of main suppliers of waste to Fox’s Pallets

Client | Title | Site
--- | --- | ---
GLEBE FARM | Fox’s Pallets |

Key / Notes

- Fox’s Pallets
- Howdens Joinery Limited
- Travis Perkins
- Mick George Limited
- Baileys Skip Hire

Scale: 1:200,000 @ A3

Drawing Ref: FOX/GF/06-13/17267

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Final | Rev | Status | Date
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KR | A0 | LH | 27/06/13
DESIGN & ACCESS STATEMENT

PLANNING APPLICATION

for

CHANGE OF USE OF LAND AND RELATED WORKS TO PROVIDE PALLET STORAGE & REFURBISHMENT AND A WASTE RECYCLING FACILITY

at

GLEBE FARM, ROTHWELL ROAD, KETTERING

for

FOX'S PALLETS LIMITED

Philip Evans Architect
31-33 Victoria Street
Kettering NN16 0BU
(November 2012)
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NOTES
A. THIS DESIGN & ACCESS STATEMENT IS BASED ON THE FORMAT SUGGESTED IN THE ‘CABE’ PUBLICATION ‘DESIGN & ACCESS STATEMENTS – HOW TO WRITE, READ & USE THEM’.
B. THIS DESIGN & ACCESS STATEMENT IS TO BE READ IN CONJUNCTION WITH ALL DOCUMENTS & DRAWINGS SUBMITTED WITH THE PLANNING APPLICATION.
1. **INTRODUCTION**

a. Fox's Pallets Limited was established in 1956 by the Fox family in the village of Wilbarston, approximately 10 miles from the subject site. The operation was carried out at a long-established woodyard adjoining the family home located in the centre of the village. The manufacture and repair of wooden pallets had been developed as part of the overall woodyard operation to serve the needs of local industry.

b. Pallets are platforms for use in conjunction with forklift trucks for the conveyance of materials and goods within factory sites and the like. Each pallet for UK use is sized 1200mm long x 1000mm wide x 150mm high. Pallets for European use are similarly sized but only 800mm wide.

c. Notwithstanding the introduction of plastic pallets which form a relatively small part of the business, timber remains the most practical, safe, economical and ecologically responsible form of pallet construction. As they are constructed from a renewable resource and the operations include the recycling of material, Fox's Pallets Limited have always been at the forefront of what is now recognised as an 'Eco-friendly' priority within the industry as a whole. Fox's Pallets Ltd is an ISO 9001:2000 Registered Firm.

d. The success of the business in Wilbarston led to pressure to relocate from the site there as this had become too small for operational reasons and required numerous traffic movements which were hazardous within the village location.

e. The local planning authority, Kettering Borough Council, encouraged and was instrumental in enabling the business to be transferred to a more appropriate location at Bottom Farm adjoining the former wartime Desborough Airfield, approximately 2 miles from Wilbarston. A temporary planning permission for two years was granted and the business was relocated there in 1986.

f. Whilst that site was adequate in some respects, its remote location has resulted in problems of serious vandalism, including intrusions, thefts and arson. Historically, the family home adjoined the woodyard and whilst it was considered that a family home at the Bottom Farm site would have alleviated the security problems, applications for such a residential development were refused, the most recent being in 2005 (KE/04/1242).

g. Despite the problems, the business continued to expand, not only within the UK as a whole but across Europe, for which the 'Euro-sized' pallets also were manufactured and the business generated an annual turnover in excess of £2.5 million whilst continuing to be an employer of local labour.

h. Fox's Pallets developed a high reputation for the quality of its products but the underlying security problems at Bottom Farm resulted in them acquiring the site of the Midland Freight Terminal in Pipewell Road, Desborough, when it was vacated by Anglo Turkish International Freight in 2007. Planning Permission for Fox's Pallets Limited to use the Pipewell Road site for Pallet Storage & Refurbishment was granted in 2008 (KET/2008/0187).

i. Whilst using the site at Bottom Farm, it had become apparent that the volume of the business and its consequent demand for space and the need for easier road access to the national road network for the increasing number of vehicle movements and size of vehicles used meant that a 'holding depot' close to a major road would be desirable and around 1992 the opportunity arose for Fox's Pallets Ltd to occupy an underutilised area at Glebe Farm, Rothwell Road, Kettering, for pallet storage. This site immediately adjoins Junction 7 of the A14 and therefore it potential usefulness was immediately appropriate. The location proved to be successful and in 1996 the use of that site for the continued collection of pallets was regularised by Planning Approval KE/96/0113 (Appendix C).

k. A consequence of the volume of timber pallet work was the need to dispose of the increasingly large quantities of waste wood and it became evident that this could be most economically and effectively dealt with by means of on-site pulverisation so that the waste product could be recycled for uses including the furniture industry, for animal bedding and as a biomass fuel.

l. Facilities consequently were developed and improved at the Glebe Farm site as described in the subsequent sections of this Statement and activities have subsequently expanded to include the recycling of other inert non-wood based materials as described in the Statement and within the application documents.
m. In 2012, Fox’s Pallets Ltd vacated their site in Pipewell Road, Desborough, so that all their activities now are consolidated and located only at the Glebe Farm site and the regularisation of this use is the subject of the Planning Application.

2. SITE LOCATION

a. The site is located on the northern side of Kettering as described in the previous Section and illustrated on the Plans in Appendices A & B.

b. It comprises an area of approximately 0.66H and adjoins and is accessed via an established private roadway from Junction 7 of the A14. The site is close to the long-established Telford Way Industrial Estate which is accessed from the same junction whilst its southern and western boundaries are both open countryside.

3. USE

a. The planning use part of the site for Pallet Storage was confirmed in 1996 by the Approval KE/006/0113 (Appendix C). At that time other buildings and facilities on the site, including the Grain Store, were used exclusively by Glebe Farm and part of this building and other areas continue to be used by them.

b. Fox’s Pallets provided the weighbridge and this now also is used by the Farm. Fox’s activities as a whole are specific to their operations and do not come under a Standard Planning Use Class. The permission at the Pipewell Road, Desborough site was specific to their activities and described as ‘Pallet Storage & Refurbishment’ and in terms of planning use classification, the use at Glebe Farm similarly will be ‘sui generis’ and unique to the operations of Fox’s Pallets Limited.

c. In addition to the pallet and wood waste operations, the waste recycling undertaken by Fox’s now includes:-
   (a) the collection & sorting of plastic waste products into polypropylene & ABS types.
   (b) the collection & baling of cardboard.

4. AMOUNT

a. The site has been developed and defined so that it is specific to Fox’s Pallets’ operations in conjunction with those of the Farm and their spatial requirements and comprises mainly the open areas as shown on the submitted drawings.

b. The existing Grain Store and weighbridge now are used as described whilst a relatively small amount of ancillary accommodation is provided to support the operational activities as described in the submitted drawings and on the Application Form.

5. LAYOUT

a. The layout of the site is determined by the vehicular access arrangements roadway and the positioning of the existing Grain Store and weighbridge. The Site Layout Plan is included as Appendix D.

b. The open areas allow for the manoeuvring of vehicles including their loading and unloading of pallets via forklift trucks and the loading of wood waste products into large open trucks via a JCB.

c. The ancillary accommodation to the perimeter of the open areas includes Portacabins to provide offices, WC’s and general storage.

d. At the western extremity of the site a Staff Car Park and Bike Shed have been provided and these generally are accessed via a concrete field road from Junction 6 of the A14.
e. A significant feature of the layout is the perimeter landscaping to the southern and western boundaries which includes a planted embankment.

6. **SCALE**

a. The scale of the development is commensurate with the use and the operations undertaken as described in the submitted documents and drawings.

7. **APPEARANCE**

a. The appearance of the site is visually dominated by its most prominent feature, the long-established Grain Store. Other structures are secondary to that and mainly comprise Portacabins as shown on the submitted drawings. The walls of these have been finished with a light grey render to blend with the colour of the existing cladding to the Grain Store.

b. The new steel framed structures of the Open Workshop and Bike Shed are finished in grey profiled steel sheeting to integrate the walling with the other structures on the site.

c. The perimeter of the site is defined by established and new landscaping so as to retain a soft rural 'edge' to the development as a whole.

d. Within the site an alteration to the existing Grain Store building is proposed which is to comprise the formation of a 4m x 4m roller shutter door opening on the south elevation to enable waste products to be transferred to a stock area prior to loading and transportation off site. The proposed doorway is shown on the submitted drawings.

8. **LANDSCAPING**

a. Landscaping is considered to be a particularly significant part of the development.

b. The northern boundary is defined by well established hedgerows and tree and shrub planting between the site and the carriageway of the A14.

c. From the south-west the development presents itself to open countryside and the village of Thorpe Malsor approximately 1.2km away. The view of the site from this direction is dominated by the Grain Store and it is intended that the development by Fox's Pallets will not further detract from the rural edge to the former exclusively farm site. Therefore the southern and western boundaries of the site have been provided with a landscaped embankment approximately 3m high and 7-10m wide which has been extensively planted with native species as described on the submitted drawing no. 27:28:03. Within the site bunding is provided to the embankment by means of concrete Legioblock walling (**Appendix E**).

d. The car park at the north-west corner of the site is screened from the open countryside by tree and hedge planting as shown on the drawing.

9. **ACCESS**

a. Junction 7 of the A14 and the established private roadway therefrom which serves the Glebe Farm development as a whole makes this an ideal location for Fox's Pallets enabling both pallet & waste delivery and collection vehicles to easily access the site without disturbance to other users.

b. By arrangement with the Farm, staff vehicles and bicycles access the site via the concrete field road from Junction 6 of the A14. Fox's Pallets actively encourage their staff, who reside mainly in local towns and villages, to car share and use bicycles in the summer months.
10. **DESIGNING OUT CRIME**

a. Security has always been a concern for Fox's Pallets Limited and their site is actively monitored by surveillance cameras and security installations.

b. The buildings have secure locking and the windows to the Portacabins are fitted with galvanized steel mesh security grilles.

c. The site is being provided with additional 2M high galvanized steel palisade security fencing and gates to the intruder vulnerable location at the eastern side of Staff Car Park.

11. **WASTE AUDIT**

a. The control and management of waste products as part of their operational activities and in terms of their 'domestic' waste is properly managed by Fox's Pallets by means of the appropriate separation and storage of materials and disposal/distribution in accordance with the required statutory arrangements.
Kettering Borough Council

Name and address of applicant
Mr. C.B. Holdsworth
Glebe Farm
Rothwell Road
Kettering
Northants

NN16 8XF

Part I - Particulars of application

Date of application: 27th February 1996
Application no: KE/96/0113

Particulars and location:
- Change of use: continue use collection of pallets
- Glebe Farm, Rothwell Road, Kettering.

Part II - Particulars of decision

Kettering Borough Council hereby gives notice in pursuance of the provisions of the Town & Country Planning Act 1990 that planning permission has been granted for the carrying out of the development referred to in Part I hereof in accordance with the application and plans submitted, subject to the following conditions:

1. The development shall be begun not later than the expiration of five years beginning with the date of this permission.

2. No pallets shall be stored to a height exceeding 3 metres above ground level.

3. Within one month of the date of this permission a scheme of landscaping to supplement that existing shall be submitted to and approved in writing by the Local Planning Authority, and shall include an indication of all existing trees and hedgerows on the land, details of those to be retained, together with measures for their protection in the course of development.

4. 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 buildings or the completion of the development, whichever is the sooner. Any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

5. Pallet storage shall take place on no more than 1/3 of the total area of the site, with the remainder of the area being

Note: This permission refers only to that required under the Town and Country Planning Acts and does not include any consent or approval under any other enactment, byelaw, order or regulation.
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Change of use: continue use collection of pallets
Glebe Farm, Rothwell Road, Kettering.

Part II - Particulars of decision

permanently set aside and made available for parking and
manoeuvring of vehicles.

For the following reasons:
1 Required to be imposed pursuant to Section 91 of the Town
2 In the interests of the visual amenity of the area.
3 To secure the submission of a scheme for the landscaping of
the site in the interests of the visual amenity of the area.
4 In the interests of the visual amenity of the area.
5 In the interests of highway safety and visual amenity.

Date: 9th April 1996

[Signature]
Head of Development Control

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UK Office
Tel.: 0845 689 0036
Fax: 0845 689 0035
PLANNING APPLICATION FOR CHANGE OF USE OF LAND AND RELATED WORKS TO PROVIDE PALLET STORAGE & REFURBISHMENT AND WASTE RECYCLING AT GLEBE FARM, ROTHWELL ROAD, KETTERING, FOR FOX'S PALLETS LIMITED

(PLANNING APPLICATION REFERENCE KET/2012/0728)

SUSTAINABILITY APPRAISAL & ENERGY STATEMENT AND SPD CHECKLIST

1. INTRODUCTION
   a. Kettering Borough Council's 'Planning Application – Local Requirements' requires the need for a Sustainability & Energy Efficiency Statement for developments of 1,000 sq.m. of Floor Space.
   b. As described on the Application Forms, this development comprises 531 sq.m. of floor space, 340m² of which are existing buildings and 191²m are additional structures in the form of Portacabins and open canopies.
   c. Nevertheless a Sustainability & Energy Efficiency Statement and a Sustainable Design SPD Checklist have been requested.

2. THE DEVELOPMENT
   a. The development is essentially one to recycle and refurbish materials and components which are mainly in the form of renewable resources. Thereby this project is essentially one which actually delivers sustainability in its most fundamental form. The ethos is one of recycling and this extends both from the processes of the business to the means of its implementation by use of the types of structures and processes used to achieve this.
   b. The processes undertaken within this site are carried out in the open air, in unheated premises, thereby minimising energy demand.
   c. The buildings used include mainly both existing unutilised agricultural spaces or recycled Portacabin types of structures. With the exception of 1 no. office staff, all personnel including the Company Directors on the site are actively involved in the external activities and the need for internal space is minimal. Most of the 'internal' accommodation is only occupied for very short periods throughout the working day, e.g. for recording of the occasional weighbridge activity.
   d. Therefore a fully conventional Sustainability Appraisal would not apply to this development. This Statement therefore notes those parts of a conventional statement, e.g. based on the BREEAM Standards, which may be considered to be applicable.

3. MANAGEMENT
   a. In terms of management of the operations, these are well understood and implemented and all operations are undertaken in accordance with safe procedures and the Health & Safety requirements.
   b. The project is of such a small scale in terms of new structures that it does not require the application of the Considerate Constructors Scheme or have conventional Construction Site Impacts.
   c. The site is securely yet unobtrusively fenced and provided with surveillance cameras. Intruder vulnerable buildings (e.g. offices) are provided with securely lockable doors and window guards.
4. **HEALTH & WELLBEING**
   
a. The development does not include any conventional buildings but existing and recycled structures, thereby enhancing the lifetime potential of these structures without the need for and the cost of new buildings.
   
b. Adequate daylight to internal work areas is provided by means of the existing windows and the location of desks to suit these.
   
c. Sound insulation is not a criteria applicable to the project both within the development and externally as, being located immediately adjacent to the A14, there are no noise sensitive developments within the proximity of the site. Therefore the necessarily noise generating activities on the site do not have an adverse affect on any neighbours.

5. **ENERGY**
   
a. With the exception of the occasional heating requirements for some of the office areas, the project has no heating demand nor, consequently, any insulation requirements. Therefore C02 Emission Rates and conventional Building Fabric Energy Efficiency criteria do to apply.
   
b. As management policy, external lighting is controlled by sensors and has energy efficient fittings as appropriate.

6. **TRANSPORT**
   
a. Management policy is to encourage shared car use and this is implemented whenever feasible.
   
b. Management policy also encourages the use of cycles. Although the site is relatively remote to most employees, during the summer months in particular, many of the staff cycle to work. A shelter for 6 no. cycles has been provided.
   
c. In the wider sense convenient and adequate transport links are essential to the operation of the business. The development utilises existing private roadways within the site and, because of the proximity to the A14, it has convenient access to the National Road Network without the need for any further infrastructure provision.

7. **WATER/SURFACE WATER/DRAINAGE**
   
a. The development has very low water demand and utilises recycled WC installations and just a small kitchen area for staff use. Water usage is 'de minimus'.
   
b. The development makes no further imposition on water courses and off site surface water sewer undertakings than did the site before its occupation by Fox's Pallets. Surface water from any new hard surfacing/structures drains to ground and/or soakaways.
   
c. The sanitary accommodation discharges to a septic tank installation and so there is no further demand on any existing foul water sewer installations in the vicinity.

8. **MATERIALS**
   
a. As the development does not contain new 'conventional' buildings, the usual materials considerations (such as 'environmental impact' and 'responsible sourcing') do not apply. The introduction of new materials in connection with the Canopy Structures and decorating of the Portacabins are 'de minimus' and therefore not applicable to this development.
9. **WASTE**
   a. In addition to the refurbishment and reuse of wooden pallets, the development is entirely about the recycling of what would otherwise be regarded as waste materials, including wood products and inert plastics. The purpose of the development therefore is for sustainability in its widest sense.
   b. Construction site waste management is inapplicable but in terms of 'domestic' waste arising from the activities on the site, this is separated and stored in separate containers and disposed of in accordance with the appropriate legislation.

10. **LAND USE AND ECOLOGY**
   a. The development makes use of existing redundant agricultural buildings and site areas. It includes a small extension into land which was previously open countryside. This additional land and the perimeter of the site as a whole which abuts open countryside has been provided with landscaping and substantial embankmenting. The extensive and comprehensive landscaping scheme (as described in the submitted documentation) will enhance the ecological potential of the vicinity in terms both its landscaping and the encouragement for habitation by wildlife.

11. **POLLUTION**
   a. The development imposes no pollution threat to the surrounding area in terms of both the processes carried out or the materials and installations used.
PLANNING APPLICATION FOR CHANGE OF USE OF LAND AND RELATED WORKS TO PROVIDE PALLETS STORAGE & REFURBISHMENT AND WASTE RECYCLING AT GLEBE FARM, ROTHWELL ROAD, KETTERING, FOR FOX’S PALLETS LIMITED

TRANSPORT STATEMENT

1. Kettering Borough Council’s ‘Planning Applications: Local Requirements’ states the need for a Change of Use Application to be supported by a Transport Statement which, in the case of small schemes, is to outline the transport aspects of the Application. This is to compare the existing authorized use of the Site in traffic terms with the proposed use in traffic terms.

2. In the case of this Application, the existing authorised agricultural use of parts of the site will remain and there will be no significant change in the number of vehicles using the farm. This includes general farm traffic associated with the day to day agricultural activities supplemented by additional seasonal movements requiring, for example, grain transportation.

3. With regards to Fox’s Pallets Ltd., their initial occupation of the part of the Site authorized for use for Pallet Storage & Collection (KE/98/0113) involved approximately 6no. delivery vehicles per day and 1-2no. staff cars.

4. Their present vehicle usage, arising from the Change of Use which is the subject of this Application, includes an average of 20no. movements into and out of the Site per day. These include a variety of vehicles ranging from articulated lorries to 7.5 flatbed trucks. All these vehicles access the site via Junction 7 of the A14.

5. In addition to the commercial vehicles, the number of staff cars has increased to 7/8 vehicles per day. However, by arrangement with Glebe Farm, these vehicles use the concrete field road from Junction 6 of the A14.

Philip Evans Architect
31-33 Victoria Street
Kettering NN16 0BU

(November 2012)
**SPD CHECKLIST**

### 1. Character

<table>
<thead>
<tr>
<th>REF</th>
<th>SPD QUESTION</th>
<th>Response</th>
<th>Reference</th>
<th>Internal Use Only</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q.1.1</td>
<td>Does the scheme feel like a place with distinctive character? (Bfl 1)</td>
<td>Existing utilitarian with landscaping</td>
<td>D&amp;A Statement &amp; drawings</td>
<td></td>
</tr>
<tr>
<td>Q.1.2</td>
<td>Do the buildings exhibit architectural quality? (Bfl 2)</td>
<td>Buildings are utilitarian mainly existing structures appropriate to the activities</td>
<td>D&amp;A Statement &amp; drawings</td>
<td></td>
</tr>
<tr>
<td>Q.1.3</td>
<td>Does the scheme exploit existing buildings, landscape or topography? (Bfl 5)</td>
<td>Scheme utilises existing buildings &amp; landscape screening</td>
<td>D&amp;A Statement &amp; Sustainability Appraisal</td>
<td></td>
</tr>
<tr>
<td>Q.1.4</td>
<td>Is the design specific to the scheme? (Bfl 11)</td>
<td>☑</td>
<td>D&amp;A Statement &amp; drawings</td>
<td></td>
</tr>
</tbody>
</table>

### 2. Continuity and Enclosure

<table>
<thead>
<tr>
<th>REF</th>
<th>SPD QUESTION</th>
<th>Response</th>
<th>Reference</th>
<th>Internal Use Only</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q.2.1</td>
<td>Are streets defined by a coherent and well structured layout? (Bfl 3)</td>
<td>N/A (Existing)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Q.2.2</td>
<td>Are public spaces and pedestrian routes overlooked and do they feel safe? (Bfl 10)</td>
<td>N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Q.2.3</td>
<td>Are private space well designed with respect to their intended user?</td>
<td>N/A</td>
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### 3. Ease of Movement

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<th>Response</th>
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</thead>
<tbody>
<tr>
<td>Q.3.1</td>
<td>Does the scheme integrate with existing roads, paths and surrounding development? (Bfl 9)</td>
<td>Scheme utilises existing roads within adjoining development</td>
<td>D&amp;A Statement &amp; drawings</td>
<td></td>
</tr>
<tr>
<td>Q.3.2</td>
<td>Does the building layout take priority over the roads and car parking, so that highways do not dominate? (Bfl 6)</td>
<td>N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Q.3.3</td>
<td>Are the streets pedestrian, cycles and vehicle friendly? (Bfl 7)</td>
<td>N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Q.3.4</td>
<td>Does the development have easy access to public transport? (Bfl 16)</td>
<td>N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Q.3.5</td>
<td>Are transportation routes resilient to changing environmental conditions?</td>
<td>N/A</td>
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### 4. Legibility

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<th>Response</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Q.4.1</td>
<td>Do buildings and layout make it easy to find your way around? (Bfl 4)</td>
<td>N/A (no public access)</td>
<td></td>
<td></td>
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</tbody>
</table>
5. Adaptability, Resilience and Environmental Sustainability

<table>
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<tr>
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<tbody>
<tr>
<td>Q</td>
<td>Do internal spaces and a layout allow for adaptation, conversion or extension? (Bfl 15)</td>
<td>N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Q</td>
<td>Has the scheme made use of advances in construction or technology that enhance its performance, quality and attractiveness? (Bfl 14)</td>
<td>N/A Existing structures reused</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Q</td>
<td>Does the scheme incorporate energy efficient design?</td>
<td>N/A Energy usage de minimus</td>
<td></td>
<td></td>
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<tr>
<td>Q</td>
<td>Does the scheme have appropriate water conservation measures?</td>
<td>N/A</td>
<td></td>
<td></td>
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<tr>
<td>Q</td>
<td>Does the scheme have appropriate flood-risk management strategies?</td>
<td>N/A</td>
<td></td>
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<tr>
<td>Q</td>
<td>Does the scheme promote waste management and recycling?</td>
<td>✓</td>
<td>D&amp;A Statement, Sustainability Appraisal</td>
<td></td>
</tr>
<tr>
<td>Q</td>
<td>Does the scheme incorporate green infrastructure and ecological considerations?</td>
<td>✓</td>
<td>D&amp;A Statement, Sustainability Appraisal</td>
<td></td>
</tr>
<tr>
<td>Q</td>
<td>Does the scheme make use of recycled land and/or material?</td>
<td>Mainly reused/recycled structures</td>
<td>D&amp;A Statement and Drawings</td>
<td></td>
</tr>
<tr>
<td>Q</td>
<td>Are buildings orientated and designed to maximise levels of solar gain, daylight and natural ventilation?</td>
<td>N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Q</td>
<td>Does the development work with the natural features of the site?</td>
<td>✓</td>
<td>D&amp;A Statement and Drawings</td>
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6. Diversity

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<tr>
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<tbody>
<tr>
<td>Q</td>
<td>Does the development contain an appropriate type and mix of uses for its location?</td>
<td>✓</td>
<td>D&amp;A Statement</td>
<td></td>
</tr>
<tr>
<td>Q</td>
<td>Does the development provide (or is it close to) community facilities, such as a school, park, play areas, shops, pubs or cafes? (Bfl 20)</td>
<td>N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Q</td>
<td>(In residential schemes) is there a tenure mix that reflects the needs of the local community? (Bfl 18)</td>
<td>N/A</td>
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<tr>
<td>Q</td>
<td>(In residential schemes) is there a mix of accommodation that reflects the needs and aspirations of the local community (Bfl 19)</td>
<td>N/A</td>
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<td></td>
</tr>
<tr>
<td>Q</td>
<td>Is the density of the built form appropriate for its locations?</td>
<td>✓</td>
<td>D&amp;A Statement &amp; drawings</td>
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### Quality of the Public Realm

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<tr>
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<tbody>
<tr>
<td>Q 7.1</td>
<td>Is car parking well integrated so it supports the street scene? (BFL 8)</td>
<td>N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Q 7.2</td>
<td>Is public space well designed and does it have suitable management arrangements in place? (BFL 12)</td>
<td>N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Q 7.3</td>
<td>Does the public realm contribute to the environmental sustainability of the scheme?</td>
<td>N/A</td>
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