

# Public Document Pack




**Meeting:** North Northamptonshire Strategic Planning Committee  
**Date:** Monday 17th October, 2022  
**Time:** 7.00 pm  
**Venue:** Council Chamber, Corby Cube, George Street, Corby, NN17 1QG

To members of the North Northamptonshire Strategic Planning Committee

Councillors North (Chair), Bell (Vice Chair), Allebone, Armour, Best, Dalziel, Dearing, Marks, Powell, Rielly, Smyth, Tebbutt, Waters

Substitute Members: Councillors, Jackson, Carter, O'Hara, Prentice, Thurland, Keane, Fedorowycz, Lyn Buckingham and Anslow

Agenda			
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04	Applications for planning permission, listed building consent and appeal information*		
	i) <b>NK/2021/0356</b> Approval of Reserved Matters: All details in respect of KET/2017/0169 for residential development of 700 dwellings	Development Services	15 - 64
	ii) <b>NC/21/00063/REM</b> Approval of reserved matters of access, appearance, landscaping, layout and scale for principal site access and associated realignment of A43/Stamford Road junction	Development Services	65 – 108

	<b>iii) NC/21/00366/OUT</b> Outline application (with all matters other than access reserved) for the development of up to 45,000 square metres (sq.m) of B8 warehousing/logistics premises with ancillary office space and associated infrastructure	Development Services	109 - 138
<b>Items to note</b>			
05	<u>Delegated Officers Report</u>  None		
<b>Exempt Items</b>			
06	None Notified		
07	Close of Meeting		
	Adele Wylie, Monitoring Officer North Northamptonshire Council    <b>Proper Officer</b> <b>7<sup>th</sup> October 2022</b>		

\*The reports on this agenda include summaries of representations that have been received in response to consultation under the Planning Acts and in accordance with the provisions in the Town and Country Planning (Development Management Procedure) Order 2015.

This agenda has been published by Democratic Services.  
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ITEM	NARRATIVE	DEADLINE
Members of the Public Agenda Statements	Requests to address the committee must be received by 12 Noon on the day before the meeting. Speakers will be limited to speak for 3 minutes.	12 Noon Friday 14 <sup>th</sup> October 2022
Member Agenda Statements	A request from a Ward Councillor must be received by 12 Noon on the day before the meeting. The Member will be limited to speak for 5 minutes.	12 Noon Friday 14 <sup>th</sup> October 2022

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## Minutes of a meeting of the Strategic Planning Committee

At 7.00 pm on Monday 22nd August, 2022 in the Council Chamber, Swanspool House, Wellingborough, NN8 9TE

### Present:-

#### Members

Councillor Steven North (Chair)

Councillor Mark Dearing

Councillor Tim Allebone

Councillor Alison Dalziel

Councillor Roger Powell

Councillor Matt Keane

Councillor Kevin Thurland

Councillor Simon Rielly

Councillor Joseph John Smyth

Councillor Malcolm Waters

Councillor Charlie Best

Councillor Jan O'Hara

#### Officers

Simon Richardson

Development Services

Richard Marlow

Development Services

Rob Harbour

Development Services

Emma Granger

Senior Planning Lawyer

Callum Galluzzo

Democratic Services

### 61 Apologies for non-attendance

Apologies for non-attendance were received from Councillors Paul Bell, Mike Tebbutt, Paul Marks and Ross Armour

It was noted that Councillors Jan O'Hara, Kevin Thurland and Matt Keane were acting as substitutes.

### 62 Minutes of the meeting held on 23rd May 2022

#### **RESOLVED**

that the minutes of the meeting of the Strategic Planning Committee held on 22<sup>nd</sup> May 2022 be approved as a correct record.

### 63 Members' Declarations of Interests

Councillor Steven North declared an interest in Item 4 as a member of the Planning Executive Advisory Panel.

### 64 Kettering General Hospital Local Development Order

Members of the Strategic Planning Committee received a report which sought member approval for a Local Development Order for the site of Kettering General Hospital.

It was heard that the proposed Local Development Order (LDO) would grant planning permission for specified types of development in specified zones within the hospital

site. The Kettering General Hospital LDO would be a mechanism through which less contentious development in defined areas could be managed effectively, without the need for the submission of planning applications, and their determination, reducing the risk of overall scheme delay and providing a degree of flexibility for the Hospital Trust in the redevelopment of the hospital site. Development outside of the zones, or not fulfilling the conditions specified, would still require the submission of planning applications.

Members heard that Kettering General Hospital was announced as one of the hospitals considered for significant investment in 2019. It has since been preparing a Masterplan and Hospital Infrastructure Plan (HIP2) for consideration for significant funding to deliver Phases 1 and 2 of a major redevelopment. It was then noted that the trusts plan is to start the key enabling works, the Electrical Infrastructure and Energy Centre in late 2022/23 and to start the main clinical builds in 2024. This was subject to National Approvals and capital availability. The National Programme planned to see the developments across the country to be complete by 2030.

Members raised concerns regarding traffic management and the requirement for sufficient parking and signage across the site during development. Members also stated that construction management would need to be adhered to including operational/delivery hours.

Following debate it was proposed by Councillor O'Hara and seconded by Councillor Waters that the Kettering General Hospital Local Development Order be made as set out in the officers report.

**RESOLVED**

That the Kettering General Hospital Local Development Order be made.

**65 Applications for planning permission, listed building consent and appeal information\***

The Committee considered the following applications for planning permission, which were set out in the Development Control's Reports and supplemented verbally at the meeting. 3 speakers attended the meeting and spoke on applications in accordance with the Right to Speak Policy. One Written Statement was provided.

The reports included details of applications and, where applicable, results of statutory consultations and representations which had been received from interested bodies and individuals, and the Committee reached the following decisions:-

<u>Proposed Development</u>	<u>Decision</u>
<p>*5.1 Approval of Reserved Matters: All details in respect of KET/2017/0169 for residential development of 700 dwellings for Bellway Homes (East Midlands) at Desborough North (land at), Desborough.</p> <p>Application No: NK/2021/0356</p> <p><u>Speaker:</u></p> <p>Matthew Peleszok attended the meeting and addressed the committee as a third party objector raising concerns regarding the limited consultation associated with the development and the break down in planning procedure. Concerns were also raised in relation to the proposed access point to the development and suitability.</p> <p>Cllr Ben Murphy-Ryan attended the meeting and addressed the committee as a representative of Desborough Town Council stating that although the Town Council was supportive of committed developments, it raised objections to the proposed development due to the minimal engagement and also due to concerns not being addressed through the planning process. Concerns were also raised regarding the inappropriate access point.</p> <p>Councillor Howes/Tebbutt provided a written statement as the Ward Councillors which stated the narrative of JCS Policy 8 requirements appeared to have a been inadequately met in relation to Assessing Design Quality. The ward councillors urged committee to defer this application until such time we can have some time to resolve the relevant points.</p>	<p>Members received a report about a proposal for which detailed approval was being sought for 700 dwellings further to outline planning permission being granted in April 2014. 20% of the dwellings would be affordable (40% intermediate and 60% social rent) which is in accordance with the outline requirements.</p> <p>The Planning Officer addressed the meeting and provided an update which stated that an additional comment had been received regarding the adoption process for existing roads within the Grange development and the view that existing roads including Rowan Close will remain unadopted unless conditions are imposed.</p> <p>Officers stated that Road adoption sat outside of Planning Legislation and falls under the remit of the Highway Act 1980. The Highways team had confirmed that several of the roads within Desborough Grange are adopted but a number, including those abutting the application site were not currently subject to any agreement and are managed and maintained by CJC.</p> <p>Members initially raised concerns regarding comments associated to the consultation process. Members also raised objections due to the applications contradictions to local planning policy</p> <p>Following debate it was proposed by Councillor Waters and seconded by Councillor Best that the application be approved however the motion fell 3 votes for to 8 votes against.</p> <p>(The meeting was adjourned for members to receive legal advice)</p>

<p>Georgina Doyle attended the meeting and addressed the committee as the agent on behalf of the applicant. It was stated that the principal of development had already been established via outline planning permission in 2014 and the proposed development represented a needed sustainable urban extension. The proposed development would include several housing types included 20% affordable housing and accessible open space and footpaths. It was stated to members that the construction traffic associated with the development would use Back Lane to avoid residential areas.</p>	<p>Following the recommencement of the meeting it was proposed by Councillor O'Hara and seconded by Councillor Dearing that the application be deferred to receive further clarification and further exploration for reserved matters.</p> <p>It was agreed that the application be <b>DEFERRED</b></p>
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*(Members voted on the motion to defer the application)*

*(Voting: For 10, Against 1)*

*The application was therefore*  
**DEFERRED**



67 NK/2021/0191

<u>Proposed Development</u>	<u>Decision</u>
<p>*4.2 Full Planning Permission: Drainage attenuation basins, swale and landscaped bunds associated with The Grange for Mrs G Doyle Pegasus Group at The Grange, Harborough Road, Desborough</p> <p>Application No: NK/2021/0191</p> <p><u>Speaker:</u></p> <p>Georgina Doyle attended the meeting and addressed the committee as the agent on behalf of the applicant stating the proposed development fell outside of the application site of the pre-approved outline application and so there was a need to re submit as a full application.</p>	<p>Members received a report about a proposal for which full planning permission was being sought for the sustainable drainage system (SuDS) to serve phase II of the Grange residential development. The scheme included the provision of drainage attenuation basins, swales and landscaped bunds to enable the surface water drainage associated with the Desborough North sustainable urban extension.</p> <p>Members sought clarification regarding adequate safety requirements associated with the proposed development and to ensure soft landscaping to reduce the visible impact.</p> <p>Members agreed that the application was satisfactory and raised no objection in contrary to the officers recommendation to approve the application</p> <p>Following debate it was proposed by Councillor Allebone and seconded by Councillor O’Ha that the application be approved in line with the officer’s recommendation.</p> <p>It was agreed that the application be <b>APPROVED</b> subject to the following conditions:</p>

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this planning permission.
2. The development hereby permitted shall not be carried out other than in accordance with the approved plans and details listed below.
3. No development shall take place (including demolition, ground works, vegetation clearance) until a construction environmental management plan (CEMP) has

been submitted to and approved in writing by the local planning authority. The CEMP shall include, but not be limited to, the following.

- a) Risk assessment of potentially damaging construction activities.
- b) Identification of biodiversity protection zones.
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
- d) The location and timing of sensitive works to avoid harm to biodiversity features.
- e) The times during construction when specialist ecologists need to be present on site to oversee works.
- f) Responsible persons and lines of communication.
- g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
- h) Use of protective fences, exclusion barriers and warning signs.
- i) Hours of construction work and deliveries.
- j) Access details and construction and delivery traffic routing.
- k) Measures to control dust, noise, mud on the highway and all potential environmental impacts arising from construction.
- l) Details of any compound and storage of equipment and/or materials.
- m) Details of public impact and protection to include any affected roads, footway, cycleway and Public Right of Ways. Details of Traffic Regulations Orders and road / footway / cycleway / Public Right of Way closures and re-routeings as well as signage, barriers and remediation.
- n) Public liaison contact - position, name, contact details.

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

4. Notwithstanding the approved plans, prior to commencement of development additional planting details for the SUDS features (including around the headwalls) shall be submitted to and approved in writing by the Local planning Authority. The development shall be carried out in accordance with the approved details.
5. In the event that unexpected contamination is found at any time when carrying out the development hereby approved, it must be reported immediately to the Local Planning Authority. Development works at the site shall cease and an investigation and risk assessment undertaken to assess the nature and extent of the unexpected contamination. A written report of the findings shall be submitted to and approved by the Local Planning Authority, together with a scheme to remediate, if required, prior to further development on site taking place. Only once written approval from the Local Planning Authority has been given shall development works recommence.
6. No development shall commence until details of any seating or other street furniture to be installed (including appearance and location) have been submitted to and approved in writing by the Local Planning Authority. The furniture shall be installed in accordance with the approved details prior to the open space and Sustainable Drainage system being brought into use. The ongoing maintenance and management of any street furniture installed shall be set out within the maintenance and management plan required pursuant to condition 9 of this planning permission.

7. No development shall commence until and unless full details of the drainage attenuation basins, swale and landscaped bunds have been submitted to and approved in writing by the Local Planning Authority. The details to be submitted shall include:
  - i) Details (i.e. designs, diameters, invert and cover levels, gradients, dimensions and so on) of all elements of the proposed drainage system to include pipes, inspection chambers, outfalls/inlets and attenuation structures.
  - ii) Details of the drainage system are to be accompanied by full WinDES modelling or similar, simulating storms through the whole drainage system, with results of critical storms, demonstrating that there is no surcharge in the system for the 1 in 1 year, no above ground flooding for the 1 in 30 year, and that any above-ground flooding for 1 in 100 year plus climate change storm is limited to areas designated and safe to flood, away from sensitive infrastructure or buildings.
  - iii) Cross sections of control chambers and manufacturers hydraulic curves for the flow control. The development shall be carried out in accordance with the approved details.
  
8. 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 completion of the Sustainable Drainage System, unless these works are carried out earlier; and any trees or plants which, within a period of 5 years from the date of planting die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.
  
9. No development shall commence until and unless a landscape and ecological management plan (LEMP) is submitted to, and approved in writing by, the local planning authority. The content of the LEMP shall include the following.
  - a) Description and evaluation of features to be managed.
  - b) Ecological trends and constraints on site that might influence management.
  - c) Aims and objectives of management.
  - d) Appropriate management options for achieving aims and objectives.
  - e) Prescriptions for management actions.
  - f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
  - g) Details of the body or organization responsible for implementation of the plan.
  - h) Ongoing monitoring and remedial measures.

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The development will be carried out in accordance with the approved LEMP.
  
10. No development shall commence until a detailed landscape management and maintenance plan for the Sustainable Drainage System is submitted to and approved by the Local Planning Authority. This should include a written specification detailing:

- a. All operation and procedures for soft landscape areas; inspection, watering, pruning, cutting, mowing, clearance and removal of arisings and litter, removal of temporary items (fencing, guards and stakes) and replacement of failed planting.
  - b. All operations and procedures for hard landscape areas; inspection, sweeping, clearing of accumulated vegetative material and litter, maintaining edges, and cleaning of painted or finished surfaces.
  - c. All operations and procedures regarding the new footpath and any new street furniture including but not limited to ongoing maintenance, repairs and future replacement.
  - d. All operations and procedures for surface water drainage system; inspection of linear drains and swales, removal of unwanted vegetative material and litter.
  - e. a maintenance task table which explains the maintenance duties across the site in both chronological and systematic order.
  - f. Details of the organisation responsible for the management of the landscaping of the open space and Sustainable Drainage System.
- The development shall be carried out in complete accordance with the approved details.

11. No above ground work shall take place until a detailed scheme for the ownership and maintenance for every element of the surface water drainage system has been submitted to and approved in writing by the Local Planning Authority and the maintenance plan shall be carried out in full thereafter. Details are required of the organisation or body responsible for vesting and maintenance of individual aspects of the drainage system. The maintenance and/or adoption proposal for every element of the surface water drainage system proposed on the site should be considered for the lifetime of the development and a maintenance schedule setting out which assets need to be maintained, at what intervals and what method is to be used including details of expected design life of all assets with a schedule of when replacement assets may be required, should be submitted. A maintenance schedule shall be accompanied by a site plan to include access points, maintenance access easements and outfalls. Maintenance operational areas to be identified and shown on the plans, to ensure there is room to gain access to the asset, maintain it with appropriate plant and then handle any arising's generated from the site.
12. Within 2 months of completion of the development or installation of the SUDS hereby approved a Verification Report for the installed drainage attenuation basins, swale and landscaped bunds shall be submitted in writing by a suitably qualified independent drainage engineer and approved in writing by the Local Planning Authority. The report shall include:
  - a) Any departure from the agreed design is keeping with the approved principles
  - b) As-Built Drawings and accompanying photos to demonstrate compliance with the approved drawings
  - c) Results of any performance testing undertaken as a part of the application process (if required / necessary)
  - d) Where required, CCTV confirmation that the system is free from defects, damage and foreign objects
  - e) Copies of any Statutory Approvals, such as Land Drainage Consent for Discharges etc.
13. Prior to commencement of development full details (including scale and appearance) of the proposed footpath within the site and its connection into the Desborough North development shall be submitted to and approved in writing by

the Local Planning Authority. The development shall be carried out in accordance with the approved details. The ongoing maintenance and management of the footpath shall be set out within the maintenance and management plan required pursuant to condition 9 of this planning permission.

*(Members voted on the officers' recommendation to approve the application)*

*(Voting: Unanimous)*

*The application was therefore*  
**APPROVED**

**68 Delegated Officers Report**

None

**69 Exempt Items**

None

**70 Close of Meeting**

The meeting closed at 10.15 pm

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Chair

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Date

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## North Northamptonshire Strategic Planning Committee 17<sup>th</sup> October 2022

<b>Application Reference</b>	<b>NK/2021/0356</b>
<b>Case Officer</b>	<b>Louise Holland</b>
<b>Location</b>	<b>Desborough North (land at), Desborough</b>
<b>Development</b>	<b>Approval of Reserved Matters: All details in respect of KET/2017/0169 for residential development of 700 dwellings</b>
<b>Applicant</b>	<b>Bellway Homes (East Midlands)</b>
<b>Agent</b>	<b>Georgina Doyle Pegasus Group</b>
<b>Ward</b>	<b>Desborough Loatland</b>
<b>Overall Expiry Date</b>	<b>21/07/2021</b>
<b>Agreed Extension of Time</b>	<b>30/09/2021</b>

All plans and documents can be viewed using the application reference number at <https://www.kettering.gov.uk/planningApplication/search>

### List of Appendices

**Appendix 1 – Previous Committee Report 22/08/2022**

**Appendix 2 – Bell letter regarding access arrangements**

This application is brought to committee because it falls outside of the Council's Scheme of Delegation due to the number of material objections to the proposals.

This is a supplementary update report following the application's deferral by Members from the NNC Strategic Planning Committee on 22 August 2022. This update report focuses on the reason for deferral with some supplementary commentary. The original officer's report to Committee is included as Appendix 1 – where matters and the officer's assessment has not changed Members will be signposted to the previous report.

## **1. Recommendation**

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- 1.1 That the Reserved Matters be APPROVED subject to conditions.

## **2. The Proposal**

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- 2.1 Approval of Reserved Matters: All details in respect of KET/2017/0169 for residential development of 700 dwellings.
- 2.2 Refer back to Appendix 1 Previous Committee Report for further details.
- 2.3 The application being considered is a reserved matters scheme only, the principle of 700 dwellings on the site has been established through outline permission KET/2017/0169.
- 2.4 An application for outline planning permission allows for a decision on the general principles of how a site can be developed. Outline planning permission is granted subject to conditions requiring the subsequent approval of one or more 'reserved matters'.
- 2.5 Reserved matters are those aspects of a proposed development which an applicant can choose not to submit details of with an outline planning application, (i.e. they can be 'reserved' for later determination).
- 2.6 In this case, as the original committee report sets out, the access points into the development have been approved through the outline consent. These are approved and cannot be re-visited through this reserved matters scheme.

## **3. Site Description**

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- 3.1 Refer back to Appendix 1 Previous Committee Report.

## **4. Relevant Planning History**

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- 4.1 **NK/2021/0191**  
Drainage attenuation basins, swale and landscaped bunds associated with The Grange.  
**Approved by Strategic Planning Committee on 22 August 2022.**
- 4.2 Other relevant planning history is set out at Section 4 of the Previous Committee Report (Appendix 1).

## **5. Consultation Responses**

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A full copy of all comments received can be found on the Council's website at:  
<https://www.kettering.gov.uk/planningApplication/search>



Since the August Planning Committee, a further response from the Lead Local Flood Authority has been received. This reiterates their previous comment and is dealt with in the consultation section of original committee report.

Refer back to Appendix 1 Previous Committee Report for a summary of responses.

## **6. Relevant Planning Policies and Considerations**

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6.1 Refer back to Appendix 1 Previous Committee Report.

## **7. Evaluation**

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### **7.1 Context**

7.1.1 The application was deferred from the Strategic Planning Committee on 22 August 2022 for the following reason:

- (1) To provide additional clarity on how the scheme, in terms of design, layout and landscaping, complies with policies of the Kettering Site Specific Part 2 Local Plan.

7.1.2 Additional commentary is also provided in this update report on access matters to assist Members.

7.1.3 Further to the deferral Bellway Homes and their agent have submitted some additional information which has been uploaded to the application on the Council's website. This includes a letter regarding the access, a letter regarding design, a design code compliance statement and an affordable housing location plan.

### **7.2 Kettering Site Specific Part 2 Local Plan**

7.2.1 The Kettering Site Specific Part 2 Local Plan was formally adopted at North Northamptonshire's Full Council meeting on 1 December 2021.

7.2.2 The Site Specific Part 2 Local Plan (SSP2) provides planning policies to guide future development in the Kettering area. The SSP2 develops in more detail the strategy outlined in the North Northamptonshire Joint Core Strategy (JCS), which is the strategic Part 1 Local Plan.

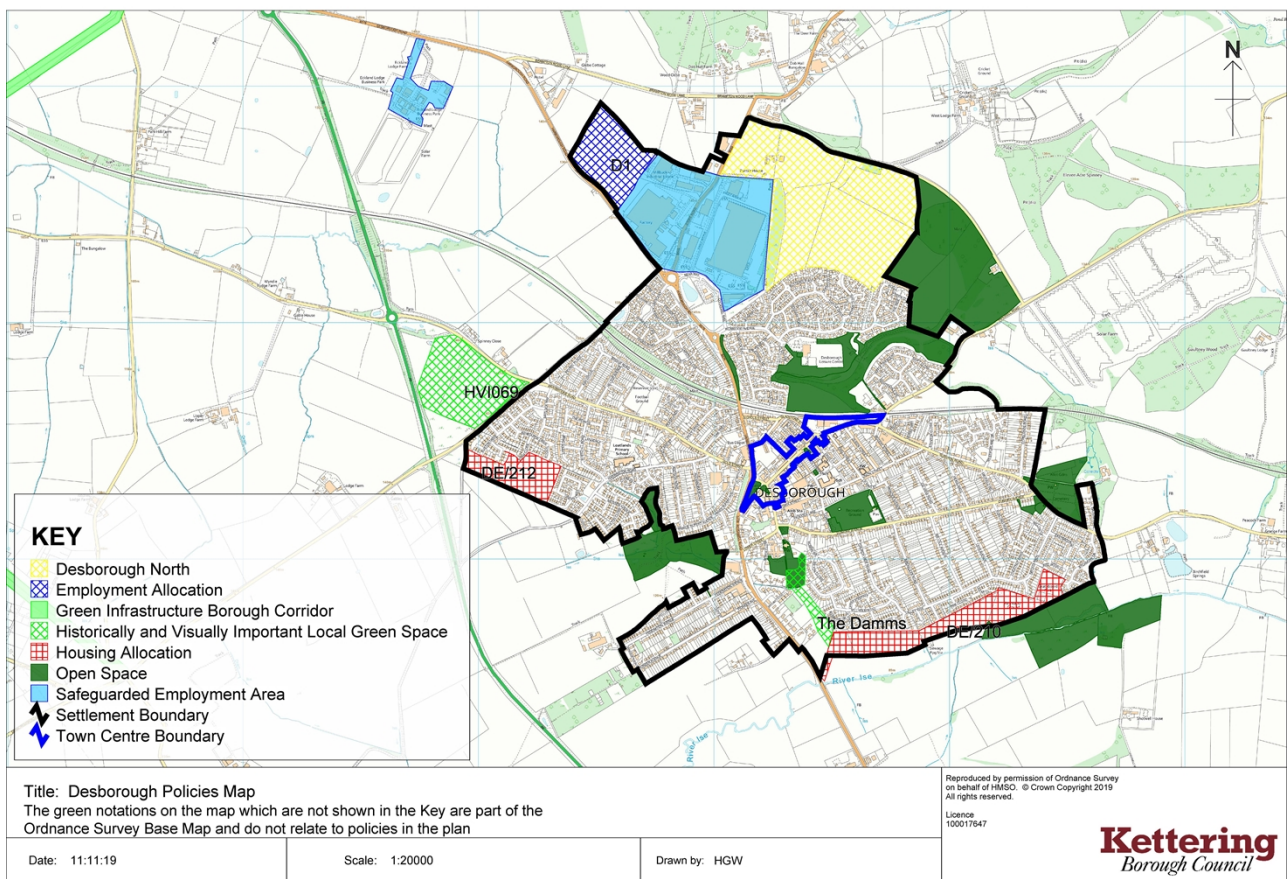
7.2.3 The JCS deals with strategic issues and covers the whole of North Northamptonshire. The JCS sets out the overall spatial strategy, the level of growth required and the distribution of growth. It also allocates strategic sites and sets out strategic policies, place shaping requirements, and development management policies. The SSP2 allocates non-strategic sites to meet requirements in the JCS and provides detailed local policies for the Kettering area. The SSP2 does not replicate policies included in the JCS but provides more local detail.

7.2.4 Paragraph 2.4 of the Kettering Site Specific Part 2 Local Plan states:

“A significant proportion of the growth in Kettering Borough will take place through the Hanwood Park Sustainable Urban Extension (SUE), which is planned to deliver 5,500 dwellings and associated development. Two smaller sustainable urban extensions, which will deliver 700 dwellings each, are also planned at Rothwell and Desborough. The three Sustainable Urban Extensions are shown on the policies map for information, these are strategic sites considered through the North Northamptonshire Joint Core Strategy not this Part 2 Local Plan. In addition to this the Kettering Town Centre Area Action Plan makes provision for significant levels of retail, employment and residential development.”

7.2.5 Below is the Desborough policies map from the SSP2. The site is indicated in yellow and shown as the Sustainable Urban Extension (SUE) Desborough North. There are no specific policies relating to the Desborough North site in the SSP2 as given its scale and strategic nature it was allocated via the Part 1 strategic plan.

7.2.6 As the original committee report (at 3.1) states the site is located adjacent to a safeguarded employment site (Magnetic Park), indicated in light blue on the map, and is also adjacent to open space.



7.2.7 The officer’s original assessment and report considers the relevant Development Plan policies including the SSP2. As set out in Section 6 of the original report, the most relevant SSP2 policies to the consideration of this reserved matters scheme are considered to be LOC1, NEH2 and NEH4. Commentary is provided on some other policies of the Part 2 plan for Members’ information only.

#### 7.2.8 LOC1 Settlement Boundaries

The site is located with the settlement boundary for Desborough.

#### 7.2.9 NEH2 Borough Level Green Infrastructure Network

The on-site open spaces to be provided will complement the existing GI network and will not undermine it. The spaces are multifunctional and, together with landscaping, will connect through the site and beyond its boundaries to existing green space. The site has not been designed in isolation but in such a way as to become part of a wider GI network.

#### 7.2.10 NEH4 Open Spaces

The proposed development will create valuable, multifunctional open spaces in compliance with the policy. The spaces to be created on site and connection to the wider GI network will enhance existing open space. A physical link for pedestrians through to the Desborough Greenspace will be developed as part of the proposals. With regard to the overall scheme it will enhance existing off-site green space via Section 106 obligations (via the outline consent).

7.2.11 The proposed reserved matters is considered to be in accordance with the above SSP2 policies.

7.2.12 Reference is made below to other SSP2 policies which are not considered directly relevant to the determination of the reserved matters scheme but are included for Members' information.

#### 7.2.13 HOU2 Older Persons Housing

This policy, along with HOU3, develops upon Policy 30 of the JCS. These policies were not in place at the time of the outline approval (which predates by a number of years the SSP2) and so were not agreed as parameters or conditions of the development and cannot now be required.

7.2.14 For sites over 50 units HOU2 requires a proportion of the housing to be for older persons (the policy does not specify how this should be achieved or what proportion is required). This is to be determined on a case-by-case basis. In the case of Desborough North, the outline requires all dwellings to be built to the M4(2) accessibility and adaptable standard and 4 bungalows on site will be constructed to the M4(3) wheelchair user dwelling standard – these elements were established through the outline planning consent. Whilst not necessarily for older persons, the type of accommodation proposed does have the ability to meet this need.

#### 7.2.15 HOU3 Self Build and Custom Build Housing

The scheme does not provide any plots for this purpose. However the scheme cannot be refused on these grounds. The outline consent predates the SSP2 policy. Any such requirement would have been required to form part of the outline parameters and conditions. This cannot be required through this reserved matters scheme.

#### 7.2.16 HWC3 Sport, Recreation and Physical Activity

The development will enhance existing facilities and will also deliver new opportunities for recreation. This will be fulfilled through creation of new spaces and facilities on site and also via the outline consent and Section 106 agreement in respect of obligations regarding the extension of the Desborough Leisure Centre and a financial contribution to Desborough Greenspace.

#### 7.2.17 NEH1 Flood Risk Management

This develops upon Policy 5 of the JCS. The requirements have been met via the outline scheme and a drainage strategy and proposal have been approved for the development.

7.2.18 As previously assessed and set out by officers it is considered that this reserved matters scheme, including its overarching design, layout and landscaping, accords with Development Plan policy and specifically Policy 8 of the JCS which sets out key place shaping principles for development.

### 7.3 Access Matters

7.3.1 As set out in the original officer's report the access arrangements for the site have already been determined and these cannot be revisited or re-considered as part of the reserved matters application before Committee.

7.3.2 Nonetheless it is noted by Officers that there was considerable discussion led by the previous public speakers regarding access matters and so it is considered helpful to include some further detail here.

7.3.3 Further to the previous committee Highways have commented:

"With regards to the Suitability of Back Lane as an additional means of access to serve this development for residential trips I confirm this would require significant changes to the masterplan and should that be the direction the applicant would wish to take it would not be supported from a Local Highway Authority perspective. Back Lane does not meet current adoptable standards in terms of width with a lack of appropriate pedestrian and cyclist facilities. However, the temporary nature of utilising Back Lane for construction traffic is acceptable in this instance.

Rowan Close was designed and constructed with an intention that it would eventually form a through route. The existing road layout meets those requirements set out by NNC adoption standards in terms of width, construction and geometry (the latter has been vehicle tracked for buses and fire tenders using the appropriate software and dimensions)."

7.3.4 Bellway Homes have also considered their position following the Committee and a letter in response is attached at **Appendix 2** to this report.

## 8. Conclusion / Planning Balance

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8.1 This update report provides clarification and some additional commentary but does not change the officer's assessment as detailed in the original officer's report to

Strategic Planning Committee. The conclusions and planning balance are unaltered and are set again below.

- The reserved matters application delivers a design which positively responds to local distinctiveness. The layout achieves the key principles of Development Plan policy which are intended to ensure that development proposals support strong, vibrant and healthy communities and create inclusive places and spaces.
- A well connected, walkable, distinctive design is created which promotes healthy living and will support a good quality of life and well-being for occupiers and visitors.
- The development would not have a negative impact on the highway network or safety.
- There is a good mix of dwelling sizes and tenures proposed which will deliver a mixed and inclusive community. The proposal would not adversely affect the amenity of existing occupiers and achieves a good standard of amenity for future residents; properties will be accessible and adaptable which will allow them to respond to changing needs of occupiers, a key element of the development's sustainability.
- The landscaping for the site is considered to deliver the objectives of the Development Plan in terms of design, landscape, green infrastructure and biodiversity. The overarching appearance of the development will be well landscaped, well designed dwellings, streets and spaces to create a place where people will want to live and visit.
- A high quality design is achieved which is what the Development Plan for North Northamptonshire requires and what National Policy seeks.
- The scheme is consistent with the Development Plan and the National Planning Policy Framework. There are no material considerations that would justify coming to a different conclusion. As such, the application is acceptable and recommended for approval subject to imposition of the recommended conditions.

## **9. Recommendation**

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9.1 That the Reserved Matters be APPROVED subject to conditions.

## **10. Conditions**

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1. The development hereby permitted shall not be carried out other than in accordance with the approved plans and details listed below.

REASON: In the interest of securing an appropriate form of development in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

2. Prior to commencement of construction of the first dwelling, full details of all windows (and their surrounds), doors, porches/canopies, verge detailing, rainwater goods, chimneys and external meter boxes shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

REASON: Details are required prior to commencement of development in the interests of protecting the character and appearance in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

3. All external surfacing works (materials) shall be carried out in accordance with the approved materials plan listed below unless otherwise agreed in writing by local planning authority.

REASON: In the interests of the character and appearance of the area in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

4. Notwithstanding the approved boundary treatment plans the approved fencing within scheme shall be a minimum of 1.8m in height and shall include the provision of 'hedgehog holes', unless otherwise agreed in writing by the Local Planning Authority. Any access to communal alleyways/rear accesses shall be gated at the opening of the alleyway.

REASON: In the interests of residential amenity, safety and crime prevention and biodiversity in accordance with Policy 4 and 8 of the North Northamptonshire Joint Core Strategy.

5. No external lighting shall be erected on site until details have been first submitted to and approved in writing by the Local Planning Authority. Details shall include technical specification, siting and design and appearance. Any external lighting erected shall be in accordance with the approved details.

REASON: In the interests of biodiversity, residential amenity and character and appearance of the area in accordance with Policies 4 and 8 of the North Northamptonshire Joint Core Strategy.

6. Prior to the commencement of construction of dwellings, a phasing plan shall be submitted which sets out the timing of delivery of each of the public open spaces including their landscaping, play areas, trim trail, allotments, community orchard or any other approved features within them. The open spaces shall be delivered in accordance with the approved plans and the approved phasing plan unless otherwise agreed in writing by the Local Planning Authority. Any trees or plants which, within a period of 5 years from the date of planting die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

REASON: In the interests of the landscape character, biodiversity, amenity and character of the area in accordance with Policies 3, 4 and 8 of the North Northamptonshire Joint Core Strategy.

7. All planting, seeding or turfing comprised in the approved details of landscaping (outside of the public open spaces which is dealt with pursuant to condition 2) shall be carried out in the first planting and seeding seasons following the occupation of the buildings to which those areas of landscaping are associated with, unless these works are carried out earlier. Any trees or plants which, within a period of 5 years from the date of planting die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

REASON: In the interests of the landscape character, biodiversity, amenity and character of the area in accordance with Policies 3, 4 and 8 of the North Northamptonshire Joint Core Strategy.

8. Prior to first occupation of the first dwelling on site a landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, other than small, privately-owned, domestic gardens, shall be submitted to and approved in writing by the Local Planning Authority. The landscape management plan shall be carried out as approved.

REASON: To ensure that due regard is paid to the continuing enhancement and maintenance of amenity afforded by landscape features of communal public or nature conservation in accordance with Policy 3, 4 and 8 of the North Northamptonshire Joint Core Strategy.

## 11. Informatives

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Positive/Proactive - amendments

ARM to be read with outline planning permission

Development affecting public right of way

List of plans

The plans and documents, some of which may have been subsequently referenced by the LPA, are set out below and form the basis for this decision:

Title	NK Ref.	Agent's Ref	Received Date
Boundary Treatment 1		P19-1929_009-1F	09/08/2022
Boundary Treatment 2		P19-1929_009.2F	09/08/2022
Boundary Treatment 3		P19-1929_009.3F	09/08/2022
STANDARD DETAIL - 1.8M CLOSE BOARDED FENCE		SD-9-02	09/08/2022
STANDARD DETAIL - 2.0M CLOSE BOARDED FENCE		SD-9-02	09/08/2022
STANDARD DETAIL - 1.8M SCREEN WALL		SD-9-03D	09/08/2022
STANDARD DETAIL - 1.8M DECORATIVE SCREEN FENCE		SD-9-04	09/08/2022
1.5M FEATHERBOARD FENCE		J701279sht2	09/08/2022
Euroguard regular 1800mm			09/08/2022
Enclosure details-Estate Railing			09/08/2022
Single Garage CB (Standard Pitch)		A/218/00/CB/R1/01	09/08/2022
Single Garage TB (Standard Pitch)		A/218/00/TB/R1/01	09/08/2022
Single Garage TB (Gable Fronted)		A/218/00/TB/R2/01	09/08/2022
Double Garage CB (Standard Pitch)		A/436/00/CB/R1/01	09/08/2022
Double Garage TB (Standard Pitch)		A/436/00/TB/R1/01	09/08/2022
Double Garage CB (Gable Fronted)		A/436/00/CB/R1/01	09/08/2022
Double Garage TB (Gable Fronted)		A/436/00/TB/R2/01	09/08/2022
Soft Landscape proposals Sheet 1 of 4		P19-1929-01E	09/08/2022

Soft Landscape proposals Sheet 2 of 4		P19-1929-02E	09/08/2022
Soft Landscape proposals Sheet 3 of 4		P19-1929-03E	09/08/2022
Soft Landscape proposals Sheet 4 of 4		P19-1929-04E	09/08/2022
POS Soft Landscape Composite Plan		P19-1929-05E	09/08/2022
Residential Plot Landscape Strategy		P19-1929_103-B	09/08/2022
Allotment Proposal		P19-1929-06C	09/08/2022
Detailed LEAP Proposal 1		P19-1929-07	09/08/2022
Detailed LEAP Proposal 2		P19-1929-08A	09/08/2022
Detailed LEAP Proposal 3		P19-1929-09A	09/08/2022
Detailed Trim Trail Proposals		P19-1929-10A	09/08/2022
Design Code		P19-1929-204B	05/07/2022
Planning Layout (1 of 3)		P19-1929-DE-006-1AJ	03/08/2022
Planning Layout (2 of 3)		P19-1929-DE-006-2AJ	03/08/2022
Planning Layout (3 of 3)		P19-1929-DE-006-3AJ	03/08/2022
Planning Layout (Colour)		P19-1929-DE-006-4AJ	09/08/2022
Materials Plan		P19-1929-DE-010L	09/08/2022
The Arkwright Rev A V-R1 – FP		A/1507AR/00/AT/01	09/08/2022
The Arkwright Rev A V-R1 – Elevations		A/1507AR/00/TB/02	09/08/2022
The Arkwright V-R2 – FP		A/1507AR/00/AT/01	09/08/2022
The Arkwright V-R2 – Elevations		A/1507AR/00/TB/02	09/08/2022
The Arkwright V-R4 – FP		A/1507AR/00/AT/01	09/08/2022
The Arkwright V-R4 - Elevations		A/1507AR/00/AT/02	09/08/2022
The Arkwright V-R5 - FP		A/1507AR/00/AC/01	09/08/2022
The Arkwright V-R5 - Elevations		A/1507AR/00/TC/02	09/08/2022
The Arkwright V-S2 - FP		A/1507AR/00/AT/01	09/08/2022
The Arkwright V-S2 – Elevations		A/1507AR/00/CB/02	09/08/2022
The Arkwright V-S3 - FP		A/1507AR/00/AT/01	09/08/2022
The Arkwright V-S3 – Elevations		A/1507AR/00/CB/02	09/08/2022
The Baker Rev A V-R1 - FP		A/876/00/AT/01	09/08/2022
The Baker Rev A V-R1 – Elevations		A/876/00/TB/R1/02	09/08/2022
The Baker Rev A V-R4 – FP		A/876/00/AT/01A	09/08/2022
The Baker Rev A V-R4 – Elevations		A/876/00/TB/R1/02A	09/08/2022
The Baker Rev B V-R5 – FP		A/876/00/AT/01	09/08/2022
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The Baker Rev C V-S2 – FP		A/876/00/AT/01A	09/08/2022
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The Blemmere Rev A V-R3 – FP		A/1026BM/00/AT/01	09/08/2022
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The Blemmere V-R4– FP		A/1026BM/00/AT/01	09/08/2022
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The Blemmere V-R6– FP		A/1026BM/00/AT/01	09/08/2022



The Blemmere V-R6– Elevations		A/1026BM/00/TB/02	09/08/2022
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The Blemmere V-R7– Elevations		A/1026BM/00/TC/02	09/08/2022
The Blemmere V-R8– FP		A/1026BM/00/AT/01	09/08/2022
The Blemmere V-R8– Elevations		A/1026BM/00/TB/02	09/08/2022
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The Bungalow M4(3) V-R2 – FP		A/827/00/AT/01	09/08/2022
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The Lymner Rev A V-R4- FP		A/1026LY/00/AT/01	09/08/2022
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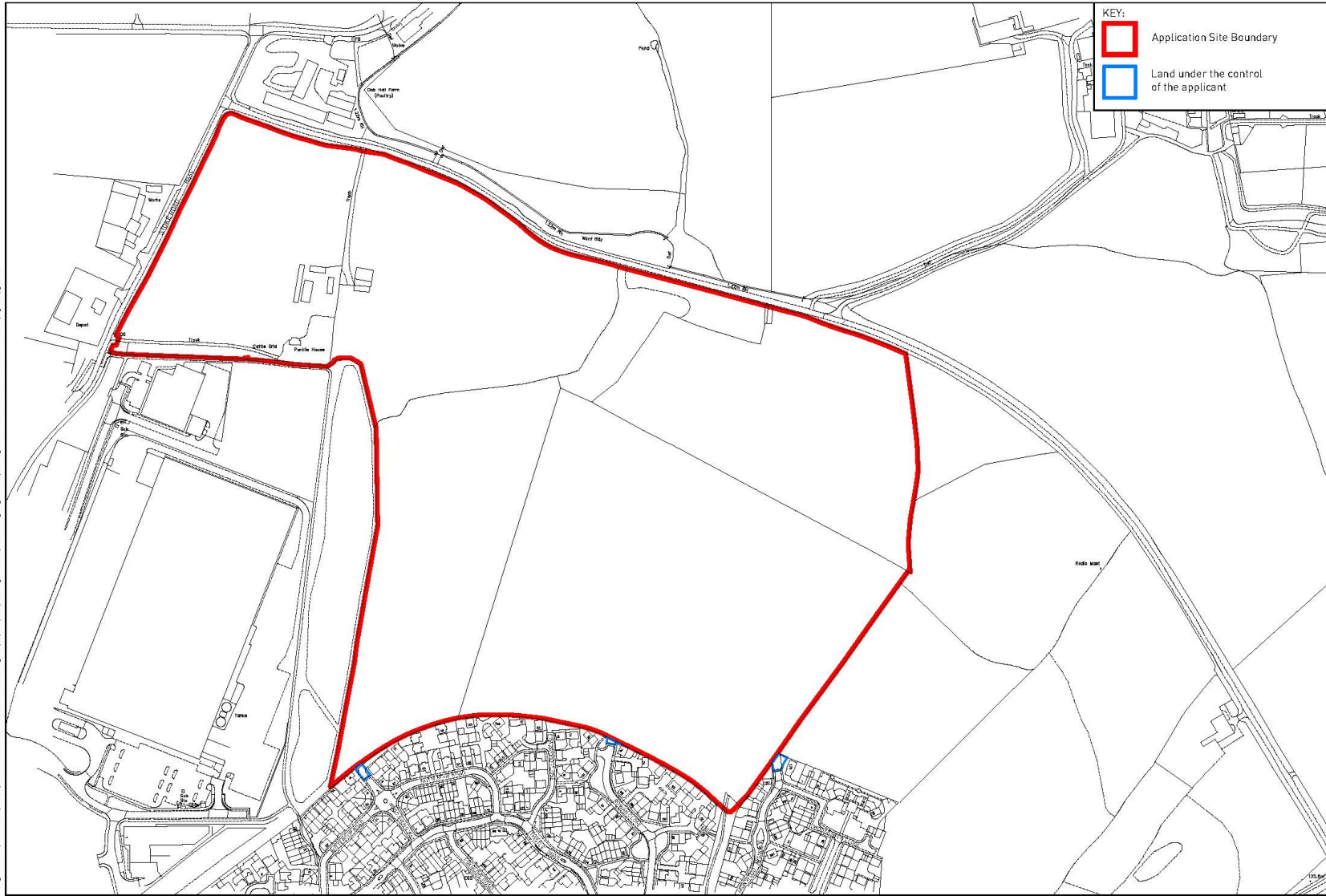
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The Lymner Rev A V-S5- Elevations		A/1026LY/00/CB/02	09/08/2022
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The Milliner V-R3- Elevations		A/1309MI/00/TB/02	09/08/2022
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The Milliner V-S1- Elevations		A/1309MI/00/CB/02	09/08/2022
The Naylor V-R3- FP		A/839/00/AT/01	09/08/2022
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The Naylor V-R6- FP		A/839/00/AT/01	09/08/2022
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The Nene V-S1- FP		A/1589/00/AT/01	09/08/2022
The Nene V-S1- Elevations		A/1589/00/CB/02	09/08/2022
The Nene V-S2- FP		A/1589/00/AT/01	09/08/2022
The Nene V-S2- Elevations		A/1589/00/CB/02	09/08/2022
The Pargeter Rev A V-R2- FP		A/1356/00/AT/01	09/08/2022
The Pargeter Rev A V-R2- Elevations		A/1356/00/TB/02	09/08/2022
The Pargeter Rev A V-R3- FP		A/1356/00/AT/01	09/08/2022
The Pargeter Rev A V-R3- Elevations		A/1356/00/TC/02	09/08/2022
The Pargeter Rev A V-R4- FP		A/1356/00/AT/01	09/08/2022
The Pargeter Rev A V-R4- Elevations		A/1356/00/TB/02	09/08/2022
The Pargeter Rev A V-S2- FP		A/1356/00/AT/01	09/08/2022
The Pargeter Rev A V-S2- Elevations		A/1356/00/CB/02	09/08/2022
The Pargeter Rev A V-S3- FP		A/1356/00/AT/01	09/08/2022
The Pargeter Rev A V-S3- Elevations		A/1356/00/CB/02	09/08/2022
The Pargeter Rev A V-S4- FP		A/1356/00/AT/01	09/08/2022
The Pargeter Rev A V-S4- Elevations		A/1356/00/CB/02	09/08/2022

The Reedmaker Rev A V-R1- FP		A/1309/00/AT/01	09/08/2022
The Reedmaker Rev A V-R1- Elevations		A/1309/00/TB/02	09/08/2022
The Reedmaker Rev A V-R2- FP		A/1309/00/AT/01	09/08/2022
The Reedmaker Rev A V-R2- Elevations		A/1309/00/TB/02	09/08/2022
The Reedmaker Rev A V-R3- FP		A/1309/00/AT/01	09/08/2022
The Reedmaker Rev A V-R3- Elevations		A/1309/00/TB/02	09/08/2022
The Reedmaker Rev A V-R5- FP		A/1309/00/AT/01	09/08/2022
The Reedmaker Rev A V-R5- Elevations		A/1309/00/TB/02	09/08/2022
The Reedmaker Rev A V-R6- FP		A/1309/00/AT/01	09/08/2022
The Reedmaker Rev A V-R6- Elevations		A/1309/00/TB/02	09/08/2022
The Reedmaker Rev A V-S1- FP		A/1309/00/AT/01	09/08/2022
The Reedmaker Rev A V-S1- Elevations		A/1309/00/CB/02	09/08/2022
The Reedmaker Rev A V-S2- FP		A/1309/00/AT/01	09/08/2022
The Reedmaker Rev A V-S2- Elevations		A/1309/00/CB/02	09/08/2022
The Reedmaker Rev A V-S3- FP		A/1309/00/AT/01	09/08/2022
The Reedmaker Rev A V-S3- Elevations		A/1309/00/CB/02	09/08/2022
The Scouter Glover V-R1- FP		A/550 & 700/00/AT/01	09/08/2022
The Scouter Glover V-R1- Elevations		A/550 & 700/00/TB/02	09/08/2022
The Scouter Glover V-R4- FP		A/550 & 700/00/AT/01	09/08/2022
The Scouter Glover V-R4- Elevations		A/550 & 700/00/TB/02	09/08/2022
The Scouter Glover V-S2- FP		A/550 & 700/00/AT/01	09/08/2022
The Scouter Glover V-S2- Elevations		A/550 & 700/00/CB/02	09/08/2022
The Scrivener V-R1- FP		A/1303/00/AT/01	09/08/2022
The Scrivener V-R1- Elevations		A/1303/00/TB/02	09/08/2022
The Scrivener V-R2- FP		A/1303/00/AT/01	09/08/2022
The Scrivener V-R2- Elevations		A/1303/00/TB/02	09/08/2022
The Scrivener V-R3- FP		A/1303/00/AT/01	09/08/2022
The Scrivener V-R3- Elevations		A/1303/00/TC/02	09/08/2022
The Scrivener V-R4- FP		A/1303/00/AT/01	09/08/2022
The Scrivener V-R4- Elevations		A/1303/00/TB/02	09/08/2022
The Scrivener V-S3- FP		A/1303/00/AT/01	09/08/2022
The Scrivener V-S3- Elevations		A/1303/00/CB/02	09/08/2022
The Scrivener V-S4- FP		A/1303/00/AT/01	09/08/2022
The Scrivener V-S4- Elevations		A/1303/00/CB/02	09/08/2022
The Sculptor V-R2- FP		A/1288SR/00/AT/01	09/08/2022
The Sculptor V-R2- Elevations		A/1288SR/00/TB/02	09/08/2022
The Sculptor V-S3- FP		A/1288SR/00/AT/01	09/08/2022
The Sculptor V-S3- Elevations		A/1288SR/00/CB/02	09/08/2022
The Spinner V-R4- FP		A/SP1392/00/AT/01	09/08/2022
The Spinner V-R4- Elevations		A/SP1392/00/TB/02	09/08/2022
The Spinner V-S3- FP		A/SP1392/00/AT/01	09/08/2022
The Spinner V-S3- Elevations		A/SP1392/00/CB/02	09/08/2022

The Tailor V-R1- FP		A/907/00/AT/01	09/08/2022
The Tailor V-R1- Elevations		A/907/00/TB/R1/02	09/08/2022
The Tailor V-R2- FP		A/907/00/AT/01	09/08/2022
The Tailor V-R2- Elevations		A/907/00/TB/R1/02	09/08/2022
The Tailor V-S1- FP		A/907/00/AT/01	09/08/2022
The Tailor V-S1- Elevations		A/907/00/CB/R1/02	09/08/2022
The Tailor V-S2- FP		A/907/00/AT/01	09/08/2022
The Tailor V-S2- Elevations		A/907/00/CB/R1/02	09/08/2022
The Tenterer Rev A V-R1-FP		A/1026TE/00/AT/01	09/08/2022
The Tenterer Rev A V-R1- Elevations		A/1026TE/00/TB/02	09/08/2022
The Tenterer V-R3- FP		A/1026TE/00/AT/01	09/08/2022
The Tenterer V-R3- Elevations		A/1026TE/00/TB/02	09/08/2022
The Tenterer V-R4- FP		A/1026TE/00/AT/01	09/08/2022
The Tenterer V-R4- Elevations		A/1026TE/00/TB/02	09/08/2022
The Tenterer V-R5- FP		A/1026TE/00/AT/01	09/08/2022
The Tenterer V-R5- Elevations		A/1026TE/00/TC/02	09/08/2022
The Tenterer V-R7- FP		A/1026TE/00/AT/01	09/08/2022
The Tenterer V-R7- Elevations		A/1026TE/00/TB/02	09/08/2022
The Tillman Rev A V-R1- FP		A/1026TI/00/AT/01	09/08/2022
The Tillman Rev A V-R1- Elevations		A/1026TI/00/TB/02	09/08/2022
The Tillman Rev A V-R2- FP		A/1026TI/00/AT/01	09/08/2022
The Tillman Rev A V-R2- Elevations		A/1026TI/00/TB/02	09/08/2022
The Tillman Rev A V-R4- FP		A/1026TI/00/AT/01	09/08/2022
The Tillman Rev A V-R4- Elevations		A/1026TI/00/TB/02	09/08/2022
The Tillman Rev A V-R5- FP		A/1026TI/00/AT/01	09/08/2022
The Tillman Rev A V-R5- Elevations		A/1026TI/00/TB/02	09/08/2022
The Tillman Rev A V-S1- FP		A/1026TI/00/AT/01	09/08/2022
The Tillman Rev A V-S1- Elevations		A/1026TI/00/CB/02	09/08/2022
The Tillman Rev A V-S2- FP		A/1026TI/00/AT/01	09/08/2022
The Tillman Rev A V-S2- Elevations		A/1026TI/00/CB/02	09/08/2022
The Type E V-R1- FP		A/1271E/00/AT/01	09/08/2022
The Type E V-R1- Elevations		A/1271E/00/TB/02	09/08/2022
The Type E V-S1- FP		A/1271E/00/AT/01	09/08/2022
The Type E V-S1- Elevations		A/1271E/00/CB/02	09/08/2022
The Warrener V-R1- FP		A/948/00/AT/01	09/08/2022
The Warrener V-R1- Elevations		A/948/00/TB/02	09/08/2022
The Warrener V-R3- FP		A/948/00/AT/01	09/08/2022
The Warrener V-R3- Elevations		A/948/00/TB/02	09/08/2022
The Warrener V-R4- FP		A/948/00/AT/01	09/08/2022
The Warrener V-R4- Elevations		A/948/00/TC/02	09/08/2022
The Warrener V-S2- FP		A/948/00/AT/01	09/08/2022
The Warrener V-S2- Elevations		A/948/00/CB/02	09/08/2022
The Warrener V-S3- FP		A/948/00/AT/01	09/08/2022
The Warrener V-S3- Elevations		A/948/00/CB/02	09/08/2022
The Wheelwright V-R1- FP		A/1422WH/00/AT/01	09/08/2022
The Wheelwright V-R1- Elevations		A/1422WH/00/TB/02	09/08/2022
The Wheelwright V-R2- FP		A/1422WH/00/AT/01	09/08/2022
The Wheelwright V-R2- Elevations		A/1422WH/00/TB/02	09/08/2022
Refuse Vehicle Tracking Sheet 1		AAC5918-RPS-xx-xx-DR-C-114-01	18/07/2022
Refuse Vehicle Tracking Sheet 2		AAC5918-RPS-xx-xx-	18/07/2022

		DR-C-114-02	
Refuse Vehicle Tracking Sheet 3		AAC5918-RPS-xx-xx-DR-C-114-03	18/07/2022
Affordable Housing Location Plan		P19-1929_013 Rev A	07/09/2022
Highway Improvements		E820-278-01F	16.04.21
Illustrative Landscape Masterplan		P19-1929_102-B POS	09/08/2022
Public Open Space Illustrative Landscape Masterplan (Design Code)			09/08/2022
Landscape Management Plan		P19-1929_LAND	16.04.21
Transport Assessment		R-TA-U8165P-01-A	16.04.21
Agent letter dated 31 August 2022			02/09/2022
Design Code Compliance Statement			02/09/2022
Applicant Letter dated 7 September 2022			07/09/2022

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## North Northamptonshire Strategic Planning Committee 22<sup>nd</sup> August 2022

<b>Application Reference</b>	<b>NK/2021/0356</b>
<b>Case Officer</b>	<b>Louise Holland</b>
<b>Location</b>	<b>Desborough North (land at), Desborough</b>
<b>Development</b>	<b>Approval of Reserved Matters: All details in respect of KET/2017/0169 for residential development of 700 dwellings</b>
<b>Applicant</b>	<b>Bellway Homes (East Midlands)</b>
<b>Agent</b>	<b>Georgina Doyle Pegasus Group</b>
<b>Ward</b>	<b>Desborough Loatland</b>
<b>Overall Expiry Date</b>	<b>21/07/2021</b>
<b>Agreed Extension of Time</b>	<b>30/09/2021</b>

All plans and documents can be viewed using the application reference number at <https://www.kettering.gov.uk/planningApplication/search>

### **Scheme of Delegation**

This application is brought to committee because there are more than 10 unresolved, material objections to the proposal.

#### **1. Recommendation**

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1.1 Approve subject to the following conditions:

#### **2. The Proposal**

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2.1 Approval of Reserved Matters: All details in respect of KET/2017/0169 for residential development of 700 dwellings



- 2.2 This application seeks detailed approval for 700 dwellings further to outline planning permission being granted in April 2014. 20% of the dwellings will be affordable (40% intermediate and 60% social rent) which is in accordance with the outline requirements.
- 2.3 This reserved matters application does not include details of the primary school or local centre on site, but it does leave adequate land for this to enable these to be designed appropriately and assimilated into this current scheme. The time limit for further reserved matters to be submitted under the outline permission has now passed however full planning applications can be submitted for these elements of the overarching scheme.
- 2.4 Whilst access is a reserved matters the principle of location of the access points has been approved and established by the approval of an outline planning condition (please see history section for more detail). The principle of the location of access cannot now be revisited. The primary access off Stoke Road was a separate reserved matters application albeit the principle of its location was established via the condition approval.

### **3. Site Description**

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- 3.1 The application site is an area of 35.80 hectares to the north of Desborough. The land is adjacent to the existing residential development known as 'The Grange I' on its southern boundary, with Desborough Green Space to east. It is bounded by Back Lane to the north. The western boundary of the site wraps around the 'Magnetic Park' industrial development (a safeguarded employment site in the Kettering Site Specific Part 2 Local Plan) and then follows Stoke Road (B669), finishing at its junction with Back Lane.
- 3.2 The site was used as pastoral grassland and occasionally for horse, cattle and sheep grazing. The north-eastern boundary of the site is planted with native species of field hedge, with associated hedgerow trees. The only buildings on site are Pantile House a derelict house and farm buildings in the north-western corner of the site. Dobb Hall (Ash Tree) Farm is to the north of the site whilst Albany Sheds is located west of the site on Stoke Road.
- 3.3 Public Right of Way (PROW) footpaths UC6 and UC7 cross the site in a north to south alignment and continue beyond the site's boundaries. UC6 crosses the western section of the site (west of Pantile House) and then continues beyond the site, adjacent to its western boundary. UC7 enters the site west of the Pipewell Road junction and runs through the site eventually connecting into Ironwood Avenue.
- 3.4 The application is a subsequent EIA application as the outline application was EIA development. It is considered by Officers that the original Environmental Statement adequately addresses the likely significant environmental effect of the development and no further information is required in relation to this reserved matters application.

#### 4. Relevant Planning History

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##### **KET/2011/0235**

##### **Outline Application**

Residential development of up to 700 dwellings including provision of a local centre, primary school, green infrastructure and creation of accesses.

**Approved on 25 April 2014. Subject to a Section 106 agreement and planning conditions.**

##### **AOC/0235/1101**

##### **Submission of details pursuant to a number of outline conditions.**

Condition 4 (Submission of phasing), Condition 8 (Design Code), Condition 11 (Traffic Impact Assessment), Condition 19 (Framework Energy Strategy), Condition 20 Detailed Energy Strategy), Condition 30 (Sustainable Urban Drainage) and Condition 37 (Scheme of Archaeology) of KET/2011/0235. Various approval dates.

##### **Condition 11 (Traffic Impact Assessment) was approved on 21 April 2016.**

A Transport Assessment (TA) was submitted in respect of this condition and was found to be acceptable by the Local Highways Authority. It was subject to consultation with Highways, site notices were put up and the applications were advertised in the Harborough Mail and Northamptonshire Evening Telegraph.

The approval of the TA was subject to the submission (within 3 months) and approval (within 6 months) of:

- further modelling of junctions as may be necessary
- junction mitigation details and phasing of such mitigation
- the approved mitigation details being implemented in accordance with the approved phasing.

No further modelling has been required by the Local Highways Authority. Mitigation details, their phasing and implementation is secured by Condition 10 of the Section 73 approval KET/2017/0169. Please see below for more detail.

##### **KET/2016/0249**

Reserved matters.

First 175m of highway off Stoke Road into Phase 1 of the development in relation to KET/2011/0235 (Residential development of upto 700 dwellings including provision of a local centre, primary school, green infrastructure, and creation of accesses).

**Approved on 12 April 2017 subject to planning conditions.**

##### **KET/2017/0169**

Section 73 Application

Variation of conditions 19 & 20 (Energy Strategy), condition 21 (Code for Sustainable Homes), condition 22 (Lifetime Homes), condition 24 (Sustainability Report) and condition 25 (Interim Design Stage Assessment Certificate) of KET/2011/0235.

**Approved on 19 July 2017 subject to planning conditions.**

As part of this consent conditions were varied and also updated to reflect details approved through Approval of Condition applications.

Conditions 9 and 10 of this S73 consent relate to the Transport Assessment, access points and off-site highway works which were the subject of condition 11 of KET2011/0235, described above.

*9. The development hereby permitted and subsequent reserved matters applications shall be in accordance with the the Transport Assessment (ref: R-TA-U8165PM-01-A) received 4 April 2016 and discharged as part of condition 11 of KET/2011/0235 on 21 April 2016, unless otherwise agreed in writing by the Local Planning Authority.*

*REASON: In the interests of road safety, efficiency, sustainability, and amenity in accordance with Core Principles and parts 4 and 7 of the NPPF and Policy 8 of the North Northamptonshire Joint Core Strategy (2016).*

*10. Prior to the commencement of development detailed designs of any highways works (including off-site highways works) and the phasing for each improvement in accordance with the Transport Assessment (ref R-TA-U8165PM-01-A discharged as part of condition 11 of KET/2011/0235), shall be submitted to and agreed in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with the approved Phasing Plan.*

*REASON: In the interests of highway safety and residential amenity in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy*

**NK/2021/0988**

Temporary construction access point (for a period of 3 years).

Upgrading of existing agricultural access point on Back Lane (between Stoke Albany Road and Pipewell Road) as a temporary construction access for use by Bellway Homes.

**Approved on 25 May 2022 subject to planning conditions.**

Various other Approval of Conditions and non-material amendments approved.

**5. Consultation Responses**

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A full copy of all comments received can be found on the Council's website at: <https://www.kettering.gov.uk/planningApplication/search>

**5.1 Desborough Town Council**

Objections summarised as follows:

- The layout is disappointing layout and seems very urban with long straight lines not at all in keeping with the design of Grange I, nor any other part of Desborough. The view of the Police that the development as proposed does not meet the Secured by Design standards.

- Storage of refuse and recycling bins should be within the secure areas of properties but with easy access to the public pavement areas for collection.
- Many of the properties do not seem to have any or suitable secured defensible space around them.
- No details of lighting.
- The mix does not comply with accepted standards (NPPF) in relation to making affordable properties blend into the development.
- The relationship of the proposed development with the existing Grange I development is not as previously shown. The buffer zone between properties on the two developments is no longer shown but there do appear to be bunds and planted barriers between the development and the green space to the East. Also benefiting from planted protection are the country road to the North and Stoke Road to the West.
- Footpaths and cycling provision should be clear and provided not just within the site but also along the Back Lane and Stoke Road borders (either within the site or outside).
- Public Footways UC6 & UC7 cross the site and would expect any proposed changes to these footways to be sympathetically treated putting the needs of the footpath user, not the developer, at the centre of the proposals.
- Any proposed relocation of footways should be truly commodious for walkers and not just expedient for the developers.
- Internal road layout is ill thought out and contains potentially dangerous straight stretches of road and inherently unsafe junctions.
- Desborough Town Council is extremely concerned about the proposed access to the site and objects to the proposed accesses from Rowan Close and Wood Avens Way.
- Other objectors have explained why Rowan Close is not a suitable or appropriate gateway to the development site: it is too narrow especially for busses and other public service vehicles, and there is insufficient off-street parking.
- Similarly, if there is an access at Wood Avens Way there are concerns about the capacity of the junctions of Ironwood Avenue and Thistle Drive from Buttercup Road (presumably the logical route out of Grange I), and the inability of the alternatives of Rosebay Road and Honeysuckle Road to take any more traffic owing to the excessive on street parking.
- It is patently obvious that the Transport Assessment is out of date and bears little relation to the development now proposed.
- Whilst there are clear needs and benefits from cycle and pedestrian access routes from Grange I to Grange II, the obvious difficulties posed by the inherent unsuitability of Rowan Close, Wood Avens Way, Ironwood Avenue.
- Desborough Town Council would prefer to see vehicular access to the development site
- from Stoke Road (B669) and also from Back Lane (between Stoke Road and Pipewell Road).
- There appears to be insufficient parking provision at the commercial centre and an absolute lack of detail.
- Details of the service provision for the local centre must be provided before any content is given.
- No details have been provided of any medical or other provision for social need.

- The Council is concerned about the location of the school within the site. The access details are unclear and given that it is not guaranteed that all parents and children will walk, it is not clear where parents' cars will wait.
- Details of the parking and waiting provision both inside and outside the school site should be shown.
- It is surprising and disappointing that there are no details of the school.
- The site allocated for the school seems too small for any school building, parking, turning area, outside play and nature space, and bins / services, to be provided on site. The site must be expanded to suit a modern provision.
- The play areas appear to be little more than an afterthought, away from the gaze and supervision of the majority of properties and therefore at risk of antisocial behaviour and damage.
- Boundaries and buffers between houses and the play areas should be formalised.
- There is insufficient detail about: the play provision, capacity for overseeing from residences, boundaries, measures for the prevention of vehicular access.
- The Council is concerned at the lack of a drainage strategy leading to the impact of surface water drainage not being adequately addressed.
- The Council welcomes the introduction of an allotment area but questions the location, especially given that they will not be overlooked and might therefore be a target for antisocial behaviour. A location closer to the school site might assist in intergeneration integration and with appropriate learning objectives from the school.
- No ecological impact report has been seen for the development as proposed and should be provided and taken into account before any consent is granted.
- The bus route should be devised following any redesign. The route should loop through the development and should enter and leave onto Stoke Road / Back Lane.
- The opportunity should be taken to install public electric vehicle charging points, possibly in the local centre.
- Strongly objects to any construction traffic using any route through Grange I. All construction traffic should enter Desborough from the A6 / B576 Desborough Road roundabout, along Brampton Wood Lane and into a new entrance to the development site from Stoke Road.
- One route for construction traffic should be approved with ANPR monitoring and a reporting process.
- A detailed construction management plan should be provided before approving the reserved matters.

**Officer comment:**

*Matters relating to design, access and other issues will be addressed as appropriate within the assessment section of this Committee Report.*

*Amendments have been received since this objection was received in 2021.*

5.2 Anglian Water

Unable to comment as no drainage details submitted.

5.3 Environment Agency

No objection.

5.4 Lead Local Flood Authority

Unable to comment. Request that the LLFA are consulted again when there is a submission of Detailed Surface Water Drainage information. In the meantime, no development shall take place until full details of the surface water drainage scheme for the site is submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

**Officer response:** *There are surface water drainage conditions on the outline permission.*

5.5 Local Highways Authority

No objection in principle. Any other matters to be dealt with at technical audit stage (additional details of technical drawings).

- Vehicle tracking plans are reasonable. Any instances of body overhangs of a refuse vehicle are thought to be reasonable
- Visibility pedestrian & vehicle visibility splays are detailed.
- Access associated with the allotments and school are reasonable.
- Local centre area is a more adoptable layout.
- The applicant/LPA are encouraged to consider the need to provide electric vehicle charging facilities.

**Officer comment:** *Audit stage is separate to the planning process and will be done after permission is granted.*

5.6 NNC Housing Strategy

I am happy with the affordable housing provision for the site.

The proposed development offers a good mix of house types ranging from 1 – 4 bedrooms and we are pleased to see the inclusion of some larger 4b7p houses which we have an increasing need for. They have also included 4x 2b4p bungalows to be provided to M4(3) accessibility standards which will be suitable for wheelchair users. All units are to NDSS and maximise the number of bedspaces provided which means that the homes will have some longevity for growing families.

I am satisfied with the distribution of the affordable housing across the site, and it doesn't appear that the affordable homes will be easily distinguishable from the market dwellings which is important for community cohesion.

Overall we welcome the proposed additional and much needed affordable housing that this development will provide, and we support a recommendation for approval.

5.7 Natural England

No comment.

5.8 NNC's Ecologist

Concerns with the boundary treatments and proposed open space landscaping. The 1.5m and 1.8m close board fences should include 'hedgehog holes' to allow hedgehogs to forage among the gardens and provide a measure of pest control for residents. The soft landscaping currently proposed includes a range of species not naturally found in this area. Some of the 'native' mixes include ash which should not be included in any planting mix. All mixes for naturalised areas should be ecologically appropriate to the north Desborough area, and should be representative of the local flora in both composition and diversity.

Conditions relating to a landscape and ecological management plan (LEMP) and construction environmental management plan CEMP are recommended.

**Officer Response:** *Bellway have amended the species mix to comply with the Ecologist's recommendation and hedgehog holes are to be provided within the boundary treatments.*

*The outline requires an Ecological Management Plan, the implementation of which will be overseen by a suitably experienced ecological clerk of works. It also requires a Construction Method Statement. The above conditions are therefore captured by the outline consent and do not need to be attached to the reserved matters. NNC's Ecologist was content with the Ecological Management submitted under the outline condition and this has been approved.*

#### 5.9 NNC Archaeology

At the outline stage it was advised that evaluation by trial trenching was required in order to identify areas for archaeological mitigation. It was agreed that the trenching could take place by condition.

A specification from a contractor (ULAS) having been approved in 2016. A small amount of monitoring was carried out by ULAS in 2019 on minimal works. The trial trenching must be carried out as soon as possible, and before any development work commences, as it will allow any required mitigation to be designed and organised. An approved Written Scheme of Investigation for any mitigation should be in place before any development begins. Mitigation should deal with any archaeological sites as complete entities and the investigations therefore need to take place before there is any subdivision for development phases.

**Officer response:** *The outline includes the following condition:*

*The development hereby permitted shall be implemented in accordance with the details within the Written Scheme of Investigation (ref: 16/621 v3) received 4 April 2016 by University of Leicester Archaeological Services and discharged as part of Condition 30 of KET/2011/0235 on 18 April 2016, unless otherwise agreed in writing by the Local Planning Authority.*

*The trial trenching has now been completed and an evaluation report has been submitted and approved. Below is the response of NNC's Archaeologist in November 2021 which supersedes the above comments.*

*“The archaeological evaluation has been completed and the trenching returned largely negative results, with only recent features being identified. No further archaeological work is required, and the evaluation report is suitable to address the requirements of the programme of work. Condition 31 can therefore be discharged.”*

5.10 NNC Environmental Protection

Previous consent contained a condition relating to ground contamination.

5.11 Crime Prevention Design Advisor

Comments on boundary treatments, parking, rear/communal accesses, defensible planting needed to some plots and lighting.

5.12 Neighbours / Responses to Publicity

Over 60 letters have been received. In addition to this a petition with approximately 150 signatures has been received. The issues raised are summarised below:

**Access**

- Previous plans have proposed Ironwood Avenue and Wood Avens Way as access points.
- Access via Rowan Close was never included in previous plans/documents in the outline application. It is a narrow winding road with numerous parked cars, due to lack of parking spaces elsewhere, which renders it completely unsuitable as an access point.
- Emergency vehicles won't be able to get through.
- Rowan Close is also not suitable for a construction traffic or as a bus route.
- Homes were purchased on the basis there would be no access to the site via Rowan Close.
- Poor visibility within the existing residential area will create unsafe accesses.
- No consultation on the accesses has taken place. Lack of transparency.
- Do Bellway have a legal right of access from Rowan Close.
- There is available easy access to from Stoke Road to the west and easy access from West Lodge Road to the north.
- Ironwood Avenue is busy and further access through this road is of concern (narrow with parked cars). A zebra crossing on Ironwood Avenue should be considered.
- Close means a residential street without through access.
- Rowan Close's name would need to be changed – deeds would need to be changed. Who would pay for this?
- Access is a reserved matter, and a transport assessment should be submitted assessing the suitability of Rowan Close.
- A construction management plan should be submitted before reserved matters approval is granted.
- Rowan Close and other existing roads are not adopted.
- Poor junctions to get onto Rowan Close – the access will be unsafe.
- There should only be pedestrian access to the site from the existing Grange residential area.
- Ironwood Avenue should not be an access but Rowan Close is a better access as it is wider.



- Air pollution, noise and risk to pedestrians to from creating access from the existing residential area.
- Speeding vehicles on existing residential streets will get worse.
- Risk of accidents due to inadequacy of accesses.
- Traffic will have increased since the last assessment.
- Buses should enter the development and loop round and not enter Grange I.
- Not all roads in The Grange Phase 1 are adopted.
- If existing roads (when adopted) are double yellow lined in an attempt to ease traffic flow this would have implications which would result in no vehicles being able to access through Grange I into the development.
- If works are needed to Rowan Close they cannot be delivered currently as it is updated.

**Officer Response on Access objections:**

*Please see access section of this Committee Report.*

**Other Objections**

- Is there a need for this housing?
- Little or no engagement on the proposals.
- Lack of transparency.
- Magnetic Park should be completed first.
- Removal of green space will impact on well-being.
- Lack of ecology and drainage information.
- Additional EIA information should have been submitted e.g. updated transport assessment.
- Desborough is renowned for its surrounding countryside and open land space attracting walkers and wildlife.
- Development will compromise countryside, open space and wildlife and increase Co2 emissions.
- Further housing will also restrict natural drainage.
- The design of the spine road which will encourage speeding.
- Why is there a duplicate application for the site?
- Inadequate infrastructure e.g. health/education.
- Distance from amenities.
- Boundary plan are not clear.
- Red line should be up to the adopted highway.
- Application is not valid; outline has lapsed.
- No investment in the town.
- School site is too small and should be further away from Grange I.
- Design of houses not in keeping with existing.
- Land is a buffer between Desborough and the River Ise and an open space between Desborough and Rothwell.
- Loss of amenity land.
- Concentration of affordable housing in one area.
- Crime will increase.
- Lack of buffer planting/open space between new and existing properties – buffer will have ecological benefits and will reduce noise and amenity issues. Buffer should be provided in accordance with the outline.

- Little regard at site perimeter to housing type and density.
- High density housing
- Construction impacts
- Impact on living conditions – light/privacy
- Loss of visual amenity.
- Concerns about lawful implementation of the outline.

## **6. Relevant Planning Policies and Considerations**

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### 6.1 Statutory Duty

Planning law requires that applications for planning permission must be determined in accordance with the Development Plan, unless material considerations indicate otherwise.

### 6.2 National Policy

National Planning Policy Framework (NPPF) (2021)  
National Planning Practice Guidance (NPPG)  
National Design Guide (NDG) (2019)

#### **National Planning Policy Framework (NPPF) (2021)**

2. Achieving sustainable development  
5. Delivering a sufficient supply of homes  
8. Promoting health and safe communities  
9. Promoting sustainable transport  
11. Making effective use of land  
12. Achieving well-design places  
15. Conserving and enhancing the natural environment

#### **Development Plan Policies**

### 6.3 North Northamptonshire Joint Core Strategy (JCS) (2016)

Policy 4 Biodiversity and Geodiversity  
Policy 7 Community Services and Facilities  
Policy 8 North Northamptonshire Place Shaping Principles  
Policy 9 Sustainable Buildings  
Policy 10 Provision of Infrastructure  
Policy 19 The Delivery of Green Infrastructure  
Policy 30 Housing Mix and Tenure

### 6.4 Local Plan – Kettering Site Specific Part 2 Local Plan (2021)

LOC1 – Settlement Boundaries.  
Policy NEH2 – Borough Level Green Infrastructure Network  
Policy NEH4 – Open Spaces

### 6.5 Neighbourhood Plan

Desborough Parish was designated as the Desborough Neighbourhood Plan Area in 2013 but no Neighbourhood Plan has yet been made.

### 6.6 Other Relevant Documents

Biodiversity SPD

## 7. Evaluation

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The key issues for consideration are:

- Principle of Development/Outline Consent
- Assessment of Design details relating to the Reserved Matters
  - Layout
  - Scale
  - Appearance
  - Access
  - Landscaping

### 7.1 Principle of Development/Outline Consent

7.1.1 The purpose of the planning system is to contribute to the achievement of sustainable development. The planning system is plan-led. Planning law requires through Section 70(2) TCPA 1990 that the decision-maker shall have regard to the provisions of the development plan, so far as material to the application. Section 38(6) of the Planning and Compulsory Purchase Act 2004 (“PCPA 2004”) provides:

*“If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise.”*

7.1.2 The Development Plan for the purpose of this application is the North Northamptonshire Joint Core Strategy 2011 – 2031 and the Site-Specific Part 2 Adopted Local Plan – December 2021. The plan seeks to pave the way for the delivery of high-quality sustainable growth in the region and to ensure that protection is provided for what is special about the existing natural and built environment. It also seeks to make sure that the essential quality of the region would continue to be an attractive place to, work, travel, visit and invest in.

7.1.3 Desborough North is a Sustainable Urban Extension of 700 dwellings – SUEs being part of the growth strategy for the borough as identified by the JCS. The site is within the Town Confines, as defined by Policy LOC1 of the SSP2LP and this reserved matters relates to an outline permission for the SUE which was granted originally in 2014. As such the principle of development accepted.

### 7.2 Assessment of Design details relating to the Reserved Matters

#### Design Code

7.2.1 To provide a framework for future development a Design Code was approved in 2016. At that time it was not known that the site would be designed and built by a single developer. One of the key advantages of a design code is on large sites where there are multiple housebuilders, and a code ensures consistency and quality of design. The code has been updated as is permitted. Key updates include:

- Detailed drainage strategy has been developed since the outline was approved and has been integrated into the design.
- Street hierarchy has been rationalised – ensuring the perimeter structure approach is deliverable.
- Amends to wrap the school and local centre within the development.
- Improvements and amends to location of allotments and play spaces
- Simplification of character areas to ensure a coherent design

The aim of the code is to deliver a high-quality, allsnapce-led residential development with distinct character aeras and focus on attractive and suable open spaces.

### **Approach and Latest Amendments**

- 7.2.2 The layout and scheme has gone through a series of workshops which has involved the developer, their urban designer, engineers, NNC officers (planning and highways) and NNC’s Urban Design consultant. The developer has responded positively to this process over the last 12 months and Officers now considered it is appropriate to present this to the Strategic Committee.

Latest amendments include:

- Boundary treatments have been amended to respond to the comments made by the Crime Prevention Design Advisor.
- Defensible planting has been added to Plots 18,25, (side of) 28, 94-96, 117/118, 123/130, 211-214, 226-229, 351, 516/517 as requested by the Crime prevention Design Advisor.
- The entrance road into the school and allotments have both been widened;
- Whilst the Local Centre details will be subject to a separate application, the layout of the spine road going through the local centre has been improved to ensure that traffic is slowed down in this area and that a pleasant neighbourhood centre is achieved with priority given to pedestrians
- Visibility splays added to all entrances including driveways to ensure that safe and suitable accesses can be achieved.

### **Layout**

- 7.2.3 There are two main character areas within the site along with The Park Character Area within the overall structure. These lie north and south of ‘The Greenway’. There are subtle differences between the areas which help to deliver in change in character but together deliver a cohesive layout.

- 7.2.4 The layout include streets, footpaths, local centre, primary school, open spaces, play areas, allotments and swales and SUDS. The overarching network of streets balances vehicular permeability with creating a layout which is not overly car dominated. The main tree lined Avenue runs through the site and connects Stoke Road and Rowan Close. This is layout of formal tree planting gives this street a distinctive character and appearance. This street will be the bus route and is acceptable from a local highway’s perspective. Secondary streets loop in the

eastern and western sections of the development with more minor streets branching off of this network. A safe and legible layout is proposed.

- 7.2.5 Footpaths run throughout the development – within the greenspaces and green corridors and alongside the main carriageways, both types providing excellent links through the site and integrating into the PROW network and Desborough Greenspace to the east of the site. The scheme’s design has produced a walkable development with a variety of routes for people to choose and which link to key destinations.
- 7.2.6 Dwellings are sited to front open spaces and streets and therefore provide active surveillance to those important spaces. The principle of perimeter blocks is taken forward to this reserved matters layout. The development is outward looking, and the layout responds well its key features (open spaces,, streets and so on). Third parties are concerned regarding the lack of a buffer between the new development and the boundary. A plan submitted at outline showed an area of informal space in this location however the original Design Code approved in 2016 subsequently showed this as an area for possible built development. The updated Design Code retains this approach and this reserved matters takes forward those Design Code principles. There is no wide landscaped buffer provided on this edge with existing residents, but care has been taken to provide some pockets of informal green space. Most of the dwellings on this edge are orientated to be side by side with existing properties to ensure no overlooking and to provide a continuation of the street in some locations. There is limited back-to-back orientation and when this does occur there is good separation distance. Affordable housing units are distributed well throughout the site this is vitally important for integrating the market and affordable provision together.
- 7.2.7 There are different on and off plot parking solutions used with use of garages to some house types. Some limited on street parking has been designed into streets.
- 7.2.8 The open spaces and linking green corridors provide a good GI network which links into the adjacent Desborough greenspace. The allotments, community orchard and play areas are located in good positions on site and in the case of the play areas are well distributed which aids their accessibility.
- 7.2.9 The primary school site and local centre are centrally located on the main Avenue through the site. This will ensure these facilities are accessible by both the new and existing community. The local centre will be on the eastern side of the street whilst parking is provided on both sides. The primary school will be located on the western side of the street. There will be a change in character in this area on created by the use of different surfacing materials.
- 7.2.10 The layout achieves the key principles of Development Plan policy which are intended to ensure that development proposals support strong, vibrant and healthy communities and create inclusive places and spaces. A well connected, walkable, distinctive design is created which promotes healthy living and will support a good quality of life and well-being for occupiers and visitors.

## **Scale**

- 7.2.11 560 market units are proposed with a mix of 3 and 4 bed dwellings of 2 and 2.5 storeys. All are to the M4(2) accessibility and adaptable standards as required by the outline consent. 20% of the development (140 units) is affordable. The tenure split and mix is acceptable to NNC Housing Strategy. The affordable mix includes a range of 1,2,3 and 4-bed properties and includes 4 x 2-bed bungalows which will be constructed to the M4(3) standard - wheelchair user dwellings. This equates to 3% of the affordable which is accordance with the outline consent. The delivery of the M4(3) units as part of the affordable mix is in line with national policy and guidance. NNC Housing Strategy have confirmed that the affordable provision is acceptable and in line with current need. Bed spaces are being maximised and space and accessibility standards are being met – the provision delivers longevity for growing families and overall NNC Housing Strategy welcome the affordable provision being proposed.
- 7.2.12 There is a good mix of dwelling sizes and tenures proposed which will deliver a mixed and inclusive community. Properties will be accessible and adaptable which will allow them to respond to changing needs of occupiers, a key element of the development's sustainability.
- 7.2.13 Dwellings also conform the Nationally Described Space Standards as required by Policy 30 of the North Northamptonshire Joint Core Strategy (JCS). This will ensure future occupiers benefit from a good standard internal residential amenity.
- 7.2.14 The scheme will deliver a mix of 1, 2 storey and 2.5 storey development. The majority of the scheme is 2 storeys with approximately 11% being 2.5 and 3% of the affordable provision being M4(3) complaint bungalows (4 on site). This will provide a balance between achieving some diversity and choice across the development (and associated variety of design/appearance) and respecting the surrounding character. It is considered that there are no unacceptable residential amenity impacts on existing occupiers (adjacent to the site boundary) caused by the scale and positioning of new dwellings within the scheme. Positioning of new dwellings, separation distances and scale combined will ensure that living conditions of existing occupiers are not significantly harmed by the proposals. The proposed development will therefore accord with JCS Policy 8 (and NPPF Policy 12) in this regard. The same is true of the relationships between properties on site – their scale in relation to each other will protect amenity and help to deliver dwellings which benefit from good living conditions.

### **Appearance**

- 7.2.15 The proposed scheme delivers attractively designed dwellings within a wider site setting of good landscaping and greenery – all contributing to a well-designed place which will give new occupiers a good quality of life.
- 7.2.16 The house types proposed will not jar with one another and will provide variation and interest within the streetscene. Subtle variations are provided by the use of render and materials, brick detailing, dormers in the 2.5 storey dwellings, porches/canopies, two storey gable projections/features, door and window design. These variations also produce a good mix of more traditional looking properties and those with a more modern appearance. Again these do not jar but complement and provide choice of style.

- 7.2.17 High quality materials will ensure the appearance of dwellings meet the highest standard of design the Local Planning Authority demands. A mix of red multi and buff brick and render will be utilised. Render will be used in different ways to achieve variety – full elevation render, half render (in the horizontal), part render (in the vertical) and coloured to key plots. Dormers are in proportion to the scale of the dwellings, sit well within the roof planes and provided with a good mix of flat and pitch roof designs.
- 7.2.18 Use of chimneys on some house types will act as a feature, break up roofscapes and provide visual interest. The windows on the individual properties have also been varied in their style and colour and cills and lintels are included on various house types. Properties have different door styles and colours and entrance canopies and porches over front entrances.
- 7.2.19 The appearance of affordable units have been designed to be indistinguishable from market units which supports community cohesion. A mix of fencing and brick walling in appropriate locations act as boundary treatments and are acceptable.
- 7.2.20 The design and appearance of play areas will be welcoming to children and each are designed individually. Different ages are catered for with balancing, climbing, social and imaginative play in mind and to ensure there is enough of a challenge for children – the proposal will cater for growing families over time.
- 7.2.21 The overarching appearance of the development will be well landscaped, well designed dwellings, streets and spaces to create a place where people will want to live and visit (e.g. for recreation- allotments and play areas/ school). A high quality design is achieved which is what the Development Plan for North Northamptonshire requires and what National Policy seeks.

### **Access**

- 7.2.22 Policy 8(b)(ii) of the North Northamptonshire Joint Core Strategy seeks to ensure a satisfactory means of access and provision for parking, servicing and manoeuvring in accordance with adopted standards.
- 7.2.23 As set out in the Planning History section of this report, an outline planning condition was imposed (condition 11 of KET/2011/0235) required the submission of a traffic access and impact assessment. This assessment considered and set out the proposed access points for the development and impacts on offsite junctions. The proposed access points were identified as Stoke Road, Rowan Close, Ironwood Avenue and Wood Avens Way (for a limited number of dwellings). The submission was assessed by the Local Highways Authority and was found to be acceptable. The details were approved in April 2016. A subsequent 2017 Section 73 permission requires the development and subsequent reserved matters to accord with the approved transport assessment. This approved the principle of the access points and this cannot be revisited through this reserved matters application. Bellway Homes have confirmed that they control all the access points.



- 7.2.24 This reserved matters shows the detail as those accesses enter the site in terms of width, carriageway and footways and appearance – materials used (tarmacadam for the Rowan Close and Ironwood Avenue accesses and block Wood Avens Way access). Tracking details have been submitted. The Local Highways Authority have raised no objection. It should be noted that any offsite works will be dealt with by condition 10 of the 2017 Section 73 approval.
- 7.2.25 A separate reserved matters was submitted for the first 175m of highway off Stoke Road and this was approved in 2017.

### **Construction Access**

- 7.2.26 Construction access will be taken from Back Lane or from the main access off Stoke Road once in place. A temporary construction access (for 3 years) off Back Lane has been granted consent. No construction traffic will go through the existing residential areas known as The Grange I.

### **Landscaping**

- 7.2.27 Trees make an important contribution to the character and quality of environments and can also help mitigate and adapt to climate change. Trees are an important component of a sustainable environment contributing significantly to the green infrastructure. The benefits trees bring to the locality are threefold: – trees enhance urban landscapes, softening environments, creating focal points, bring human scale and introduce colour, movement, life and seasonal change. Ecological – trees, woodlands and hedgerows create habitats that help support a range of species, bringing wildlife into urban spaces and enabling it to move across the town.
- 7.2.28 The development proposes an excellent green infrastructure network of multifunctional open spaces, green linkages and footpaths (linking in from the adjacent greenspace). ‘The Park’ located in the centre of the western section of the development provides a green transition from adjacent greenspace. A footpath connection is provided here which links into the new footpath being delivered as part of the associated offsite drainage proposals (planning application reference NK/2021/0191). This connection and associated footpath links to a wider network on paths which run through the green spaces and which go on to connect with Public Rights of Way (PROW) within and offsite. The routes of existing PROWs on site will be diverted onto new alignments but importantly will remain on site and retain that connectivity with the wider area which is key.
- 7.2.29 A green frontage to Stoke Road is proposed, the ‘Green Gateway’, which includes landscape screening and a drainage pond; this pond links to a swale which traverses around the northern site edge. The gateway includes large-sized formal tree planting (linking visually and ecologically into the formal tree planting on the Avenue) and hedge planting along the footpath leading into the site. Landscaping and drainage are well integrated, and their interaction delivers enhanced landscape and biodiversity benefits. The ‘Central Greenway’ incorporates retained (hedgerow) and proposed planting and also a community orchard. This greenway links to western and northern sides of the development and links up to the western landscaped edge with the swale.

- 7.2.30 Three play areas (LEAPs) are provided across the development and are distributed well. There is also a trim trail proposed within the green space at the frontage of the site adjacent to Stoke Road (southern half of the frontage) which delivers additional benefits from a well-being perspective. This area can also be used for informal play. Play and opportunities for exercise have been integrated into the overall design and landscape strategy. The inclusion of allotments also promotes healthy living and will deliver positives for well-being and important environmental benefits – helping to address climate change - and has visual benefits.
- 7.2.31 Other informal areas of open space add to the environmental credentials of the development and will help achieve a visually attractive development.
- 7.2.32 The main Avenue running through the site will be tree lined and create a distinctive, formal character. The species mix proposed has been updated to reflect the comments of NNC's Ecologist as they reflect the local area appropriately and provide the necessary biodiversity. Planting includes wildflower meadow, grassland and wetland meadow mixes, bulb planting, enhanced and new native hedgerows and native and ornamental planting. Careful thought has been given to accent colours of planting to differentiate between character areas within the site. Planting is considered to complement the design of the wider development and with quality of life and environmental and biodiversity considerations at its heart.
- 7.2.33 Overall the landscaping for the site is considered to deliver the objectives of the Development Plan in design, landscape, green infrastructure and biodiversity terms in accordance with Policy 3, 4, 8 and 19 of the JCS.

## **8. Other Matters**

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- 8.1 As set out in the consultation section many matters relating to construction management, ecology, drainage and archaeology are dealt with by outline planning conditions and should not be repeated as part of this reserved matters.
- 8.2 The Town Council mention the school site in their objection. The size of the site is acceptable to NNC Education.
- 8.3 A Section 106 agreement was agreed at the outline planning stage and included any necessary infrastructure works or contributions required to make the development acceptable. This included, but was not limited to, contributions towards connectivity matters, leisure, town centre improvements and education. The developer has applied to vary the Section 106 on a limited number of matters, and this will be considered by the LPA. This however does not preclude this reserved matters application being approved.
- 8.4 Electric charging is now covered by Building Regulations.

## **9. Conclusion / Planning Balance**

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- The reserved matters delivers a design which positively responds to local distinctiveness. The layout achieves the key principles of Development Plan policy which are intended to ensure that development proposals support strong, vibrant and healthy communities and create inclusive places and spaces.
- A well connected, walkable, distinctive design is created which promotes healthy living and will support a good quality of life and well-being for occupiers and visitors.
- The development would not have a negative impact on the highway network or safety.
- There is a good mix of dwelling sizes and tenures proposed which will deliver a mixed and inclusive community. The proposal would not adversely affect the amenity of existing occupiers and achieves a good standard of amenity for future residents; properties will be accessible and adaptable which will allow them to respond to changing needs of occupiers, a key element of the development's sustainability.
- The landscaping for the site is considered to deliver the objectives of the Development Plan in terms of design, landscape, green infrastructure and biodiversity. The overarching appearance of the development will be well landscaped, well designed dwellings, streets and spaces to create a place where people will want to live and visit.
- A high quality design is achieved which is what the Development Plan for North Northamptonshire requires and what National Policy seeks.
- The scheme is consistent with the development Plan and the National Planning Policy Framework. There are no material considerations that would justify coming to a different conclusion. As such, the application is acceptable and recommended for approval subject to imposition of the recommended conditions.

## **10. Recommendation**

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10.1 Approve subject to the following conditions.

## **11. Conditions**

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1. The development hereby permitted shall not be carried out other than in accordance with the approved plans and details listed below.

REASON: In the interest of securing an appropriate form of development in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

2. Prior to commencement of construction of the first dwelling, full details of all windows (and their surrounds), doors, porches/canopies, verge detailing, rainwater goods, chimneys and external meter boxes shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

REASON: Details are required prior to commencement of development in the interests of protecting the character and appearance in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

3. All external surfacing works (materials) shall be carried out in accordance with the approved materials plan listed below unless otherwise agreed in writing by local planning authority.

REASON: In the interests of the character and appearance of the area in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

4. Notwithstanding the approved boundary treatment plans the approved fencing within scheme shall be a minimum of 1.8m in height and shall include the provision of 'hedgehog holes', unless otherwise agreed in writing by the Local Planning Authority. Any access to communal alleyways/rear accesses shall be gated at the opening of the alleyway.

REASON: In the interests of residential amenity, safety and crime prevention and biodiversity in accordance with Policy 4 and 8 of the North Northamptonshire Joint Core Strategy.

5. No external lighting shall be erected on site until details have been first submitted to and approved in writing by the Local Planning Authority. Details shall include technical specification, siting and design and appearance. Any external lighting erected shall be in accordance with the approved details.

REASON: In the interests of biodiversity, residential amenity and character and appearance of the area in accordance with Policies 4 and 8 of the North Northamptonshire Joint Core Strategy.

6. Prior to the commencement of construction of dwellings, a phasing plan shall be submitted which sets out the timing of delivery of each of the public open spaces including their landscaping, play areas, trim trail, allotments, community orchard or any other approved features within them. The open spaces shall be delivered in accordance with the approved plans and the approved phasing plan unless otherwise agreed in writing by the Local Planning Authority. Any trees or plants which, within a period of 5 years from the date of planting die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

REASON: In the interests of the landscape character, biodiversity, amenity and character of the area in accordance with Policies 3, 4 and 8 of the North Northamptonshire Joint Core Strategy.

7. All planting, seeding or turfing comprised in the approved details of landscaping (outside of the public open spaces which is dealt with pursuant to condition 2) shall be carried out in the first planting and seeding seasons following the occupation of the buildings to which those areas of landscaping are associated with, unless these works are carried out earlier. Any trees or plants which, within a period of 5 years from the date of planting die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

REASON: In the interests of the landscape character, biodiversity, amenity and character of the area in accordance with Policies 3, 4 and 8 of the North Northamptonshire Joint Core Strategy.

8. Prior to first occupation of the first dwelling on site a landscape management plan, including long term design objectives, management responsibilities and

maintenance schedules for all landscape areas, other than small, privately-owned, domestic gardens, shall be submitted to and approved in writing by the Local Planning Authority. The landscape management plan shall be carried out as approved.

REASON: To ensure that due regard is paid to the continuing enhancement and maintenance of amenity afforded by landscape features of communal public or nature conservation in accordance with Policy 3, 4 and 8 of the North Northamptonshire Joint Core Strategy.

## 12. Informatives

Positive/Proactive - amendments  
 ARM to be read with outline planning permission  
 Development affecting public right of way

List of plans

The plans and documents, some of which may have been subsequently referenced by the LPA, are set out below and form the basis for this decision:

Title	NK Ref.	Agent's Ref	Received Date
Boundary Treatment 1		P19-1929_009-1F	09/08/2022
Boundary Treatment 2		P19-1929_009.2F	09/08/2022
Boundary Treatment 3		P19-1929_009.3F	09/08/2022
STANDARD DETAIL - 1.8M CLOSE BOARDED FENCE		SD-9-02	09/08/2022
STANDARD DETAIL - 2.0M CLOSE BOARDED FENCE		SD-9-02	09/08/2022
STANDARD DETAIL - 1.8M SCREEN WALL		SD-9-03D	09/08/2022
STANDARD DETAIL - 1.8M DECORATIVE SCREEN FENCE		SD-9-04	09/08/2022
1.5M FEATHERBOARD FENCE		J701279sht2	09/08/2022
Euroguard regular 1800mm			09/08/2022
Enclosure details-Estate Railing			09/08/2022
Single Garage CB (Standard Pitch)		A/218/00/CB/R1/01	09/08/2022
Single Garage TB (Standard Pitch)		A/218/00/TB/R1/01	09/08/2022
Single Garage TB (Gable Fronted)		A/218/00/TB/R2/01	09/08/2022
Double Garage CB (Standard Pitch)		A/436/00/CB/R1/01	09/08/2022
Double Garage TB (Standard Pitch)		A/436/00/TB/R1/01	09/08/2022
Double Garage CB (Gable Fronted)		A/436/00/CB/R1/01	09/08/2022
Double Garage TB (Gable Fronted)		A/436/00/TB/R2/01	09/08/2022
Highway Improvements		E820-278-01F	16.04.21
Soft Landscape proposals Sheet 1 of 4		P19-1929-01E	09/08/2022
Soft Landscape proposals Sheet 2 of 4		P19-1929-02E	09/08/2022
Soft Landscape proposals Sheet 3 of 4		P19-1929-03E	09/08/2022
Soft Landscape proposals Sheet 4 of 4		P19-1929-04E	09/08/2022
POS Soft Landscape Composite Plan		P19-1929-05E	09/08/2022
Illustrative Landscape Masterplan		P19-1929_102-B POS	09/08/2022
Public Open Space Illustrative Landscape Masterplan (Design Code)			09/08/2022
Residential Plot Landscape Strategy		P19-1929_103-B	09/08/2022
Allotment Proposal		P19-1929-06C	09/08/2022
Detailed LEAP Proposal 1		P19-1929-07	09/08/2022

Detailed LEAP Proposal 2		P19-1929-08A	09/08/2022
Detailed LEAP Proposal 3		P19-1929-09A	09/08/2022
Detailed Trim Trail Proposals		P19-1929-10A	09/08/2022
Design Code		P19-1929-204B	05/07/2022
Planning Layout (1 of 3)		P19-1929-DE-006-1AJ	03/08/2022
Planning Layout (2 of 3)		P19-1929-DE-006-2AJ	03/08/2022
Planning Layout (3 of 3)		P19-1929-DE-006-3AJ	03/08/2022
Planning Layout (Colour)		P19-1929-DE-006-4AJ	09/08/2022
Materials Plan		P19-1929-DE-010L	09/08/2022
Landscape Management Plan		P19-1929 LAND	16.04.21
Transport Assessment		R-TA-U8165P-01-A	16.04.21
The Arkwright Rev A V-R1 – FP		A/1507AR/00/AT/01	09/08/2022
The Arkwright Rev A V-R1 – Elevations		A/1507AR/00/TB/02	09/08/2022
The Arkwright V-R2 – FP		A/1507AR/00/AT/01	09/08/2022
The Arkwright V-R2 – Elevations		A/1507AR/00/TB/02	09/08/2022
The Arkwright V-R4 – FP		A/1507AR/00/AT/01	09/08/2022
The Arkwright V-R4 - Elevations		A/1507AR/00/AT/02	09/08/2022
The Arkwright V-R5 - FP		A/1507AR/00/AC/01	09/08/2022
The Arkwright V-R5 - Elevations		A/1507AR/00/TC/02	09/08/2022
The Arkwright V-S2 - FP		A/1507AR/00/AT/01	09/08/2022
The Arkwright V-S2 – Elevations		A/1507AR/00/CB/02	09/08/2022
The Arkwright V-S3 - FP		A/1507AR/00/AT/01	09/08/2022
The Arkwright V-S3 – Elevations		A/1507AR/00/CB/02	09/08/2022
The Baker Rev A V-R1 - FP		A/876/00/AT/01	09/08/2022
The Baker Rev A V-R1 – Elevations		A/876/00/TB/R1/02	09/08/2022
The Baker Rev A V-R4 – FP		A/876/00/AT/01A	09/08/2022
The Baker Rev A V-R4 – Elevations		A/876/00/TB/R1/02A	09/08/2022
The Baker Rev B V-R5 – FP		A/876/00/AT/01	09/08/2022
The Baker Rev B V-R5 – Elevations		A/876/00/TB/R1/02	09/08/2022
The Baker Rev B V-S1 – FP		A/876/00/AT/01	09/08/2022
The Baker Rev B V-S1 – Elevations		A/876/00/CB/R1/02	09/08/2022
The Baker Rev C V-S2 – FP		A/876/00/AT/01A	09/08/2022
The Baker Rev C V-S2 – Elevations		A/876/00/CB/R1/02A	09/08/2022
The Blemmere Rev A V-R3 – FP		A/1026BM/00/AT/01	09/08/2022
The Blemmere Rev A V-R3 – Elevations		A/1026BM/00/TB/02	09/08/2022
The Blemmere V-R4– FP		A/1026BM/00/AT/01	09/08/2022
The Blemmere V-R4– Elevations		A/1026BM/00/TB/02	09/08/2022
The Blemmere V-R6– FP		A/1026BM/00/AT/01	09/08/2022
The Blemmere V-R6– Elevations		A/1026BM/00/TB/02	09/08/2022
The Blemmere V-R7– FP		A/1026BM/00/AC/01	09/08/2022
The Blemmere V-R7– Elevations		A/1026BM/00/TC/02	09/08/2022
The Blemmere V-R8– FP		A/1026BM/00/AT/01	09/08/2022
The Blemmere V-R8– Elevations		A/1026BM/00/TB/02	09/08/2022
The Blemmere Rev A V-S3– FP		A/1026BM/00/AT/01	09/08/2022
The Blemmere Rev A V-S3– Elevations		A/1026BM/00/CB/02	09/08/2022

The Blemmere Rev A V-S4- FP		A/1026BM/00/AT/01	09/08/2022
The Blemmere Rev A V-S4- Elevations		A/1026BM/00/CB/02	09/08/2022
The Bungalow M4(3) V-R2 – FP		A/827/00/AT/01	09/08/2022
The Bungalow M4(3) V-R2 – Elevations		A/827/00/TB/02	09/08/2022
The Coppersmith V-R1- FP		A/1026/00/AT/01	09/08/2022
The Coppersmith V-R1- Elevations		A/1026/00/TB/02	09/08/2022
The Coppersmith V-R2- FP		A/1026/00/AT/01	09/08/2022
The Coppersmith V-R2- Elevations		A/1026/00/TB/02	09/08/2022
The Coppersmith V-R5- FP		A/1026/00/AT/01	09/08/2022
The Coppersmith V-R5- Elevations		A/1026/00/TB/02	09/08/2022
The Coppersmith V-R6- FP		A/1026/00/AC/01	09/08/2022
The Coppersmith V-R6- Elevations		A/1026/00/TC/02	09/08/2022
The Coppersmith V-R10- FP		A/1026/00/AT/01	09/08/2022
The Coppersmith V-R10- Elevations		A/1026/00/TB/02	09/08/2022
The Coppersmith V-S1- FP		A/1026/00/AT/01	09/08/2022
The Coppersmith V-S1- Elevations		A/1026/00/CB/02	09/08/2022
The Coppersmith V-S2- FP		A/1026/00/AT/01	09/08/2022
The Coppersmith V-S2- Elevations		A/1026/00/CB/02	09/08/2022
The Coppersmith V-S3- FP		A/1026/00/AT/01	09/08/2022
The Coppersmith V-S3- Elevations		A/1026/00/CB/01	09/08/2022
The Faber V-R1- FP		A/954FB/00/AT/01	09/08/2022
The Faber V-R1- Elevations		A/954FB/00/TB/02	09/08/2022
The Faber V-R2- FP		A/954FB/00/AT/01	09/08/2022
The Faber V-R2- Elevations		A/954FB/00/TB/02	09/08/2022
The Faber V-R3- FP		A/954FB/00/AT/01	09/08/2022
The Faber V-R3- Elevations		A/954FB/00/TB/02	09/08/2022
The Faber V-R4- FP		A/954FB/00/AC/01	09/08/2022
The Faber V-R4- Elevations		A/954FB/00/TC/02	09/08/2022
The Faber V-S1- FP		A/954FB/00/AT/01	09/08/2022
The Faber V-S1- Elevations		A/954FB/00/CB/02	09/08/2022
The Felter V-R1- FP		A/1026FE/00/AT/01	09/08/2022
The Felter V-R1- Elevations		A/1026FE/00/TB/02	09/08/2022
The Felter V-R6- FP		A/1026FE/00/AT/01	09/08/2022
The Felter V-R6- Elevations		A/1026FE/00/TB/02	09/08/2022
The Felter V-R8- FP		A/1026FE/00/AT/01	09/08/2022
The Felter V-R8- Elevations		A/1026FE/00/TB/02	09/08/2022
The Felter V-S1- FP		A/1026FE/00/AT/01	09/08/2022
The Felter V-S1- Elevations		A/1026FE/00/TB/02	09/08/2022
The Felter V-S3- FP		A/1026FE/00/AT/01	09/08/2022
The Felter V-S3- Elevations		A/1026FE/00/CB/02	09/08/2022
The Framer V-R2- FP		A/1053FM/00/AT/01	09/08/2022
The Framer V-R2- Elevations		A/1053FM/00/TB/02	09/08/2022
The Framer V-R4- FP		A/1053FM/00/AT/01	09/08/2022
The Framer V-R4- Elevations		A/1053FM/00/TB/02	09/08/2022
The Framer V-S2- FP		A/1053FM/00/AT/01	09/08/2022
The Framer V-S2- Elevations		A/1053FM/00/CB/02	09/08/2022
The Framer V-S3- FP		A/1053FM/00/AT/01	09/08/2022
The Framer V-S3- Elevations		A/1053FM/00/CB/02	09/08/2022
The Harper V-R1- FP		A/1038HA/00/AT/01	09/08/2022
The Harper V-R1- Elevations		A/1038HA/00/TB/02	09/08/2022



The Harper V-R5- FP		A/1026HA/00/AT/01	09/08/2022
The Harper V-R5– Elevations		A/1026HA/00/TB/02	09/08/2022
The Harper V-R7- FP		A/1026HA/00/AT/01	09/08/2022
The Harper V-R7– Elevations		A/1026HA/00/TB/02	09/08/2022
The Harper V-R8- FP		A/1026HA/00/AC/01	09/08/2022
The Harper V-R8– Elevations		A/1026HA/00/TC/02	09/08/2022
The Harper V-S4- FP		A/1026HA/00/AT/01	09/08/2022
The Harper V-S4– Elevations		A/1026HA/00/CB/02	09/08/2022
The Harper V-S5- FP		A/1026HA/00/AT/01	09/08/2022
The Harper V-S5– Elevations		A/1026HA/00/CB/02	09/08/2022
The Hillard V-R1- FP		A/1052/00/AT/01	09/08/2022
The Hillard V-R1– Elevations		A/1052/00/TB/02	09/08/2022
The Hillard V-R2- FP		A/1052/00/AT/01	09/08/2022
The Hillard V-R2– Elevations		A/1052/00/TB/02	09/08/2022
The Hillard V-R4- FP		A/1052/00/AT/01	09/08/2022
The Hillard V-R4– Elevations		A/1052/00/TB/01	09/08/2022
The Hillard V-R6- FP		A/1052/00/AT/01	09/08/2022
The Hillard V-R6– Elevations		A/1052/00/TB/01	09/08/2022
The Hillard V-S1- FP		A/1052/00/AT/01	09/08/2022
The Hillard V-S1– Elevations		A/1052/00/CB/02	09/08/2022
The Hillard V-S3- FP		A/1052/00/AT/01	09/08/2022
The Hillard V-S3– Elevations		A/1052/00/CB/02	09/08/2022
The Hillard V-S4- FP		A/1052/00/AT/01	09/08/2022
The Hillard V-S4– Elevations		A/1052/00/CB/02	09/08/2022
The Lacemaker V-R1- FP		A/SP1335/00/AT/01	09/08/2022
The Lacemaker V-R1– Elevations		A/SP1335/00/TB/02	09/08/2022
The Lacemaker V-R2- FP		A/SP1335/00/AT/01	09/08/2022
The Lacemaker V-R2– Elevations		A/SP1335/00/TB/02	09/08/2022
The Lacemaker V-R4- FP		A/SP1335/00/AT/01	09/08/2022
The Lacemaker V-R4– Elevations		A/SP1335/00/TB/02	09/08/2022
The Lacemaker V-R5- FP		A/SP1335/00/AT/01	09/08/2022
The Lacemaker V-R5– Elevations		A/SP1335/00/TC/02	09/08/2022
The Lacemaker V-R6- FP		A/SP1335/00/AT/01	09/08/2022
The Lacemaker V-R6– Elevations		A/SP1335/00/TB/02	09/08/2022
The Lacemaker V-S3- FP		A/SP1335/00/AT/01	09/08/2022
The Lacemaker V-S3– Elevations		A/SP1335/00/CB/02	09/08/2022
The Luthier Rev A V-R1- FP		A/1392/00/AT/01	09/08/2022
The Luthier Rev A V-R1– Elevations		A/1392/00/TB/02	09/08/2022
The Luthier Rev A V-R4- FP		A/1392/00/AT/01	09/08/2022
The Luthier Rev A V-R4- Elevations		A/1392/00/TC/02	09/08/2022
The Lymner Rev A V-R3- FP		A/1026LY/00/AT/01	09/08/2022
The Lymner Rev A V-R3- Elevations		A/1026LY/00/TB/02	09/08/2022
The Lymner Rev A V-R4- FP		A/1026LY/00/AT/01	09/08/2022
The Lymner Rev A V-R4- Elevations		A/1026LY/00/TB/02	09/08/2022
The Lymner Rev A V-R5- FP		A/1026LY/00/AC/01	09/08/2022
The Lymner Rev A V-R5- Elevations		A/1026LY/00/TC/02	09/08/2022
The Lymner Rev A V-R6- FP		A/1026LY/00/AT/01	09/08/2022
The Lymner Rev A V-R6- Elevations		A/1026LY/00/TB/02	09/08/2022
The Lymner Rev A V-S4- FP		A/1026LY/00/AT/01	09/08/2022
The Lymner Rev A V-S4- Elevations		A/1026LY/00/CB/02	09/08/2022
The Lymner Rev A V-S5- FP		A/1026LY/00/AT/01	09/08/2022
The Lymner Rev A V-S5- Elevations		A/1026LY/00/CB/02	09/08/2022

The Milliner V-R1- FP		A/1309MI/00/AT/01	09/08/2022
The Milliner V-R1- Elevations		A/1309MI/00/TB/02	09/08/2022
The Milliner V-R2- FP		A/1309MI/00/AT/01	09/08/2022
The Milliner V-R2- Elevations		A/1309MI/00/TB/02	09/08/2022
The Milliner V-R3- FP		A/1309MI/00/AT/01	09/08/2022
The Milliner V-R3- Elevations		A/1309MI/00/TB/02	09/08/2022
The Milliner V-S1- FP		A/1309MI/00/AT/01	09/08/2022
The Milliner V-S1- Elevations		A/1309MI/00/CB/02	09/08/2022
The Naylor V-R3- FP		A/839/00/AT/01	09/08/2022
The Naylor V-R3- Elevations		A/839/00/TB/02	09/08/2022
The Naylor V-R6- FP		A/839/00/AT/01	09/08/2022
The Naylor V-R6- Elevations		A/839/00/TB/02	09/08/2022
The Naylor V-S3- FP		A/839/00/AT/01	09/08/2022
The Naylor V-S3- Elevations		A/839/00/CB/02	09/08/2022
The Naylor V-S5- FP		A/839/00/AT/01	09/08/2022
The Naylor V-S5- Elevations		A/839/00/TC/02	09/08/2022
The Nene V-R2- FP		A/1602/00/AT/01A	09/08/2022
The Nene V-R2- Elevations		A/1602/00/TB/02A	09/08/2022
The Nene V-R3- FP		A/1582/00/AC/01	09/08/2022
The Nene V-R3- Elevations		A/1582/00/TC/02	09/08/2022
The Nene V-R4- FP		A/1602/00/AT/01	09/08/2022
The Nene V-R4- Elevations		A/1602/00/TB/02	09/08/2022
The Nene V-S1- FP		A/1589/00/AT/01	09/08/2022
The Nene V-S1- Elevations		A/1589/00/CB/02	09/08/2022
The Nene V-S2- FP		A/1589/00/AT/01	09/08/2022
The Nene V-S2- Elevations		A/1589/00/CB/02	09/08/2022
The Pargeter Rev A V-R2- FP		A/1356/00/AT/01	09/08/2022
The Pargeter Rev A V-R2- Elevations		A/1356/00/TB/02	09/08/2022
The Pargeter Rev A V-R3- FP		A/1356/00/AT/01	09/08/2022
The Pargeter Rev A V-R3- Elevations		A/1356/00/TC/02	09/08/2022
The Pargeter Rev A V-R4- FP		A/1356/00/AT/01	09/08/2022
The Pargeter Rev A V-R4- Elevations		A/1356/00/TB/02	09/08/2022
The Pargeter Rev A V-S2- FP		A/1356/00/AT/01	09/08/2022
The Pargeter Rev A V-S2- Elevations		A/1356/00/CB/02	09/08/2022
The Pargeter Rev A V-S3- FP		A/1356/00/AT/01	09/08/2022
The Pargeter Rev A V-S3- Elevations		A/1356/00/CB/02	09/08/2022
The Pargeter Rev A V-S4- FP		A/1356/00/AT/01	09/08/2022
The Pargeter Rev A V-S4- Elevations		A/1356/00/CB/02	09/08/2022
The Reedmaker Rev A V-R1- FP		A/1309/00/AT/01	09/08/2022
The Reedmaker Rev A V-R1- Elevations		A/1309/00/TB/02	09/08/2022
The Reedmaker Rev A V-R2- FP		A/1309/00/AT/01	09/08/2022
The Reedmaker Rev A V-R2- Elevations		A/1309/00/TB/02	09/08/2022
The Reedmaker Rev A V-R3- FP		A/1309/00/AT/01	09/08/2022
The Reedmaker Rev A V-R3- Elevations		A/1309/00/TB/02	09/08/2022

The Reedmaker Rev A V-R5- FP		A/1309/00/AT/01	09/08/2022
The Reedmaker Rev A V-R5- Elevations		A/1309/00/TB/02	09/08/2022
The Reedmaker Rev A V-R6- FP		A/1309/00/AT/01	09/08/2022
The Reedmaker Rev A V-R6- Elevations		A/1309/00/TB/02	09/08/2022
The Reedmaker Rev A V-S1- FP		A/1309/00/AT/01	09/08/2022
The Reedmaker Rev A V-S1- Elevations		A/1309/00/CB/02	09/08/2022
The Reedmaker Rev A V-S2- FP		A/1309/00/AT/01	09/08/2022
The Reedmaker Rev A V-S2- Elevations		A/1309/00/CB/02	09/08/2022
The Reedmaker Rev A V-S3- FP		A/1309/00/AT/01	09/08/2022
The Reedmaker Rev A V-S3- Elevations		A/1309/00/CB/02	09/08/2022
The Scouter Glover V-R1- FP		A/550 & 700/00/AT/01	09/08/2022
The Scouter Glover V-R1- Elevations		A/550 & 700/00/TB/02	09/08/2022
The Scouter Glover V-R4- FP		A/550 & 700/00/AT/01	09/08/2022
The Scouter Glover V-R4- Elevations		A/550 & 700/00/TB/02	09/08/2022
The Scouter Glover V-S2- FP		A/550 & 700/00/AT/01	09/08/2022
The Scouter Glover V-S2- Elevations		A/550 & 700/00/CB/02	09/08/2022
The Scrivener V-R1- FP		A/1303/00/AT/01	09/08/2022
The Scrivener V-R1- Elevations		A/1303/00/TB/02	09/08/2022
The Scrivener V-R2- FP		A/1303/00/AT/01	09/08/2022
The Scrivener V-R2- Elevations		A/1303/00/TB/02	09/08/2022
The Scrivener V-R3- FP		A/1303/00/AT/01	09/08/2022
The Scrivener V-R3- Elevations		A/1303/00/TC/02	09/08/2022
The Scrivener V-R4- FP		A/1303/00/AT/01	09/08/2022
The Scrivener V-R4- Elevations		A/1303/00/TB/02	09/08/2022
The Scrivener V-S3- FP		A/1303/00/AT/01	09/08/2022
The Scrivener V-S3- Elevations		A/1303/00/CB/02	09/08/2022
The Scrivener V-S4- FP		A/1303/00/AT/01	09/08/2022
The Scrivener V-S4- Elevations		A/1303/00/CB/02	09/08/2022
The Sculptor V-R2- FP		A/1288SR/00/AT/01	09/08/2022
The Sculptor V-R2- Elevations		A/1288SR/00/TB/02	09/08/2022
The Sculptor V-S3- FP		A/1288SR/00/AT/01	09/08/2022
The Sculptor V-S3- Elevations		A/1288SR/00/CB/02	09/08/2022
The Spinner V-R4- FP		A/SP1392/00/AT/01	09/08/2022
The Spinner V-R4- Elevations		A/SP1392/00/TB/02	09/08/2022
The Spinner V-S3- FP		A/SP1392/00/AT/01	09/08/2022
The Spinner V-S3- Elevations		A/SP1392/00/CB/02	09/08/2022
The Tailor V-R1- FP		A/907/00/AT/01	09/08/2022
The Tailor V-R1- Elevations		A/907/00/TB/R1/02	09/08/2022
The Tailor V-R2- FP		A/907/00/AT/01	09/08/2022
The Tailor V-R2- Elevations		A/907/00/TB/R1/02	09/08/2022
The Tailor V-S1- FP		A/907/00/AT/01	09/08/2022
The Tailor V-S1- Elevations		A/907/00/CB/R1/02	09/08/2022
The Tailor V-S2- FP		A/907/00/AT/01	09/08/2022
The Tailor V-S2- Elevations		A/907/00/CB/R1/02	09/08/2022

The Tenterer Rev A V-R3- FP		A/1026TE/00/AT/01	09/08/2022
The Tenterer Rev A V-R3- Elevations		A/1026TE/00/TB/02	09/08/2022
The Tenterer Rev A V-R4- FP		A/1026TE/00/AT/01	09/08/2022
The Tenterer Rev A V-R4- Elevations		A/1026TE/00/TB/02	09/08/2022
The Tenterer Rev A V-R5- FP		A/1026TE/00/AT/01	09/08/2022
The Tenterer Rev A V-R5- Elevations		A/1026TE/00/TC/02	09/08/2022
The Tenterer Rev A V-R6- FP		A/1026TE/00/AT/01	09/08/2022
The Tenterer Rev A V-R6- Elevations		A/1026TE/00/TB/02	09/08/2022
The Tenterer Rev A V-R7- FP		A/1026TE/00/AT/01	09/08/2022
The Tenterer Rev A V-R7- Elevations		A/1026TE/00/TB/02	09/08/2022
The Tillman Rev A V-R1- FP		A/1026TI/00/AT/01	09/08/2022
The Tillman Rev A V-R1- Elevations		A/1026TI/00/TB/02	09/08/2022
The Tillman Rev A V-R2- FP		A/1026TI/00/AT/01	09/08/2022
The Tillman Rev A V-R2- Elevations		A/1026TI/00/TB/02	09/08/2022
The Tillman Rev A V-R4- FP		A/1026TI/00/AT/01	09/08/2022
The Tillman Rev A V-R4- Elevations		A/1026TI/00/TB/02	09/08/2022
The Tillman Rev A V-R5- FP		A/1026TI/00/AT/01	09/08/2022
The Tillman Rev A V-R5- Elevations		A/1026TI/00/TB/02	09/08/2022
The Tillman Rev A V-S1- FP		A/1026TI/00/AT/01	09/08/2022
The Tillman Rev A V-S1- Elevations		A/1026TI/00/CB/02	09/08/2022
The Tillman Rev A V-S2- FP		A/1026TI/00/AT/01	09/08/2022
The Tillman Rev A V-S2- Elevations		A/1026TI/00/CB/02	09/08/2022
The Type E V-R1- FP		A/1271E/00/AT/01	09/08/2022
The Type E V-R1- Elevations		A/1271E/00/TB/02	09/08/2022
The Type E V-S1- FP		A/1271E/00/AT/01	09/08/2022
The Type E V-S1- Elevations		A/1271E/00/CB/02	09/08/2022
The Warrener V-R1- FP		A/948/00/AT/01	09/08/2022
The Warrener V-R1- Elevations		A/948/00/TB/02	09/08/2022
The Warrener V-R3- FP		A/948/00/AT/01	09/08/2022
The Warrener V-R3- Elevations		A/948/00/TB/02	09/08/2022
The Warrener V-R4- FP		A/948/00/AT/01	09/08/2022
The Warrener V-R4- Elevations		A/948/00/TC/02	09/08/2022
The Warrener V-S2- FP		A/948/00/AT/01	09/08/2022
The Warrener V-S2- Elevations		A/948/00/CB/02	09/08/2022
The Warrener V-S3- FP		A/948/00/AT/01	09/08/2022
The Warrener V-S3- Elevations		A/948/00/CB/02	09/08/2022
The Wheelwright V-R1- FP		A/1422WH/00/AT/01	09/08/2022
The Wheelwright V-R1- Elevations		A/1422WH/00/TB/02	09/08/2022
The Wheelwright V-R2- FP		A/1422WH/00/AT/01	09/08/2022
The Wheelwright V-R2- Elevations		A/1422WH/00/TB/02	09/08/2022
Refuse Vehicle Tracking Sheet 1		AAC5918-RPS-xx-xx-DR-C-114-01	18/07/2022
Refuse Vehicle Tracking Sheet 2		AAC5918-RPS-xx-xx-DR-C-114-02	18/07/2022
Refuse Vehicle Tracking Sheet 3		AAC5918-RPS-xx-xx-DR-C-114-03	18/07/2022



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7<sup>th</sup> September 2022

North Northamptonshire Council  
Development Management Service (Kettering Office)  
Municipal Offices, Bowling Green Road,  
Kettering  
Northamptonshire  
NN15 7QX

Bellway Homes  
**East Midlands**  
3 Romulus Court  
Meridian East Business Park  
Braunstone  
Leicestershire  
LE19 1YG  
  
Telephone 0116 282 0400  
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[www.bellway.co.uk](http://www.bellway.co.uk)

Dear Sirs,

**Re: Application ref: NK/2021/0356 Application for the erection of 700 residential dwellings, with associated infrastructure. Relating to Outline Planning Approval KET/2017/0169, Land off Stoke Road, Desborough.**

Further to the continued discussions regarding the need for the three southern access points, we have further considered this, and can confirm that it is not possible to alter our position on the retention of the access points. This is due to the following reasons:

The original outline planning permission KET/2011/0235 was approved with condition 11 requiring the submission and approval of a comprehensive traffic access and impact assessment. Condition 11 was approved and discharged in 2016 following the submission of a transport assessment.

The outline planning permission was amended through KET/2017/0169 and approved with condition 9 requiring all subsequent reserved matter applications to be in accordance with the transport assessment that was approved in 2016. Condition 9 is clear and fixes the parameters of the development, making it clear that the development and any subsequent reserved matter application are to be in accordance with the transport assessment.

Requesting a change to the access points into the development is seeking us to revisit the transport strategy that has already been approved and fixed. It is not possible to alter the terms of which the planning permission was granted through this reserved matter application.

It is also good development practice to have at least two points of vehicular accesses to the development of over 700 homes. A vehicular link between The Grange and the B669 Stoke Road provide connectivity between the routes and provides opportunity for bus services to access the proposed development. More than one point of access also provides greater accessibility for service and emergency vehicles, not only to the proposed development but also to The Grange.

All 3 of the southern access points are suitable highway routes, the principle of which has already been established. All 3 access points are of a suitable width for the level of traffic proposed with Rowan Close sufficient to accommodate buses. The vehicular routes into The Grange provide improved connectivity to existing and future residents. The route through Rowan close would also provide the benefit of providing direct and convenient link through the development to the local centre and school, for both residents of the proposed development and the residents of The Grange. Wood Avens Ways and Ironwood Avenue provide some benefits in dispersing some traffic from

Rowan Close but also provide pedestrian and cycle links to the proposed development further improving connectivity and accessibility.

In addition to the above, Bellway are in extended discussions with Northampton Highway Adoptions team with a view to progress the s38 process of the internal site roads, this will enable the roads to be adopted. As the three access points will then adjoin adopted highway, this will enable the access points to also be adopted by the different developers, up to the main spine road on The Grange.

For and on behalf of  
Bellway Homes Ltd

Amy Gilliver  
**Senior Planning Manager**





## North Northamptonshire Strategic Planning Committee 17<sup>th</sup> October 2022

<b>Application Reference</b>	<b>NC/21/00063/REM</b>
<b>Case Officer</b>	<b>Farjana Mazumder</b>
<b>Location</b>	<b>Cowthick Plantation, Stamford Road, Stanion</b>
<b>Development</b>	<b>Approval of reserved matters of access, appearance, landscaping, layout and scale for principal site access and associated realignment of A43/Stamford Road junction</b>
<b>Applicant</b>	<b>Mulberry Commercial Developments Limited</b>
<b>Agent</b>	<b>Pegasus Group</b>
<b>Ward</b>	<b>Stanion And Corby Village</b>
<b>Overall Expiry Date</b>	<b>12<sup>th</sup> May 2021</b>
<b>Agreed Extension of Time</b>	<b>22<sup>nd</sup> September 2022</b>

### List of Appendices

- Appendix 1 – Secretary of State's decision
- Appendix 2 – Update Report (10.11.2020)
- Appendix 3 – Decision Notice of 18/00817/OUT

### Scheme of Delegation

This application falls outside of the Council's Scheme of Delegation because there is an Objection from Parish Council. Therefore, it is reported to Strategic Planning Committee for determination.

#### **1. Recommendation**

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- 1.1 That the Reserved Matters be APPROVED subject to conditions.

#### **2. The Proposal**

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- 2.1 The application seeks approval of the reserved matters of access, appearance, landscaping, layout and scale for the construction of the principal site access and associated realignment of the existing A43/Stamford Road junction.

- 2.2 The proposed works involve the modification of the existing A43/Stamford Road priority junction and the introduction of a three arm roundabout, providing north-south linkage with an eastern arm providing access to the application site.
- 2.3 The eastern arm of the roundabout would provide access to the new logistics park as well as incorporating a new road alignment for the Stamford Road, enabling shared access onto the new roundabout and then onto the A43.
- 2.4 The realignment will involve the creation of a new section of dual carriageway linking the Stamford Road to a new second roundabout created within the application site, which would also provide combined access to the various areas of the logistics park.
- 2.5 The road arrangement will be constructed to relevant standards, including public transport provision and manoeuvring facilities to enable future adoption by the Highway Authority.
- 2.6 The eastern arm of the second, easternmost roundabout, will link to the private internal estate road for the wider logistics park.
- 2.7 The proposal will also include planting on each roundabout with an area of woodland planting in the area of the former Stamford Road.

### **3. Site Description**

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- 3.1 The site lies to the East of the A43 (Stamford Road). The southern end includes Cowthick Plantation, which is located adjacent to the A6116 (Brigstock Road) and the village of Stanion. To the east/north of the site is a landfill site and recycling centre. The land lies on the edge of the town. The application site excludes Fircroft Park to the south-west which has prior consent for a roadside service area and lorry park.
- 3.2 The land use of the site and its surroundings has historically been a mix of industrial and commercial uses, with multiple uses and nearby ironstone quarries, supplying the steel yard/works. Another notable feature is a timber yard that from the beginning of the 20th century until the 1950s used to be present immediately to the southwest of the site.
- 3.3 The application site extends to approximately 162.5 hectares, with the developable area of approximately 81.8ha. The site adjoins a SSSI. The land is located within an area of high landscape sensitivity being close to Stanion and includes a significant area of woodland. The application site is located within flood zone 1 and is at low risk of flooding. Harpers Brook lies south of the site and is a tributary to the River Nene.
- 3.4 It is also noted that there is substantial variation in the natural ground level and the site boundary is well enclosed by the vegetation buffers.

- 3.5 The site is not a rural idyll it demonstrates urban features although not features with a sharp urban edge; these features exist in part due to the nature of previous uses on the site and adjoining existing uses such as the recycling centre to the north of the site and the disused quarry to the east of the site. The site exhibits attributes that would allow it to be considered as the “urban fringe”.

#### **4. Relevant Planning History**

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- 4.1 The records indicate that The Planning Inspectorate granted planning consent on the 4th May 1982 for Tipping operations and land restoration for agricultural purposes.
- 4.2 15/00283/DPA: Upgrading the surface of an existing hard track and creation of a new lorry turning point. Application permitted on 13.10.2015.
- 4.3 18/00817/OUT: Development of land for employment use (Use Classes B1/B2 and B8) together with ancillary parking, highway infrastructure, engineering works, landscaping and ancillary works. Application permitted on 17.12.2020.
- 4.4 NC/21/00057/CON: Discharge of conditions 7 (Part A only), 10 and 27 of Outline Planning Permission 18/00817/OUT. Pending consideration.
- 4.5 NC/21/00058/CON: Discharge of conditions 4, 11, 12, and 34 in respect of Site Preparation Phases 1a, 2a and 2b of Outline Planning Permission 18/00817/OUT. Discharged on 12.05.2021.
- 4.6 NC/21/00059/CON: Discharge of conditions 29, 30, 31 and 35 of Outline Planning Permission 18/00817/OUT. Discharged on 20.05.2021.
- 4.7 NC/21/00080/CON: Discharge of condition 16.1 in respect of the scope for the Phase 1 Transport Assessment of Outline Planning Consent 18/00817/OUT. Discharged on 20.05.2021.
- 4.8 NC/21/00064/REM- Approval of reserved matters of access, appearance, landscaping, layout and scale for site preparation works including remediation, development platform creation, drainage and service infrastructure provision, initial estate road construction, ecological mitigation and perimeter landscaping. The outline planning application was accompanied by an Environmental Statement. Application permitted on 18.06.2021.
- 4.9 NC/21/00197/CON- Discharge of condition 16.1 in respect of the Transport Assessment for Phase 1 of Outline Planning Permission 18/00817/OUT. Pending consideration.
- 4.10 NC/21/00230/CON- Details pursuant to Condition 7 (Part- A) (Ground Condition and Remediation) and 10 (Biodiversity Monitoring Strategy) of Planning Permission 18/00817/OUT. All Phases. Discharged on 28.06.2021.
- 4.11 NC/21/00240/CON- Details pursuant to Condition 25 (CTMP), 28 (Materials Management Plan), 32 (CEMP) and 36 (Construction Lighting Strategy) of

Planning Permission reference 18/00817/OUT (Cowthick Plantation) relating to site preparation for phases - 1a, 2a and 2b. Part-discharged on 05.07.2021.

- 4.12 NC/21/00261/CON- Details pursuant to Condition 13 (Great Crested Newt Statement) and 14 (Dormouse Statement) of Planning Permission 18/00817/OUT. Site Preparation Phases 1a, 2a and 2b (excluding principal access / S.278 works within Site Preparation Phase 2a). PART DISCHARGE. 05.07.2021.
- 4.13 NC/21/00468/CON- Details pursuant to Condition 6 for Outline Planning Permission 18/00817/OUT. Pending consideration.
- 4.14 NC/22/00205/CON- Details pursuant to Condition 11 (CEMP-Biodiversity), 12 (LEMP), 13 (Great Crested Newts) and 14 (Dormouse) of Planning Permission 18/00817/OUT. Plot MPC 3 / Zone 3b of Build Phase 1 only. 18.07.2022.
- 4.15 NC/22/00206/CON- Details pursuant to Condition 29 (Surface Water Drainage), 31 (Foul Drainage), 34 (Fire Hydrants) and 35 (Boundary Treatment) of Planning Permission 18/00817/OUT. Plot MPC 3 / Zone 3b of Build Phase 1 only. Pending consideration.
- 4.16 NC/22/00209/REM- Approval of reserved matters of access, appearance, landscaping, layout and scale in respect of Zone 3b (MPC 3) for one building with associated infrastructure, engineering works and services. Pending consideration.
- 4.17 NC/22/00255/REM- Approval of reserved matters of access, appearance, landscaping, layout and scale for internal estate road with associated infrastructure and services ( the provision of the remaining section of internal estate road, beyond that approved under NC/21/00064/REM). The outline planning application was accompanied by an Environmental Statement. Pending consideration.
- 4.18 NC/22/00269/REM- Approval of reserved matters of access, appearance, landscaping, layout and scale in respect of Zone 3a (MPC 2) for the erection of industrial building (Class B2/B8) including ancillary office and external storage yards, together with associated infrastructure, engineering works and services. The outline planning application was accompanied by an Environmental Statement. Pending consideration.
- 4.19 NC/22/00270/CON- Details pursuant to Condition 11 ( CEMP -Biodiversity), 12 (LEMP), 13 (Great Crested Newt Statement) and 14 (Dormouse Statement) of Planning Permission 18/00817/OUT. Plot MPC 2 / Zone 3a of Build Phase 1 only. Pending consideration.
- 4.20 NC/22/00271/CON- Details pursuant to Condition 29 (Surface Water Drainage), 31 (Foul Water Drainage), 34 (Fire Hydrants) and 35 (Boundary Treatment) of Planning Permission 18/00817/OUT. Plot MPC 2 / Zone 3a of Build Phase 1 only. Pending consideration.

*Background*

- 4.21 On 29 June 2020, Members of the Corby Borough Council Planning Committee unanimously resolved to approve the Outline Application pursuant to the following recommendation:

#### Recommendation

*Approve subject to delegated authority being given to the Head of Planning and Environmental Services to determine the application subject to the conditions set out in this report and satisfactory completion of a Section 106 Agreement on the basis of the Heads of Terms set out in the Second Addendum Report*

- 4.22 Prior to resolving to approve the Outline Application, Members of the Corby Planning Committee were advised of the need to consult the Secretary of State on the Outline Application under the Town and Country Planning (Consultation) (England) Direction 2009 (the "**Direction**"). Under paragraph 5(1) of the Direction, the Secretary of State is required to be consulted in respect of development which includes office use and which:

- a) is to be carried out on land which is edge-of-centre, out-of-centre or out-of-town;
- b) is not in accordance with one or more provisions of the development plan in force in relation to the area in which the development is to be carried out; and
- c) consists of or includes the provision of a building or buildings where the floorspace to be created by the development is 5,000 sqm or more.

As explained to Members of the Committee, on 29 June 2020, the development which was the subject of the Outline Application met the above criteria under the Direction.

- 4.23 On 2 October 2020, the Secretary of State was provided with a full suite of information under paragraph 10 of the Direction, namely: (a) a copy of the Outline Application (including copies of any accompanying plans, drawings and any appropriate flood risk assessment) and supporting information; (b) a copy of the requisite notice (as detailed above); (c) a copy of any representations made to the authority in respect of the application; (d) a copy of the Committee Reports; and (e) a statement of the material considerations which the authority consider indicate a departure application (i.e. an application to which the Direction applies) should be determined otherwise than in accordance with s.38(6) of the Planning and Compulsory Purchase Act.
- 4.24 On 14 October 2020, the Secretary of State confirmed his decision not to call in the application. A copy of the Secretary of State's decision letter is appended to this Report as **Appendix 1**.
- 4.25 The Corby Planning Committee Members were then asked to consider the original June 2020 decision, in light of the Secretary of State's decision. The Committee endorsed its original recommendation and Outline planning permission for the site was granted on the 17 December 2020 following the completion of a s106 agreement.

## 5. Consultation Responses

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- 5.1 **Environmental Health:** (10.03.2021) No objection/comments.
- 5.2 **Local Plan Section:** No comments received.
- 5.3 **Tree Officer:** No comments received.
- 5.4 **Crime Prevention Officer:** (10.03.2021)- No objection/comments.
- 5.5 **Fire Officer:** No comments received.
- 5.6 **Anglian Water:** No comments received.
- 5.7 **NCC Lead Local Flood Authority:** (26.02.2021) Flood Authority was consulted in relation to drainage issue. The Drainage Engineer requested additional information to fully assess the proposal. The officers comments are as follows:

*Thank you for consulting us on the above planning application.*

*Having reviewed the applicant's submitted documents, we would like to advise that in the absence of a Drainage Strategy incorporating a detailed drainage design cross referenced to supporting calculations, we are unable to comment on Surface Water Drainage matter. Hence the impacts of surface water drainage have not been adequately addressed at this stage for this Reserved Matters application.*

*We request that we are to be consulted again when there is a submission of Detailed Surface Water Drainage Information. In the meantime, no development shall take place until full details of the surface water drainage scheme for the site is submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.*

*Please also note that our comments only cover the surface water drainage implications of the proposed development. In view of the above, should you require any further information, or wish to discuss these matters further, please do not hesitate to contact us.*

- 5.8 **The Environment Agency:** (17.03.2021) No objection/comments.
- 5.9 **Historic England:** (09.03.2021) No Objection/comment.
- 5.10 **Ecologist:** No comments received.
- 5.11 **Archaeology:** (17.03.2022) No objection/comments.
- 5.12 **North Northamptonshire Joint Planning Unit:** No comments received.
- 5.13 **Wildlife Trust:** No comments received.
- 5.14 **Local Highways Authority:** (11.03.2021) The Highway Officer was consulted in regard to the proposal and has commented as follows:

*In order to recommend the layout for approval on such a strategic piece of infrastructure, the LHA will require the applicant to submit a copy of the Highways Audit Technical Approval Letter. In order to gain this the applicant is required to submit their technical package for S278 / 38 to the LHA Audit Team.*

*In order to assist this, the LHA have the following comments;*

- 1. The planned and committed closure of Stamford Road, Weldon to north-bound traffic has received technical approval but as yet, no S278 agreement is in place.*
- 2. Paragraph 2.7 of the technical note details that an RSA is proposed, no RSA scope has been submitted for approval for the RSA to be carried out.*
- 3. Tracking is required for 2 articulated HGVs.*
- 4. No WCHAR assessment, or scope for one, has been supplied.*
- 5. No pedestrian / cycle crossing of the A43 is detailed either at this junction or connectivity to crossings to the north and south.*
- 6. The exit radii on the roundabout appears to be a departure from standards allowing for higher vehicle speeds from the Stamford Road onto the roundabout heading south onto the A43.*

(10.08.2021) Re-consultation was carried out on the additional information provided by the applicant. The officer stated that applicant 's Transport Assessment is generally in accordance with the approved Scoping Note, however there are elements which require further work that may directly and significantly affect the conclusions that can be drawn on each affected junction assessed.

Along with other concerns it is also indicated that the impacts of the development are such that, potentially movements associated with the HWRC will affect the proposed site access junction, which needs to be accommodated and measures put in place by the developer to ensure their junctions will operate in harmony with the HWRC and not adversely affect its operation.

Finally, the highways response states that resolving matters of concerns may result in changes to proposals presented. Therefore, they reserve the right to raise further matters as, if and when elements and issues raised in this response have been addressed by the Applicant and / or further submissions are received.

(11.08.2022)- Further re-consultation was carried out on the amended Transport Assessment submitted by the applicant. Highways comments are as follows-

*Observations: -*

*Based on Transport Planning Associates Technical Note 9 - 1807-03/TN/09 Rev B July 2022 Whilst the applicant has now indicated, based on information currently available, that the site access on Kettering Road and the A43 roundabout junction appear to function within acceptable parameters, clearly if, as and when the full Transport Assessment for the whole development is available / agreed then care should be taken to ensure that the function of these*

*junctions remain operationally sound. To clarify, the interaction of the A43 roundabout proposed and other junctions on the network is such that modifications of the proposed A43 roundabout may potentially be required to facilitate the development impacts. We are mindful however that further conditions associated with the monitor and manage approach provides some comfort that should any issues manifest themselves from any mitigation determined now modifications can be undertaken later. Clearly modifications will disrupt the network and may affect operations on site.*

*Recommendations:*

*In summary in respect of this application for reserved matters our advice is that the layout proposed appears to function within acceptable parameters based on current information available. However, this does not prejudice the highway authorities view on the wider mitigation required to facilitate the development which is associated with a separate application. You should carefully consider how the approval of this reserved matter affects other conditions associated with this consent.*

**5.15 Stanion Parish Council:** No comments received.

**5.16 Sudborough Parish Council:** No comments received.

**5.17 Brigstock Parish Council:** No comments received.

**5.18 Little Stanion Parish Council:** (17.03.2021)- Little Stanion Parish Council was consulted on this scheme. The Parish provides the following comments:

*Little Stanion Parish Council wishes to formally raise objections to the plans for this development; Councillors and residents having attended the consultation meetings here in the village and elsewhere.*

*Notwithstanding the amendments to the application, statutory consultee responses and the possible mitigating effects of proposed changes, the Parish Council remains extremely concerned regarding the profound negative impacts of the proposed development.*

*A major concern is the considerable increase of HGV traffic in the local area, particularly when seen in conjunction with the already considerable HGV traffic and other motor traffic generated by the Midlands Logistics Park [aka Stanion Park] and the new development at Firecroft Nursery. The combined increase in traffic will almost certainly have an impact on this area of Corby and its nearby villages including Little Stanion, as well the hundreds of workers travelling to and from Corby for work, shopping, and other reasons.*

*The A6116 from Stanion through to junction 12 of the A14 is in our opinion in a very serious state of repair with numerous potholes that are a danger to cyclists and motorists. With the increased HGV traffic created by the Cowthick and the Firecroft Nursery development with drivers cutting the corner to get to the A14, A1 and beyond, this situation is going to get worse. It will also be detrimental to the living conditions of those in the villages on route. A great number of the roads in the surrounding area are also suffering, especially Geddington Road.*



*These roads were not designed to support to volume of HGV`s that are now on them.*

*Of particular concern to residents of Little Stanion is the congestion that will be created at the A6116/A43/Longcroft Road roundabout, which is already a traffic congestion spot, exacerbated by the Euro Hub traffic of HGVs which contributes to a large traffic flow in this area. It will make travelling to and from Little Stanion intolerable. We are informed by the developer`s agent that both sites are geared to 24-hour operations, thousands of HGV and staff car movements a week. When fully operational, the traffic volume and road damage will become unacceptable. Also, we object on the grounds of congestion, noise and increased air pollution caused by this excessive traffic. This roundabout is becoming a hot spot for road traffic accidents. Little Station Parish Council has a forthcoming site meeting with NCC highways department when COVID-19 restrictions allow to discuss and try and remedy this subject.*

*It appears, that the traffic survey/model provided by the developer is both out of date and inaccurate. It was produced before the Midland Logistics park was fully operational and with the extra traffic that will be created by the new development at the Firecroft Nursery site including the drive through coffee establishment. We ask that any further development is placed on hold until a proper and up to date traffic survey/model has been produced and submitted to the highways department. It is also noted, that the developer has not made any plans with regard to public transport for anyone coming from Corby town, there is no direct public transport access. This if not corrected it will lead to more cars on the roads. Furthermore, on roads such as Geddington Road for example, no provision has been made for the use of green transport, cyclist`s without a proper cycle path being asked to use some of the main approach roads to the site.*

**5.19 Neighbours-** Letters were sent to 194 neighbouring units. LPA has received two letters of objection on the following grounds-

- Increased pressure on A6116 due to shortest distance
- Highway safety issue
- Queuing
- Noise impact
- Inaccuracy of survey results due to COVID lockdown
- Possible damage of the existing infrastructure
- Devaluation of property
- Impact on wildlife
- Increased flood risk

## **6 Relevant Planning Policies and Considerations**

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### **6.1 Statutory Duty**

Section 54A of the Town and Country Planning (1990) (as amended) states “Where in, making any determination under the Planning Acts, regard is to be had to the development plan, the determination shall be made in accordance with the Plan unless material consideration indicate otherwise.”

### **6.2 National Policy**

National Planning Policy Framework 2021:

- 2 Achieving sustainable development
- 6 Building a strong competitive economy
- 7 Ensuring the vitality of town centres
- 9 Promoting sustainable transport
- 11 Making effective use of land
- 12 Achieving well-designed places
- 15 Conserving and enhancing the natural environment

National Planning Practice Guidance (NPPG)  
National Design Guide (NDG) (2019)

- 6.3 North Northamptonshire Joint Core Strategy (NNJCS) (2016)
- Policy 1 (Presumption in favour of Sustainable Development)
  - Policy 3 (Landscape Character)
  - Policy 4 (Biodiversity and Geodiversity)
  - Policy 5 (Water Environment, Resources and Flood Risk Management)
  - Policy 8 (North Northamptonshire Place Shaping Principles)
  - Policy 9 (Sustainable Buildings)
  - Policy 10 (Provision of Infrastructure)
  - Policy 11 (The Network of Urban and Rural Areas)
  - Policy 13 (Rural Exceptions)
  - Policy 15 (Well-connected Towns, Villages and Neighbourhoods)
  - Policy 18 (HGV Parking)
  - Policy 19 (The Delivery of Green Infrastructure)
  - Policy 22 (Delivering Economic Prosperity)
  - Policy 23 (Distribution of New Jobs)
  - Policy 24 (Logistics)
  - Policy 25 (Rural Economic Development and Diversification)
- 6.4 Part 2 Local Plan for Corby (2021)

## **7 Evaluation**

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The key issues for consideration are:

- Principle of Development
- Highways

### **7.1 Principle of Development**

- 7.1.1 The application site received outline planning permission (LPA reference: 18/00817/OUT) approved on the 17 December 2020. Thus the principle of development on the site for the following has been agreed:

*Development of land for employment use (Use Classes B1/B2 and B8) together with ancillary parking, highway infrastructure, engineering works, landscaping and ancillary works.*

7.1.2 This submission relates to the consideration of a number of the details which were reserved at the outline determination stage.

## **7.2 Highways**

7.2.1 There would be two vehicular accesses to the site, one from a new roundabout on the A43 Stamford road the second by change of existing access to Stamford Road towards Weldon Village.

7.2.2 The proposal would provide a total of 404,100m<sup>2</sup> of floorspace. This would be 10,061m<sup>2</sup> or 2.49% B1 (business), 97,252m<sup>2</sup> or 24.07% B2 (general industrial) 296,787m<sup>2</sup> or 73.44% B8 (storage or distribution) floorspace. It is set out within the transport statement that the proposed development is likely to generate 712 two-way vehicle movements, comprising of 565 light vehicle movements and 147 HGV movements during the AM peak period. During the PM peak period, the proposed development is anticipated to attract a total of 631 two-way vehicle movements, comprising of 524 light vehicle and 107 HGV two-way movements respectively.

7.2.3 During the assessment of the Outline application the Highway Authority considered that the submitted Transport Assessment was not robust in nature for the proposed development. To provide a way forward it was recommended that a 'Monitor and Manage' approach could be considered to involve mitigation of the initial unit / phase of a limited scale for which detailed assessment and mitigation is required. Once complete and occupied this can then be used as the basis to assess actual impacts of this site, to determine future phase impacts. These assessments would then be used to determine the mitigation of the next phase and so on. The extant permission listed 17 specific junctions to be considered for mitigation or Monitoring and Management along with any other junctions and links agreed as part of the scope of the relevant transport assessment.

7.2.4 Highways Officers have requested additional information after reviewing the initial submission which relates to sensitivity tests involving a planned closure of Stamford road, Weldon; tracking plan; WCHAR (Walking, cycling and horse-riding) assessment; pedestrian / cycle crossing of the A43 and the exit radii on the roundabout. To address highways concern the applicant has submitted a road safety audit brief, tracking plan and general arrangement plan showing connectivity with the existing footways along with additional information related to junction 9.

7.2.5 The capacity of the proposed site access is based on agreed trip rates and assumptions contained within the Strategic model until the TA (application ref:NC/21/00197/CON) has been agreed then it is premature to agree the access proposals due to the iterative process of modelling. Furthermore, the junctions need to be assessed on the basis that Stamford Road is both closed and remains open for sensitivity test purposes. With regards to the Household Waste Recycling Centre (HWRC) the applicant was required to assess the junction to understand the implications of vehicles queuing back over the proposed site access junction from both a road safety and capacity perspective which has been satisfied.

- 7.2.6 Extensive consultation has been carried out with Highways Officers in relation to highway issues and the supporting technical evidence. The applicant has submitted an amended Technical Note (TN) demonstrating that the form of the proposed site access arrangements is appropriate for the Phase 1 of the development. Highways Authority reviewed the amended TN and provided their observation as follows-

Whilst the applicant has now indicated, based on information currently available, that the site access on Kettering Road and the A43 roundabout junction appear to function within acceptable parameters, clearly if, as and when the full Transport Assessment for the whole development is available / agreed then care should be taken to ensure that the function of these junctions remain operationally sound. To clarify, the interaction of the A43 roundabout proposed and other junctions on the network is such that modifications of the proposed A43 roundabout may potentially be required to facilitate the development impacts. We are mindful however that further conditions associated with the monitor and manage approach provides some comfort that should any issues manifest themselves from any mitigation determined now modifications can be undertaken later. Clearly modifications will disrupt the network and may affect operations on site.

- 7.2.7 The Highway Authority also confirms that the layout proposed appears to function within acceptable parameters based on current information available. However, this does not prejudice the Highway Authorities view on the wider mitigation required to facilitate the development which is associated with a separate application. It is advised by the highways team that careful consideration should be given to how the approval of this reserved matter affects other conditions associated with this consent.
- 7.2.8 In the light of the above, it is acknowledged that the applicant has satisfied the Highways Authority in terms of the access roundabouts with the available information, and the Planning Authority Council will also be able to monitor and manage to cover matters related to traffic levels. However, the officers consider that there should be a level of flexibility of the approved details to allow for modifications through the audit stage which may also coincide with the clarity on the wider picture. To ensure this planning conditions related to the highway's details have been imposed in the relevant section.

### **7.3 Other Matters**

- 7.3.1 In terms of flood risk, it should be noted that condition 29, 30 and 31 has been discharged under planning application NC/21/00059/CON on 20<sup>th</sup> May 2021.
- 7.3.2 Matters raised by Little Stanion Parish Council have already been dealt with by the outline planning applications including traffic generation, capacity and the impact on the area. The outline for the site has already been granted and the principle for the development is therefore established.
- 7.3.3 These individual impacts were considered at that time of the outline planning application.

7.3.4 This application is for the discharge of principal site access and associated realignment of A43/Stamford Road junction.

7.3.5 In terms of cycle path, a combined footway/cycle track is proposed within the site along the internal main spine road. In addition, plans submitted at the outline stage show an area along the western edge of the site to be safeguarded to connect the internal footway / cycle tracks to the newly upgraded A43 roundabout with A6086 Geddington Road. It would be proposed that the pedestrians and cyclists would be directed to the southern arm of the roundabout, crossing using the existing uncontrolled crossing points to utilise the proposed shared use footway / cycle track along the southern side of Geddington Road.

## **8. Conclusion**

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8.1 The application for the reserved matters of access, appearance, landscaping, layout and scale for the construction of the principal site access and associated realignment of the existing A43/Stamford Road is considered acceptable. The details submitted do not cause any significant harm to the amenity of the nearby occupiers or result in overdevelopment of the site and will not give rise to any undue highway safety concerns.

The proposal is therefore considered in accordance with Policies 1, 3, 4, 5, 8, 9, 10, 11, 12, 13, 15, 18, 22, 23, 24 and 25 of the North Northamptonshire joint Core Strategy, National Planning Policy Framework and no other material considerations indicate that the policies of the development plan should not prevail, furthermore the decision has been reached taking into account the National Planning Policy Framework.

## **9. Recommendation**

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9.1 It is therefore recommended that the application be Approved subject to conditions as set out below.

## **10. Conditions**

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1. The development shall conform in all aspects with the plans and details as indicatively shown in the application as listed below, unless variations are agreed by the Local Planning Authority in order to discharge other conditions attached to this decision or outline permission 18/00817/OUT:

- Topographical Survey, Dwg ref: 24561\_T\_Phase\_2 Rev.0
- Location Plan, Dwg Ref: 4345-034 Rev.P2
- General Arrangement, Dwg ref: 1807- 03-111
- Section 278 Planting Matrix & Schedules, Dwg ref: BMD.18.023.SP.P004
- Section 278 General Arrangement, Dwg ref: BMD.018.023.DR.P201
- Section 278 Planting Plan, Dwg ref: BMD.018.023.DR.P202
- Proposed A43 & Stamford Road Swept Path Analysis, Dwg ref: 1807-03 SP02
- Proposed A43 & Stamford Road Visibility Splays, Dwg ref: 1807-03 002
- Proposed A43 & Stamford Road Longitudinal Sections, Dwg ref: 1807-03 102

- Technical Note, ref: 1807/TN09 Rev.B, dated 5th July, prepared by Transport Planning Associates (TPA)

Reason: For the avoidance of doubt and to ensure a suitable form of development in accordance with policy 8 of the North Northamptonshire Joint Core Strategy 2016.

*Informative Note:*

*Prior to commencement of the development full engineering, drainage, lighting and constructional details shall be submitted and approved in writing by North Northants Council through the Highways Adoptions Technical Approval process. The approved Plans shall then be implemented prior to the first occupation in accordance with the agreed Plans Targets to the satisfaction of the council.*

## **11. Informatives**

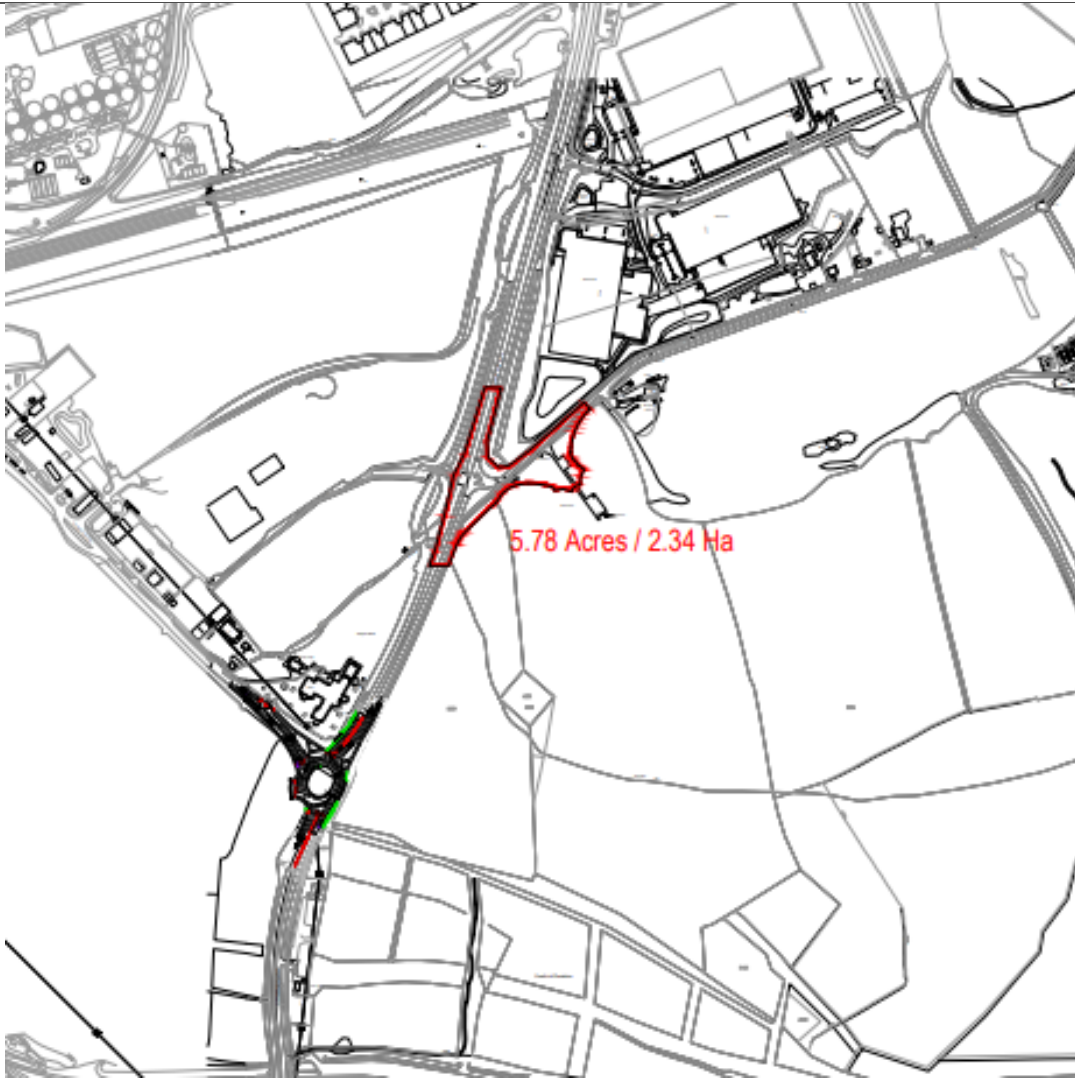
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- 11.1 In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the Joint Core Strategy Adopted July 2016, Part 2 Local Plan for Corby, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

## **12. Schedule of Plans/ Documents**

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- Topographical Survey, Dwg ref: 24561\_T\_Phase\_2 Rev.0
- Location Plan, Dwg Ref: 4345-034 Rev.P2
- General Arrangement, Dwg ref: 1807- 03-111
- Section 278 Planting Matrix & Schedules, Dwg ref: BMD.18.023.SP.P004
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- Proposed A43 & Stamford Road Longitudinal Sections, Dwg ref: 1807-03 102
- Technical Note, ref: 1807/TN09 Rev.B, dated 5th July, prepared by Transport Planning Associates (TPA)



**Cowthick Plantation, Stamford Road, Stanion, Northamptonshire**  
**Planning Application Reference: NC/21/00063/REM**  
**Planning Committee Date: 22.08.2022**

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Ministry of Housing,  
Communities &  
Local Government

Mr Iain Smith  
Head of Planning & Environmental Services  
Corby Borough Council

Sent via e-mail only to:  
iain.smith@corby.gov.uk

**Please ask for:** Maria Bowen  
**Tel:** 0303 44 48041  
**Email:** Maria.bowen@communities.gov.uk

**Your ref:** 18/00817/OUT

**Our ref:** PCU/CONS/U2805/3260512  
PCU/RTI/U2805/3256276

**Date:** 14 October 2020

Dear Mr Smith

## **The Town and Country Planning (Consultation) (England) Direction 2009**

**Application by Greatline Developments Limited for the development of land for employment use (Use Classes B1/B2 and B8) together with ancillary parking, highway infrastructure, engineering works, landscaping and ancillary works. ALL MATTERS RESERVED at Land at Cowthick Plantation, Stamford Road, Stanion, Northamptonshire. Planning Application no. 18/00817/OUT.**

I refer to your letter of 30 September 2020 referring to the Secretary of State for Housing, Communities and Local Government ("The Secretary of State") an application for planning permission for the above development.

The Secretary of State has carefully considered the case against call-in policy, as set out in the Written Ministerial Statement by Nick Boles on 26 October 2012. The policy makes it clear that the power to call in a case will only be used very selectively.

The Government is committed to give more power to councils and communities to make their own decisions on planning issues and believes planning decisions should be made at the local level wherever possible.

In deciding whether to call in this application, the Secretary of State has considered his policy on calling in planning applications. This policy gives examples of the types of issues which may lead him to conclude, in his opinion that the application should be called in. The Secretary of State has decided not to call in this application. He is content that it should be determined by the local planning authority.

In considering whether to exercise the discretion to call in the application, the Secretary of State has not considered the matter of whether the application is EIA Development for the purposes of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. The local planning authority responsible for determining these applications remains the relevant authority responsible for considering whether these Regulations apply to these proposed developments and, if so, for ensuring that the requirements of the Regulations are complied with.

Yours sincerely

*Maria Bowen*

Maria Bowen  
Planning Officer

## UPDATE REPORT

### Application for Outline Planning Permission

<b>18/00817/OUT</b>	<b>Development of land for employment use (use classes B1 / B2 and B8) with ancillary parking highway infrastructure engineering works (ALL MATTERS RESERVED) at Cowthick Plantation, Stamford Road, Stanion, Corby (the "Outline Application")</b>
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#### EXECUTIVE SUMMARY

This report (the "**Update Report**") summarises the steps taken by Corby Borough Council since Members originally considered and resolved to approve the Outline Application on 29 June 2020. It is being presented to Committee to ask Members to reconfirm the resolution to grant permission on 29 June 2020 in accordance with the recommendation set out below, having regard to: (i) the additional publicity after Committee on 29 June 2020; (ii) the representations received by the Council in response to this publicity; (iii) officers' response to these representations as set out in this Update Report; (iv) the information contained in the referral submission to the Secretary State; (v) the Secretary of State's decision not to call-in the application; and (vi) the updated planning conditions and s106 obligations set out in this Update Report.

#### TERMINOLOGY AND BACKGROUND

In this Update Report the previous reports to Committee are referenced as follows:

<b>Term used in this Update Report</b>	<b>Officer Report</b>
Main Report	Officer Report to Committee dated 23 June 2020
Addendum 1	First Addendum Report to Committee
Addendum 2	Second Addendum Report to Committee

Collectively, the above reports shall be referred to as "**Committee Reports**".

Members will recall that Committee was originally called to consider the Outline Application on 23 June 2020 (postponed from 23 March 2020 due to Covid 19) but this meeting was adjourned to 29 June 2020 to allow Members to fully consider representations received in the run up to Committee on 23 June 2020, as considered by officers in Addendum 2. Consideration of the Outline Application by Committee followed extensive public consultation, as follows:

<b>TYPE</b>	<b>DATE</b>	<b>VENUE</b>	<b>LPA/APPLICANT</b>
Public Consultation Event	17.10.2018	The Holiday Inn, Geddington Road, Corby, Northampton, NN18 8ET	Applicant
Site Notice, Neighbour letter and Evening Telegraph Notice (ET)	10.01.2019	N/A	LPA
Neighbour Letter	10.07.2019	N/A	LPA
Workshop Event	13.01.2020	Stanion Village Hall, 10 Brigstock Road, Stanion, NN14 7BU	Applicant
	14.01.2020	Suborough Village Hall / Main Street, Sudborough, NN14 3BX	Applicant

	15.01.2020	St Mary's Church, Church Street, Weldon, NN17 3JY	Applicant
	16.01.2020	Welcome Centre, Roman Road, Corby, NN18 8FZ	Applicant
Site Notice and ET Notice	23.07.2020	N/A	LPA

## CHRONOLOGY

### Resolution to Approve

On 29 June 2020, Members unanimously resolved to approve the Outline Application pursuant to the following recommendation, as set out in paragraph 13 of Addendum 2:

#### 11. Recommendation

*Approve subject to delegated authority being given to the Head of Planning and Environmental Services to determine the application subject to the conditions set out in this report and satisfactory completion of a Section 106 Agreement on the basis of the Heads of Terms set out in the Second Addendum Report*

### Direction

Prior to resolving to approve the Outline Application, Members were advised of the need to consult the Secretary of State on the Outline Application under the Town and Country Planning (Consultation) (England) Direction 2009 (the "**Direction**"). Under paragraph 5(1) of the Direction, the Secretary of State is required to be consulted in respect of development which includes office use and which:

- a) is to be carried out on land which is edge-of-centre, out-of-centre or out-of town;
- b) is not in accordance with one or more provisions of the development plan in force in relation to the area in which the development is to be carried out; and
- c) consists of or includes the provision of a building or buildings where the floorspace to be created by the development is 5,000 sqm or more.

As explained to Members at Committee on 29 June 2020, the development which is the subject of this Outline Application meets the above criteria under the Direction. Further analysis of the application of the Direction is contained in the Council's statement of material considerations which is appended as **Appendix 4** –see further below.

### Additional Publicity

Following resolution to approve the Outline Application on 29 June 2020, a site notice and a press notice complying with the formalities for the "requisite notice" under paragraph 10 of the Direction were published, on 23 July 2020. These notices, made under Schedule 3 of The Town and Country Planning (Development Management Procedure) Rules 2015, identified the Outline Application as one accompanied by an Environmental Statement and one which is not in accordance with one or more provisions of the development plan. The notices provided 30 days for representations.

### Further Representations and Responses

Further representations in response to the additional publicity were received and reviewed by officers prior to consultation with the Secretary of State under the Direction. These representations are appended as **Appendix 1** to this Update Report so Members are afforded the opportunity to review the representations in full. Appendix 1 also contains officers' summary response to these representations. In short, the representations are not considered by officers to raise novel planning considerations which were not already considered by Members in arriving at their decision on 29 June 2020. Nevertheless, Members are asked to consider the representations and responses, in full.

## Updated planning conditions and s106 obligations

### Section 106 Agreement

Following resolution to approve the Outline Application on 29 June 2020, officers also engaged proactively with the applicant and the Local Highway Authority to progress the s106 planning obligations, in accordance with the Heads of Terms set out in Addendum 2.

The draft Section 106 Agreement is appended as **Appendix 2** to this Update Report so Members are afforded with the opportunity to consider the planning obligations, in full. Appendix 2 also contains a headline summary of the obligations and officers' "CIL Reg 122 Compliance Statement" which sets out how the obligations are considered to achieve compliance with the requirements of Reg 122 of the Community Infrastructure Levy Regulations 2010. As Members will be aware, Reg 122 provides that a planning obligation may only constitute a reason for granting planning permission for the development if the obligation is (a) necessary to make the development acceptable in planning terms; (b) directly related to the development; and (c) fairly and reasonably related in scale and kind to the development. Officers are satisfied that these criteria are met here but Members are asked to consider the tests against the obligations, in full.

### Planning Conditions

Officers have agreed some updates and enhancements to the planning conditions set out in the Main Report (as amended in Addenda 1) with the applicant and the Local Highway Authority. These updates have been agreed to eliminate duplication, to ensure consistency, to facilitate phased discharge (where appropriate), and to ensure the development is fully deliverable within the three year time limit approved by Committee. In addition, conditions have been added to ensure the monitor and manage conditions (16-23) are engaged in the event the development is built out in more than four phases (condition 23A); and to separate out the list of junctions originally included in the Travel Plan condition (condition 24) as a distinct condition (condition 23B) which clearly identifies the junctions to be assessed under the transport assessments to be carried out under the preceding monitor and manage conditions. At the Local Highway Authority's request, A6116 junctions between the A43/A4300 and the A14 have been added to this list of junctions. These updates have resulted in the conditions being renumbered. The updated conditions are appended as **Appendix 3** to this Update Report, alongside a summary which explains how the conditions relate to the s106 planning obligations covered by the Section 106 Agreement at Appendix 2.

In summary, Members are asked to consider the updated planning conditions and s106 obligations as set out in this Update Report, in full.

### **Consultation with the Secretary of State**

On 2 October 2020, the Secretary of State was provided with a full suite of information under paragraph 10 of the Direction, namely: (a) a copy of the Outline Application (including copies of any accompanying plans, drawings and any appropriate flood risk assessment) and supporting information; (b) a copy of the requisite notice (as detailed above); (c) a copy of any representations made to the authority in respect of the application; (d) a copy of the Committee Reports; and (e) a statement of the material considerations which the authority consider indicate a departure application (i.e. an application to which the Direction applies) should be determined otherwise than in accordance with s.38(6) of the Planning and Compulsory Purchase Act. The Council's statement of material considerations has been made available on Public Access and is appended to this Update Report as **Appendix 4**. Members are asked to consider the information contained in this referral submission, in full.

On 14 October 2020, the Secretary of State confirmed his decision not to call in the application. A copy of the Secretary of State's decision letter is appended to this Update Report as **Appendix 5**. Members are asked to consider this decision, which means that the Council may now proceed to finally determine the Outline Application.

### **OFFICER'S RECOMMENDATION**

#### **Preamble**

Having regard to (i) the additional publicity after Committee on 29 June 2020; (ii) the representations received by the Council in response to this publicity; (iii) officers' response to these representations as set out in this Update Report; (iv) the information contained in the referral submission to the Secretary State; (v) the Secretary of State's decision not to call-in the application; and (vi) the updated planning conditions and s106 obligations set out in this Update Report, Members are recommended to reconfirm the resolution to grant permission on 29 June 2020 as follows:

**Recommendation**

**Approve subject to delegated authority being given to the Head of Planning and Environmental Services to determine the application, finalise the planning conditions and s106 obligations set out in this Update Report and to complete the Section 106 Agreement.**

10 November 2020

**Officers to Contact**

**Edward Oteng**

**Email: [Edward.Oteng@corby.gov.uk](mailto:Edward.Oteng@corby.gov.uk)**

Mulberry Commercial Developments Limited  
C/o Mr Darryl Rogers  
Pegasus Group  
Pegasus House  
Querns Business Centre  
Whitworth Road  
Cirencester  
GL7 1RT

Application Ref: - **18/00817/OUT**

**TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)  
GRANT OF PLANNING PERMISSION**

The Corby Borough Council as the Local Planning Authority within the meaning of the above Act and associated Orders GRANTS permission for the following:-

**Description of Development:**

Development of land for employment use (Use Classes B1/B2 and B8) together with ancillary parking, highway infrastructure, engineering works, landscaping and ancillary works. ALL MATTERS RESERVED.

**Location of development:** Cowthick Plantation  
Stamford Road  
Stanion  
Northamptonshire

**Date of application:** 14 December 2018

**Plan Numbers:** See attached schedule of plans

**Permission is subject to the condition(s) listed on the attached schedule:-**

**SIGNED**



**Date: 17 December 2020**

NOTES:

- I. Please also see the informatives included in the Schedule of Conditions.
- II. Should you wish to appeal against any of the conditions please read the attached sheet which explains the procedure.
- III. This decision does not convey any approval or consent which may be required under any by-laws, building regulations or under any Act other than the Town and Country Planning Act 1990 (as amended).

continued

**TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)  
GRANT OF PLANNING PERMISSION**

**REASONS FOR APPROVAL**

**SCHEDULE OF CONDITIONS**

**CONDITIONS**

**TIME LIMIT**

1. Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of 3 years from the date of this permission. The development hereby permitted shall begin no later than the expiration of 2 years from the date of approval of the last of the reserved matters to be approved.

**Reason:** As required by Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

**DRAWINGS**

2. The development shall conform with the details shown in the approved plans and reports listed below, unless variations are agreed by the Local Planning Authority in order to discharge other conditions attached to this decision (provided no new or materially different or likely significant environmental effects arise from such update):
  - Location Plan – Drawing 4345-014 Rev.P2, received on 12.12.2018;
  - Parameters Plan – Drawing 4345-006 Rev.P14, received on 07.06.2019;
  - Design and Access Statement – Rev.P6. May 2019;
  - Planning Statement – December 2018;
  - Environmental Statement, received on 12.12.2018 save for transport related matters;
  - LVIA April 2019, received on 02.10.2019;
  - Supplementary Environmental Information May 2019, received on 07.06.2019;
  - Environmental Statement – Non-Technical Summary May 2019, received on 07.06.2019 save for transport related matters;
  - Supplementary Environmental Information December 2019, received on 18.12.2019;
  - Environmental Statement – Non-Technical Summary December 2019, received on 18.12.2019;
  - Agricultural Land Classification Report – November 2019 (SES/MCD/CP/#1), received on 21.11.2019 save for transport related matters;
  - Arboricultural Impact Assessment – BMD.18.023.RP.903. November 2018, received on 12.12.2018;
  - Landscape Strategy & Design Code – April 2019. BMD.18.023.RPT.001 Rev.A, received on 10.09.2019;
  - Land Use Compatibility Statement – April 2019, received on 07.06.2019;
  - Topographical Survey – Drawing 24561\_T-PHASE-2 Rev.0, received on 12.12.2018;
  - Economic Impact Report – November 2018, received on 12.12.2018;
  - Economic Case for Developing New Warehouse and Office Space, received on 18.12.2019;



continued

- Employment Land Statement – May 2019 / Updated December 2019, received on 18.12.2019;
- Report of Community Engagement – November 2018, received on 12.12.2018;
- Sustainability and Utilities Statement – December 2018, received on 12.12.2018;
- Ventilation and Extraction Statement – December 2018.

**Reason:** For clarity and to ensure a suitable form of development in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

**RESERVED MATTERS TO BE SUBMITTED PRIOR TO BUILDING CONSTRUCTION**

3. Reserved matters may be submitted and approved on a phased basis (in accordance with the Phasing Plan to be approved under condition 4) and details of all the reserved matters for any relevant phase shall be submitted to and approved in writing by the Local Planning Authority before any development within that phase is commenced:

- a. Scale;
- b. Access;
- c. Appearance;
- d. Landscaping; and
- e. Layout.

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

**Reason:** This is an outline permission only and these matters have been reserved for the subsequent approval of the Local Planning Authority.

4. Prior to or alongside the submission of any reserved matters application, a Phasing Plan for the development as a whole shall be submitted to and agreed in writing by the Local Planning Authority. This Phasing Plan shall identify phases and sub-phases of the development and the zone(s) under the approved Parameter Plan to which they relate and:

- Site remediation works and associated earthworks for the creation of development platforms and infrastructure works may form its own phase (the "Site Preparation Phase"), with all works comprising of the construction of buildings falling within subsequent, numbered phases;
- There shall be at least four phases including buildings and each phase shall have a minimum floorspace of 20,000 square metres provided always that the final phase of the development will comprise of the remaining floorspace permitted notwithstanding whether or not it is more than 20,000 square metres;
- The first phase shall not exceed 205,000 square metres but shall not be required by the Local Planning Authority to be any less than 205,000 square metres.

The Phasing Plan, with any updates and amendments, will be submitted for approval in writing by the Local Planning Authority in consultation with the Local Highways Authority prior to or alongside the submission of reserved matters in respect of each Phase. The development shall be implemented in accordance with the latest approved Phasing Plan.

**Reason:** To ensure the timely development of the works and coordination with the associated highway works.

5. Each reserved matters application shall comply with the approved Site Parameters Plan Drawing 4345-006 Rev.P14.

**Reason:** In the interests of clarity, to ensure a high standard of development, and to ensure that the development will meet the objectives of Policy 8 of the North Northamptonshire Core Spatial Strategy.

continued

### SHARED LORRY PARKING

6. Prior to the commencement of development of any phase or sub-phase including a building, a scheme for the provision of shared lorry parking waiting spaces within that phase or sub-phase or for the development as a whole shall be submitted to and approved in writing with the Local Planning Authority. The waiting spaces, shall be provided in accordance with the approved scheme prior to the occupation of the phase or sub-phase to which they relate and shall be retained at all times.

**Reason:** To ensure the site meets its own needs, convenient space and a management scheme for shared lorry waiting areas must be shown consistent with Policy 18 of the North Northamptonshire Joint Core Strategy 2016.

### GROUND CONDITION AND SITE PREPARATION

7. No development shall take place within a phase or sub-phase, other than that required to be carried out as part of the approved scheme of remediation, until parts A to C as necessary for that phase or sub-phase (or part thereof) have been complied with, unless otherwise agreed by the Local Planning Authority:

#### *A. Site Characterisation*

A further site investigation and risk assessment must be completed in accordance with the details approved under this application and submitted to the Local Planning Authority for its prior written approval. This investigation and risk assessment will assess the nature and extent of any contamination on the phase or sub-phase of the site and whether or not it originates on the site. It must be undertaken by competent persons and a written report of findings must also be produced and submitted to the Local Planning Authority for its prior written approval. This written report of findings must include:

- a. a survey of the extent, scale and nature of contamination;
- b. an assessment of the potential risks to:
  - human health;
  - property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes;
  - adjoining land;
  - groundwaters and surface waters;
  - ecological systems;
- c. an appraisal of remedial options, and proposal of the preferred option(s);
- d. traffic and transport movements associated with site remediation.

*This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11 (or any model procedures revoking and replacing those model procedures with or without modification)'.*

#### *B. Submission of Remediation Scheme*

If required under part A, a detailed remediation scheme to bring that phase or sub-phase of the site to a condition suitable for the approved use by removing unacceptable risks to human health, buildings and other property and the natural environment must be prepared, and submitted to and approved by the Local Planning Authority in writing. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the approved use of the land after remediation.

#### *C. Implementation of Approved Remediation Scheme*

continued

The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out the remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks' prior written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced and submitted for the prior written approval of the Local Planning Authority.

**Reason:** To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

8. In the event that contamination is found at any time when carrying out the development hereby approved that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of part A of condition 7, and where remediation is necessary, a remediation scheme must be prepared, submitted to and approved in writing by the Local Planning Authority in accordance with the requirements of part B of condition 7. Following completion of measures identified in the approved remediation scheme a verification report must be prepared submitted to and approved in writing by the Local Planning Authority in accordance with part C of condition 7.

**Reason:** To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

9. No infiltration of surface water drainage into the ground is permitted other than with the written consent of the Local Planning Authority. The development shall be carried out in accordance with the approved details.

**Reason:** To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants in line with paragraph 170 of the National Planning Policy Framework.

#### LANDSCAPING AND ECOLOGY

10. No development shall take place, including groundworks and vegetation clearance, until a Biodiversity Monitoring Strategy (BMS) has been submitted to and approved in writing by the Local Planning Authority. The content of the BMS shall include the following:
- a. Aims and objectives of monitoring to match the stated purpose;
  - b. Identification of adequate baseline conditions prior to the start of development;
  - c. Appropriate success criteria, thresholds, triggers and targets against which the effectiveness of the various conservation measures being monitored can be judged;
  - d. Methods for data gathering and analysis;
  - e. Location of monitoring;
  - f. A timetable for the submission of monitoring reports;
  - g. Responsible persons and lines of communication; and
  - h. A timetable for review, and where appropriate, publication of results and outcomes.

A report describing the results of monitoring shall be submitted to the Local Planning Authority at intervals identified in the strategy. The report shall also set out (where the results from monitoring show that conservation aims and objectives are not being met) how contingencies and/or remedial action will be identified, agreed with the Local Planning Authority, and then implemented so that the development still delivers the fully functioning biodiversity objectives of

continued

the originally approved scheme. The monitoring strategy will be implemented in accordance with the approved details.

**Reason:** To ensure that the development makes a contribution towards a net gain in biodiversity across the plan period, in accordance with Policy 4 of the North Northamptonshire Joint Core Strategy.

11. No development shall take place within a phase or sub-phase (including demolition, groundworks, vegetation clearance) until a Construction Environmental Management Plan (CEMP: (Biodiversity)) for that phase, sub-phase or the development as a whole, has been submitted to and approved in writing by the Local Planning Authority. The CEMP (Biodiversity) for that phase or sub-phase or the development as a whole shall include the following:
- a. Risk assessment of potentially damaging construction activities;
  - b. Identification of 'biodiversity protection zones';
  - c. Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements);
  - d. The location and timing of sensitive works to avoid harm to biodiversity features;
  - e. The times during construction when specialist ecologists need to be present on site to oversee works;
  - f. Responsible persons and lines of communication;
  - g. The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person; and
  - h. Use of protective fences, exclusion barriers and warning signs.

The approved CEMP (Biodiversity) shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

**Reason:** To ensure that the development makes a contribution towards a net gain in biodiversity across the plan period, in accordance with Policy 4 of the North Northamptonshire Joint Core Strategy.

12. A Landscape and Ecological Management Plan (LEMP) for each phase or sub-phase shall be submitted to and be approved in writing by the Local Planning Authority prior to the commencement of development within each phase or sub-phase of the development (excluding the Site Preparation Phase). The content of the LEMP shall include the following:
- a. Description and evaluation of features to be managed;
  - b. Ecological trends and constraints on site that might influence management;
  - c. Aims and objectives of management;
  - d. Appropriate management options for achieving aims and objectives;
  - e. Prescriptions for management actions;
  - f. Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period);
  - g. Details of the body or organisation responsible for implementation of the plan; and
  - h. Ongoing monitoring and remedial measures.

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management bodies responsible for its delivery. The LEMP shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the aims and objectives of the originally approved plan. The approved plan will be implemented in accordance with the approved details.

continued

**Reason:** To ensure that the development makes a contribution towards a net gain in biodiversity across the plan period, in accordance with Policy 4 of the North Northamptonshire Joint Core Strategy.

13. No works or activity affecting any existing Great Crested Newts (GCN) within a phase or sub-phase shall commence in relation to that phase or sub-phase, until the Local Planning Authority has been provided with either:
- a. a licence issued by Natural England pursuant to Regulation 55 of The Conservation of Habitats and Species Regulations 2017 authorizing the specified activity/development to go ahead; or
  - b. written confirmation from Natural England that the application site has been registered with the Great Crested Newt Low Impact Class Licence scheme; or
  - c. a statement in writing from a suitably qualified ecologist to the effect that they do not consider that the specified activity/development will require a licence.
14. No works or activity affecting the existing dormouse within a phase or sub-phase shall commence in relation to that phase or sub-phase until the Local Planning Authority has been provided with either:
- a. a licence issued by Natural England pursuant to Regulation 55 of The Conservation of Habitats and Species Regulations 2017 authorizing the specified activity/development to go ahead; or
  - b. written confirmation from Natural England that the application site has been registered with the Dormouse Low Impact Class Licence scheme; or
  - c. a statement in writing from a suitably qualified ecologist to the effect that they do not consider that the specified activity/development will require a licence.
15. The approved details for soft landscaping, and other landscaping details approved under Condition 3 above (reserved matters) shall be carried out in the first planting and seeding season following the completion of development on the relevant phase or sub-phase to which it relates and any trees or plants which, within a period of five years from occupation 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 otherwise agreed in writing by the Local Planning Authority. The approved details shall be thereafter retained.

**Reason:** To ensure that the appearance of the development is satisfactory in accordance with Policies 3 and 8 of the North Northamptonshire Joint Core Strategy.

MONITOR AND MANAGE: PHASING CONDITION

16 SUBMISSION OF PHASE 1 TRANSPORT ASSESSMENT

- 16.1 Prior to the commencement of any development in the first phase including construction of a new building ("Phase 1"), a scope for the Phase 1 Transport Assessment shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Local Highway Authority. A full 'Phase 1 Transport Assessment' in accordance with the approved scope shall be submitted to and approved by the Local Planning Authority prior to the commencement of any development in Phase 1. Such Phase 1 Transport Assessment shall include but shall not be limited to:
- a. Trip rates for the uses proposed;
  - b. Network modelling and traffic assignment using the County Council's Northamptonshire Strategic Transport model or such other agreed strategic model as may be agreed in writing by the Local Planning Authority in consultation with the Local Highway Authority;";
  - c. Detailed junction and link capacity assessments at (but not limited to) the junctions listed in condition 23B informed by such modelling;
  - d. The necessary junction and network mitigation including walking, cycling and public transport enhancements and links to and from the site (the 'Phase 1 Mitigation Works');

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- e. Site access or accesses details as may be proposed (the 'Phase 1 Site Access(es) Works');
  - f. Construction details of the Phase 1 Site Access(es) and Phase 1 Mitigation Works;
  - g. Road Safety Audits for the Phase 1 Mitigation Works;
  - h. Road Safety Audits for the Phase 1 Site Access(es) Works.
- 16.2 Prior to the commencement of any development in Phase 1, full engineering, drainage, lighting and construction details of the Phase 1 Access(es) Works approved pursuant to Condition 16.1 shall be submitted to and be approved in writing by the Local Planning Authority in consultation with the Local Highway Authority.
- 16.3 Prior to the occupation of any part of Phase 1, the means of access or accesses approved under Condition 16.1 shall be completed in accordance with details approved under Condition 16.2.
- 16.4 Prior to the commencement of any development in Phase 1, full engineering, drainage, lighting and construction details of the Phase 1 Mitigation Works approved pursuant to Condition 16.1 shall be submitted to and be approved in writing by the Local Planning Authority in consultation with the Local Highway Authority.
- 16.5 Prior to the occupation of any part of Phase 1, the Phase 1 Mitigation Works approved under Condition 16.1 shall be completed in accordance with details approved under Condition 16.4.

**Reason:** In the interests of traffic safety and convenience in accordance with the sustainable development policies as set out in Policies 10 of the North Northamptonshire Joint Core Strategy 2016.

## 17 POST PHASE 1 OCCUPATION MONITORING AND SURVEY

- 17.1 Subsequent to six continuous months of full (or not less than 90%) occupation of floorspace in Phase 1 of the development hereby permitted comprehensive traffic counts and surveys of junctions and links assessed under the Phase 1 Transport Assessment shall be undertaken in accordance with a scope (including an agreed level of capacity(s) or agreed assumptions of capacity(s) of utilisation of Phase 1 of the development) format and at times and for a duration that shall have first been agreed in writing by the Local Planning Authority in consultation with the Local Highway Authority prior to commencement. Such surveys shall include but shall not necessarily be limited to video surveys, manual traffic counts and pneumatic loop counts. The survey results shall be presented in a report in a format that shall first be agreed with the Local Planning Authority in consultation with the Local Highway Authority (the 'Phase 1 Monitoring Report'). The Phase 1 Monitoring Report shall calculate and evidence trip rate generation and trip distribution from the phase of the development hereby permitted.
- 17.2 Such surveys, counts and reports shall be repeated at frequencies of no less than six months in accordance with the scope, format, at times and for a duration approved under Condition 17.1 and shall be submitted to the Local Planning Authority and the Local Highway Authority.
- 17.3 Unless otherwise agreed in writing by the Local Planning Authority in consultation with the Local Highway Authority having regard to the completed Phase 1 Mitigation Works there shall be no occupation of any subsequent phase unless or until the Phase 1 Monitoring Report has been approved by the Local Planning Authority in consultation with the Local Highway Authority.

**Reason:** In the interests of traffic safety and convenience in accordance with the sustainable development policies as set out in Policies 10 of the North Northamptonshire Joint Core Strategy 2016.

## 18. SUBMISSION OF PHASE 2 TRANSPORT ASSESSMENT

- 18.1 Prior to the commencement of any development in the second phase including construction of a new building (Phase 2), a scope for the Phase 2 Transport Assessment shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Local Highway Authority which scope shall reflect the requirement to use the most up to date local trip data available at the point of submission. A full 'Phase 2 Transport Assessment' in accordance with

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the approved scope shall be submitted to and approved by the Local Planning Authority in consultation with the Local Highway Authority prior to commencement of any development in Phase 2. Such Phase 2 Transport Assessment shall include but shall not be limited to:

- a. Trip rates for the uses proposed including (where available) data obtained from the Phase 1 Monitoring Report for the same uses as for Phase 1 and otherwise using proposed trip rates for uses not included within Phase 1;
  - b. Network modelling and traffic assignment based on distribution evidenced by the Phase 1 Monitoring Report (where available) and added to the County Council's Northamptonshire Strategic Transport Model or such other strategic model as may be agreed in writing by the Local Planning Authority in consultation with the Local Highway Authority;
  - c. Detailed junction and link capacity assessments at (but not limited to) the junctions listed in condition 23B including (if complete) assessment of Phase 1 Mitigation Works and Phase 1 Access(es) Works;
  - d. The necessary junction and network mitigation including walking, cycling and public transport enhancements and links to and from the site (the 'Phase 2 Mitigation Works');
  - e. Site access or accesses details as may be proposed (the 'Phase 2 Site Access(es) Works');
  - f. Construction details of the Phase 2 Site Access(es) and Phase 2 Mitigation Works;
  - g. Road Safety Audits for the Phase 2 Mitigation Works;
  - h. Road Safety Audits for the Phase 2 Site Access(es) Works.
- 18.2 Prior to the commencement of any development in Phase 2, full engineering, drainage, lighting and construction details of the Phase 2 Access(es) Works approved pursuant to Condition 18.1 shall be submitted to and be approved in writing by the Local Planning Authority in consultation with the Local Highway Authority.
- 18.3 Prior to the occupation of any part of Phase 2, the means of access or accesses approved under Condition 18.1 shall be completed in accordance with details approved under Condition 18.2.
- 18.4 Prior to the commencement of any development in Phase 2, full engineering, drainage, lighting and construction details of the Phase 2 Mitigation Works approved pursuant to Condition 18.1 shall be submitted to and be approved in writing by the Local Planning Authority in consultation with the Local Highway Authority.
- 18.5 Prior to the occupation of any part of Phase 2, the Phase 2 Mitigation Works approved under Condition 18.1 shall be completed in accordance with details approved under Condition 18.4.

**Reason:** In the interests of traffic safety and convenience in accordance with the sustainable development policies as set out in Policies 10 of the North Northamptonshire Joint Core Strategy 2016.

## 19. POST PHASE 2 OCCUPATION MONITORING AND SURVEY

- 19.1 Subsequent to six continuous months of full (or not less than 90%) occupation of floorspace in Phase 2 of the development hereby permitted comprehensive traffic counts and surveys of junctions and links assessed under the Phase 2 Transport Assessment and Phase 1 Transport Assessment shall be undertaken in accordance with a scope (including an agreed level of capacity(s) or agreed assumptions of capacity(s) of utilisation of Phase 2 of the development) format and at times and for a duration that shall have first been agreed in writing by the Local Planning Authority in consultation with the Local Highway Authority prior to commencement. Such surveys shall include but not necessarily limited to video surveys, manual traffic counts and pneumatic loop counts. The survey results shall be presented in a report in a format that shall first be agreed with the Local Planning Authority in consultation with the Local Highway Authority, the 'Phase 2 Monitoring Report'. The Phase 2 Monitoring Report shall calculate and evidence trip rate generation and trip distribution from the development hereby permitted.

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19.2 Such surveys, counts and reports shall be repeated at frequencies of no less than six months in accordance with the scope, format, at times and for a duration approved under Condition 19.1 and shall be submitted to the Local Planning Authority and the Local Highway Authority.

19.3 Unless otherwise agreed in writing by the Local Planning Authority in consultation with the Local Highway Authority having regard to the completed Phase 1 and Phase 2 Mitigation Works, there shall be no occupation of any subsequent phases until the Phase 2 Monitoring Report has been approved by the Local Planning Authority in consultation with the Local Highway Authority.

**Reason:** In the interests of traffic safety and convenience in accordance with the sustainable development policies as set out in Policies 10 of the North Northamptonshire Joint Core Strategy 2016.

## 20. SUBMISSION OF PHASE 3 TRANSPORT ASSESSMENT

20.1 Prior to the commencement of any development in the third phase including construction of a new building ("Phase 3"), a scope for the Phase 3 Transport Assessment shall have been submitted to and approved in writing by the Local Planning Authority in consultation with the Local Highway Authority which scope shall reflect the requirement to use the most up to date local trip data available at the point of submission. A full 'Phase 3 Transport Assessment' in accordance with the approved scope shall be submitted to and approved by the Local Planning Authority prior to commencement any development in Phase 3. Such Phase 3 Transport Assessment shall include but shall not be limited to:

- a. Trip rates for the uses proposed including (where available) data obtained from the Phase 1 Monitoring Report and / or Phase 2 Monitoring Report for the same uses as in Phase 1 and /or Phase 2; and otherwise using proposed trip rates for uses not included within Phase 1 or Phase 2;
- b. Network modelling and traffic assignment based on distribution evidenced by the Phase 1 Monitoring Report and / or Phase 2 Monitoring Report (where available) and added to the County Council's Northamptonshire Strategic Transport Model or such other strategic model as may be agreed in writing by the Local Planning Authority in consultation with the Local Highway Authority;
- c. Detailed junction and link capacity assessments at (but not limited to) the junctions listed in condition 23B informed by such modelling including (if complete) assessment of Phase 1 Mitigation Works and Phase 2 Mitigation Works and Phase 1 Access(es) Works and Phase 2 Access(es) Works;
- d. The necessary junction and network mitigation including walking, cycling and public transport enhancements and links to and from the site (the 'Phase 3 Mitigation Works');
- e. Site access or accesses details as may be proposed (the 'Phase 3 Site Access(es) Works');
- f. Construction details of the Phase 3 Site Access(es) and Phase 3 Mitigation Works;
- g. Road Safety Audits for the Phase 3 Mitigation Works;
- h. Road Safety Audits for the Phase 3 Site Access(es) Works.

20.2 Prior to the commencement of any development in Phase 3, full engineering, drainage, lighting and construction details of the Phase 3 Access(es) Works approved pursuant to Condition 20.1 shall be submitted to and be approved in writing by the Local Planning Authority in consultation with the Local Highway Authority.

20.3 Prior to the occupation of any part of Phase 3, the means of access or accesses approved under Condition 20.1 shall be completed in accordance with details approved under Condition 20.2.

20.4 Prior to the commencement of any development in Phase 3, full engineering, drainage, lighting and construction details of the Phase 3 Mitigation Works approved pursuant to Condition 20.1 shall be submitted to and be approved in writing by the Local Planning Authority in consultation with the Local Highway Authority.



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- 20.5 Prior to the occupation of any part of Phase 3, the Phase 3 Mitigation Works approved under Condition 20.1 shall be completed in accordance with details approved under Condition 20.4.

**Reason:** In the interests of traffic safety and convenience in accordance with the sustainable development policies as set out in Policies 10 of the North Northamptonshire Joint Core Strategy 2016.

## 21. POST PHASE 3 OCCUPATION MONITORING AND SURVEY

- 21.1 Subsequent to six continuous months of full (or not less than 90%) occupation of floorspace in Phase 3 of the development hereby permitted comprehensive traffic counts and surveys of junctions and links assessed under the Phase 3 Transport Assessment and Phase 2 Transport Assessment and Phase 1 Transport Assessment shall be undertaken in accordance with a scope (including an agreed level of capacity(s) or agreed assumptions of capacity(s) of utilisation of Phase 3 of the development) format and at times and for a duration that shall have first been agreed in writing by the Local Planning Authority in consultation with the Local Highway Authority prior to commencement. Such surveys shall include but not necessarily limited to video surveys, manual traffic counts and pneumatic loop counts. The survey results shall be presented in a report in a format that shall first be agreed with the Local Planning Authority in consultation with the Local Highway Authority, the 'Phase 3 Monitoring Report'. The Phase 3 Monitoring Report shall calculate and evidence trip rate generation and trip distribution from the development hereby permitted.
- 21.2 Such surveys, counts and reports shall be repeated at frequencies of no less than six months in accordance with the scope, format, at times and for a duration approved under Condition 21.1 and shall be submitted to the Local Planning Authority and the Local Highway Authority.
- 21.3 Unless otherwise agreed in writing by the Local Planning Authority in consultation with the Local Highway Authority having regard to the completed Phase 1, Phase 2 and Phase 3 Mitigation Works, there shall be no occupation of any subsequent phase unless or until the Phase 3 Monitoring Report has been approved by the Local Planning Authority in consultation with the Local Highway Authority.

**Reason:** In the interests of traffic safety and convenience in accordance with the sustainable development policies as set out in Policies 10 of the North Northamptonshire Joint Core Strategy 2016.

## 22. SUBMISSION OF PHASE 4 TRANSPORT ASSESSMENT

- 22.1 Prior to the commencement of any development in the fourth phase including construction of a new building ("Phase 4"), a scope for the Phase 4 Transport Assessment shall have been submitted to and approved in writing by the Local Planning Authority in consultation with the Local Highway Authority which scope shall reflect the requirement to use the most up to date local trip data available at the point of submission. A full 'Phase 4 Transport Assessment' in accordance with the approved scope shall be submitted to and approved by the Local Planning Authority prior to commencement of any development in the fourth phase. Such Phase 4 Transport Assessment shall include but shall not be limited to:
- a. Trip rates for the uses proposed including (where available) data obtained from the Phase 1 Monitoring Report and / or Phase 2 Monitoring Report and /or Phase 3 Monitoring Report for the same uses as in Phase 1 and /or Phase 2 and/or Phase 3; and otherwise using proposed trip rates for uses not included within Phase 1 or Phase 2 or Phase 3;
  - b. Network modelling and traffic assignment (where available) based on distribution evidenced by the Phase 1 and Phase 2 and Phase 3 Monitoring Reports and added to the County Council's Northamptonshire Strategic Transport Model or such other strategic model as may be agreed in writing by the Local Planning Authority in consultation with the Local Highway Authority;
  - c. Detailed junction and link capacity assessments at (but not limited to) the junctions listed in condition 23B informed by such modelling including (if complete) assessment of Phase 1 Mitigation Works and Phase 2 Mitigation Works and Phase 3 Mitigation Works and Phase 1 Access(es) Works and Phase 2 Access(es) Works and Phase 3 Access(es) Works;

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- d. The necessary junction and network mitigation including walking, cycling and public transport enhancements and links to and from the site (the 'Phase 4 Mitigation Works');
  - e. Site access or accesses details as may be proposed (the 'Phase 4 Site Access(es) Works');
  - f. Construction details of the Phase 4 Site Access(es) and Phase 4 Mitigation Works;
  - g. Road Safety Audits for the Phase 4 Mitigation Works;
  - h. Road Safety Audits for the Phase 4 Site Access(es) Works.
- 22.2 Prior to the commencement of any development in Phase 4, full engineering, drainage, lighting and construction details of the Phase 4 Access(es) Works approved pursuant to Condition 22.1 shall be submitted to and be approved in writing by the Local Planning Authority in consultation with the Local Highway Authority.
- 22.3 Prior to the occupation of any part of Phase 4, the means of access approved under Condition 22.1 shall be completed in accordance with details approved under Condition 22.2
- 22.4 Prior to the commencement of any development in that phase, full engineering, drainage, lighting and construction details of the Phase 4 Mitigation Works approved pursuant to Condition 22.1 shall be submitted to and be approved in writing by the Local Planning Authority in consultation with the Local Highway Authority.
- 22.5 Prior to the occupation of any part of Phase 4, the Phase 4 Mitigation Works approved under Condition 22.1 shall be completed in accordance with details approved under Condition 22.4.

**Reason:** In the interests of traffic safety and convenience in accordance with the sustainable development policies as set out in Policies 10 of the North Northamptonshire Joint Core Strategy 2016.

23. POST PHASE 4 OCCUPATION MONITORING AND SURVEY

- 23.1 Subsequent to six continuous months of full (or not less than 90%) occupation of floorspace in fourth phase of the development hereby permitted comprehensive traffic counts and surveys of junctions and links assessed under the Phase 4 Transport Assessment, Phase 3 Transport Assessment, Phase 2 Transport Assessment and Phase 1 Transport Assessment shall be undertaken in accordance with a scope (including an agreed level of capacity(s) or agreed assumptions of capacity(s) of utilisation of Phase 4 of the development) format and at times and for a duration that shall have first been agreed in writing by the Local Planning Authority in consultation with the Local Highway Authority prior to commencement. Such surveys shall include but not necessarily limited to video surveys, manual traffic counts and pneumatic loop counts. The survey results shall be presented in a report in a format that shall first be agreed with the Local Planning Authority in consultation with the local highway authority, the 'Phase 4 Monitoring Report'. The Phase 4 Monitoring Report shall calculate and evidence trip rate generation and trip distribution from the development hereby permitted.
- 23.2 Such surveys, counts and reports shall be repeated at frequencies of no less than six months in accordance with the scope, format, at times and for a duration approved under Condition 23.1 and shall be submitted to the Local Planning Authority and the Local Highway Authority.
- 23.3 Unless otherwise agreed in writing by the Local Planning Authority in consultation with the Local Highway Authority (having regard to the full suite of mitigation works carried out under the Phase 1, Phase 2, Phase 3 and Phase 4 Transport Assessments) there shall be no occupation of any subsequent phase(s) unless or until the Phase 4 Monitoring Report has been approved by the Local Planning Authority in consultation with the Local Highway Authority.

**Reason:** In the interests of traffic safety and convenience in accordance with the sustainable development policies as set out in Policies 10 of the North Northamptonshire Joint Core Strategy 2016.

continued

23A. MONITORING FOR SUBSEQUENT PHASES

23A. If the Phasing Plan approved under condition 4 contains more than 4 phases which contain buildings the iterative monitor and manage process set out in conditions 16-23 above shall apply *pari passu* to any later phases including buildings.

**Reason:** In the interests of traffic safety and convenience in accordance with the sustainable development policies as set out in Policies 10 of the North Northamptonshire Joint Core Strategy 2016.

23B. JUNCTION AND LINK CAPACITY ASSESSMENTS

The transport assessments referred to in conditions 16, 18, 20 and 22 shall assess the capacity and consider measures (if necessary) for the mitigation and management of the following junctions and links (and any other junctions and links agreed as part of the scope of the relevant transport assessment):

- The realigned Stamford Road priority junction;
- A43/A6116/A4300/Long Croft Rd junction (800 two-way flow at A43 arm);
- A427/A6086 junction (100 two-way flow at A6086 South arm);
- A427/A43/Corby Rd junction (40 two-way flow at A43 South arm);
- A43/A6003 junction (400 two-way flow at A43 North arm);
- Crucible Road priority junction;
- Gainsborough Road priority junction;
- A43/A6116/ Long Croft Rd junction;
- A427/A6086 junction;
- A427/A43/Corby Rd junction;
- A43/A6003 junction;
- A14 junction 12 with A6116;
- A43/ Prologis Park / Weekley Wood Avenue;
- A43/ Rockingham Road/ A6183;
- A14 Junction 7;
- A43/A6116 Arnsley Road;
- A6116 junctions between the A43/A4300 and the A14.

**Reason:** In the interests of traffic safety and convenience in accordance with the sustainable development policies as set out in Policies 10 of the North Northamptonshire Joint Core Strategy 2016.

TRAVEL PLAN

24. No building or use hereby permitted shall be occupied or the use commenced on any phase until a Travel Plan for that phase comprising immediate, continuing and long-term measures to promote and encourage alternatives to single-occupancy car use has been prepared, submitted to and been approved in writing by the Local Planning Authority. The Travel Plan must include consideration of the public transport/walk cycle strategy. The approved Travel Plan shall then be implemented, monitored and reviewed in accordance with the agreed Travel Plan targets to the satisfaction of the Local Planning Authority.

**Reason:** to ensure access arrangements to the development are sufficient and adequate in accordance with Policies 8 and 15 of the North Northamptonshire Joint Core Strategy.

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### CONSTRUCTION TRAFFIC MANAGEMENT PLAN

25. Prior to the commencement of any phase or sub-phase of the development, a Construction Traffic Management Plan (CTMP) for that phase or sub-phase shall be submitted to and approved in writing by the Local Planning Authority. The CTMP shall provide for:
- a. Detailed work programme/timetable;
  - b. Site HGV delivery/removal hours to be limited to between 10:00-16:00 unless otherwise approved as part of the CTMP;
  - c. Detailed routeing for demolition, excavation, construction and abnormal loads;
  - d. Supply of pre-journey information on routing and site restrictions to contractors, deliveries and visitors;
  - e. Detailed plan showing the location of on-site stores and facilities including the site compound, contractor & visitor parking and turning as well as un/loading point, turning and queuing for HGVs;
  - f. Breakdown of number, type, size and weight of vehicles over demolition & construction period;
  - g. Details of debris management including location of wheel wash, programme to control debris spill/tracking onto the highway to also include sheeting/sealing of vehicles and dust management;
  - h. Details of public impact and protection to include road, footway, cycleway and PRow;
  - i. Details of TROs and road/footway/cycleway/PRow closures and re-routeing as well as signage, barriers and remediation;
  - j. Public liaison position, name, contact details and details of public consultation/liaison;
  - k. Route details as required covering culverts, waterways, passing places, tracking of bends/junctions and visibility splays;
  - l. Pre and post works inspection of the highway between points A and B as requested to identify remediation works to be carried out by the developer. Inspections are to be carried out in the presence of a member of the Highway Authorities Inspection team. To also include the removal of TROs, temporary signage, barriers and diversions;
  - m. Details of temporary construction accesses and their remediation post project;
  - n. Provision for emergency vehicles.

The approved Construction Management Plan shall be adhered to throughout the construction period of the phase or sub-phase to which it relates and the approved measures shall be retained for the duration of the construction of the phase or sub-phase.

**Reason:** In the interests of safe operation of the highway in the lead into development both during the demolition and construction phase of the development in accordance with Policies 8 and 15 of the North Northamptonshire Joint Core Strategy 2016.

### RIGHTS OF WAY

26. Prior to the commencement of works affecting any existing Public Right of Way full details of any enhancement, improvement, diversion or closure shall be submitted to and gain the approval of the local planning authority.

**Reason:** To ensure the development has a suitable relationship with the highway network in accordance with Policies 8 and 15 of the North Northamptonshire Joint Core Strategy.

### SCHEME OF HIGHWAY WORKS

27. Prior to the commencement of development a scheme of highway works and / or associated measures, including a timetable for their implementation, to discourage routing through Weldon shall be submitted to and approved in writing by the Local Planning Authority in consultation

continued

with the Local Highway Authority. The works shall be completed in accordance with the approved details.

**Reason:** To ensure access arrangements to the development are sufficient and adequate.

#### MATERIALS MANAGEMENT PLAN

28. Prior to the commencement of development within any phase or sub-phase, an earthworks and material management plan for that phase or sub-phase shall be submitted to and approved in writing by the Local Planning Authority. The approved measures for that phase or sub-phase shall be implemented as approved.

**Reason:** Earthworks and the creation of development platforms will involve large material volumes and the LPA wish to be assured as satisfactory the details of the site preparation works that may impact on local amenity, highways, hydrology and ecology is addressed.

#### FLOOD RISK AND SURFACE WATER DRAINAGE

29. No development within any phase or sub-phase, other than the Site Preparation Phase, shall take place until a surface water drainage scheme for that phase or sub-phase, based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development in accordance with the principles outlined in the approved Flood Risk Assessment (incorporated in the approved Environmental Statement), has been submitted to and approved in writing by the Local Planning Authority. The drainage strategy should demonstrate the surface water run-off generated up to and including the 1% (1 in 100 chance of occurring in any year) critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event.

**Reason:** To reduce the risk of flooding both on and off site in accordance with the NPPF and Policy 5 of the Core Strategy for North Northamptonshire by ensuring the satisfactory means of surface water attenuation and discharge from the site.

30. No infiltration of surface water drainage into the ground is permitted other than in accordance with details that have been approved in advance by the Local Planning Authority, and such details will have to demonstrate that there will be no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approved details and a timetable for implementation.

**Reason:** To reduce the risk of flooding both on and off site in accordance with the NPPF and Policy 5 of the Joint Core Strategy for North Northamptonshire by ensuring the satisfactory means of surface water attenuation and discharge from the site.

#### FOUL DRAINAGE

31. No building works which comprise the erection of a building required to be served by water services shall be undertaken in connection with any phase or sub-phase of the development hereby permitted until full details of a scheme including any required phasing, for the provision of mains foul sewage infrastructure on and off site in respect of that phase or sub-phase has been submitted to and approved in writing by the Local Planning Authority. No building in that phase or sub-phase shall be occupied until the works in respect of that building in that phase or sub-phase have been carried out in accordance with the approved scheme.

**Reason:** To prevent flooding, pollution and detriment to public amenity through provision of suitable water infrastructure.

#### ENVIRONMENTAL CONTROLS

32. No development within any phase or sub-phase shall take place until a Construction Environmental Management Plan (CEMP) for that phase or sub-phase. has been submitted to and been approved in writing by the Council. The plan must demonstrate the adoption and use of the best practicable means to reduce the effects of noise, vibration, dust and site lighting. The plan should include, but not be limited to:

continued

- a. Procedures for maintaining good public relations including complaint management, public consultation and liaison;
- b. Arrangements for liaison with the Council's Pollution Control Team;
- c. All works and ancillary operations which are audible at the site boundary, or at such other place as may be agreed with the Local Planning Authority, shall be carried out only between the following hours: 08 00 Hours and 18 00 Hours on Mondays to Fridays and 08 00 and 13 00 Hours on Saturdays and; at no time on Sundays and Bank Holidays;
- d. Deliveries to and removal of plant, equipment, machinery and waste from the site must only take place within the permitted hours detailed above;
- e. Mitigation measures as defined in BS 5528: Parts 1 and 2 : 2009 Noise and Vibration Control on Construction and Open Sites shall be used to minimise noise disturbance from construction works;
- f. Procedures for emergency deviation of the agreed working hours;
- g. CBC encourages all contractors to be 'Considerate Contractors' when working in the borough by being aware of the needs of neighbours and the environment;
- h. Control measures for dust and other air-borne pollutants. This must also take into account the need to protect any local resident who may have a particular susceptibility to air-borne pollutants;
- i. Measures for controlling the use of site lighting whether required for safe working or for security purposes.

The approved CEMP shall be adhered to and implemented throughout the construction period of the phase or sub-phase to which it relates, strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

**Reason:** In the interests of the amenities of surrounding occupiers during the construction of the development accordance with Policies 8 and 15 of the North Northamptonshire Joint Core Strategy.

#### NOISE ASSESSMENT

33. Each reserved matters application including a building, shall be accompanied by an assessment demonstrating compliance for all building services plant with the design targets established in Chapter 8 of the Environmental Statement. Details of any scheme of acoustic control should be included in each submission including measures for sound insulation against internally generated noise. The development shall be built in accordance with the approved scheme and any mitigation shall be installed prior to the commencement of use of the relevant building, retained thereafter and maintained in accordance with the agreed scheme.

**Reason:** In the interests of residential and commercial amenity, highway safety and visual amenity in accordance with Policy 8 of the North Northamptonshire Core Spatial Strategy (2016), and to secure adherence to the mitigation principles expressed in Chapter 8 of the Environmental Statement.

#### FIRE HYDRANT AND SPRINKLERS

34. No development shall take place until a scheme and timetable detailing the provision of the fire hydrants, sprinkler systems and their associated infrastructure has been submitted to and approved in writing by the Local Planning Authority. The fire hydrants, sprinkler systems and associated infrastructure shall thereafter be provided in accordance with the approved scheme and timetable.

**Reason:** To ensure adequate water infrastructure provision is made on site for the local fire service to tackle any property fire.

*Informative: With reference to Condition above, the developer will be expected to meet the full costs of supplying and installing the fire hydrant, sprinkler system and associated infrastructure.*

continued

35. No building construction in any phase or sub-phase shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the position, design, materials and type of boundary treatment and fencing to be erected in that phase or sub-phase. The approved scheme shall be implemented and retained as such.

**Reason:** To secure an adequate appearance consistent with Policy 8 of the North Northamptonshire Core Spatial Strategy.

#### LIGHTING FOR CONSTRUCTION

36. Prior to the commencement of development in any phase or sub-phase, a construction lighting strategy for that phase or sub-phase shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved strategy.

**Reason:** To ensure compliance with the principles expressed in the Environmental statement in the interest of public amenity and ecology.

#### LIGHTING FOR COMPLETED DEVELOPMENT

37. Each reserved matters application which includes lighting shall be accompanied by a lighting strategy (including full specification) for the relevant phase or sub-phase which shall be submitted to and approved by the Local Planning Authority. The development shall be implemented in accordance with the approved strategy.

**Reason:** To ensure compliance with the terms of the application.

#### SUSTAINABILITY AND ENERGY

38. Each reserved matters application which including a building, shall be accompanied by a Sustainability and Energy Statement which shall be submitted to and approved in writing by the Local Planning Authority. This sustainability statement shall be accompanied by a 'BREEAM' low and zero carbon assessment to recommend the most appropriate renewable energy technologies to be implemented within the building(s). The approved details shall then be implemented in accordance with the approved statement and retained as operational thereafter, unless otherwise agreed in writing by the Local Planning Authority.

**Reason:** In accordance with the expectations of Policy 9 of the North Northamptonshire Core Spatial Strategy 2016 that aspire to BREEAM performance of at least 'very good' and require demand for energy to be met onsite and/or renewably and/or from a decentralised supply.

39. Prior to the occupation of each building within a phase or sub-phase, the following information shall be provided to the Local Planning Authority in respect of that building, unless otherwise agreed in writing: a BREEAM post construction report to confirm that BREEAM very good (2011), (or the equivalent standard which replaces the British Research Establishment Environmental Assessment Method which is to be the assessment when the buildings concerned are to be assessed) that the carbon emissions from regulated energy will be at least 40% better than that required by Part L2a 2006, and that the recommended Low and Zero Carbon technologies have been installed.

**Reason:** In accordance with the expectations of Policy 9 of the North Northamptonshire Core Spatial Strategy 2016 that aspire to BREEAM performance of at least 'very good' and require demand for energy to be met onsite and/or renewably and/or from a decentralised supply.

40. Within six months of completion of any building a copy of the Final BREEAM Certificate shall be provided to the Local Planning Authority to demonstrate that the scheme has been completed in accordance with the Sustainability Report and that the development has achieved the relevant BREEAM levels.

**Reason:** In accordance with the expectations of Policy 9 of the North Northamptonshire Core Spatial Strategy 2008 that aspire to BREEAM performance of at least 'very good'.

continued

REGULATORY CONDITIONS/ CONTROL ON BUILDING FORM AND USE RETENTION OF PARKING

41. All spaces for vehicles, bus, taxi, cycle parking, lorry waiting areas, footpaths and cycle paths shall be retained for their designated use.

**Reason:** To ensure compliance with the terms of the application.

TOTAL FLOORSPACE MAXIMA

42. The total floor space of the development hereby approved shall not exceed 404,100m<sup>2</sup> including mezzanine floors.

**Reason:** To ensure that the level of visual and highways impact is comparable to that which has been assessed, and to reflect the terms of the application with restricted main use office space.

BUILDING HEIGHTS

43. Finished floor levels shall not exceed the following:

- a. Zone 1 103.0m AOD;
- b. Zone 2a 103.0m AOD;
- c. Zone 2b 103.0m AOD;
- d. Zone 3a 99.50m AOD;
- e. Zone 3b 99.5m AOD; and
- f. Zone 4 94.0 AOD.

No building in the development hereby approved shall exceed 36m in height above finished floor levels.

**Reason:** In the interest of the visual quality of the area and to ensure consistency with the visual assessment of the development.

OFFICE B1 FLOORSPACE

44. The total combined office floor space (Use class B1) in the development hereby approved shall not exceed 10,061m<sup>2</sup>.

Note: This restraint does not apply to offices that are ancillary to the B2 or B8 use of the buildings to which they are related.

**Reason:** To ensure the development is consistent with planning policies to direct main use offices to town centres.

B2 FLOORSPACE MAXIMA

45. The total combined industrial floor space (Use class B2) in the development hereby approved shall not exceed 97,252 m<sup>2</sup>.

Note: This restraint does not apply to B2 industrial activities that are ancillary to the principal B8 use of the buildings to which they are related.

**Reason:** To preserve the site for predominant distribution uses, and to ensure consistency with the highway impact statement.

PERMITTED DEVELOPMENT RIGHTS

46. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any subsequent order, revoking and re-enacting that Order with or



continued

without modification) or provisions of the Use Classes Order (England) 1987 (as amended), no other uses other than those hereby approved (B1, B2 and B8) shall be carried out at the application premises. No extensions, new buildings or structures or additional hard surfaced areas shall be constructed or erected without further planning permission.

**Reason:** In the interest of amenities and retaining employment floor space in accordance with Policy 22 of the North Northamptonshire Joint Core Strategy 2016.

## END OF SCHEDULE

### STANDARD INFORMATIVES

1. Corby Borough Council worked with the applicant in a positive and proactive manner. In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the 'Saved' Local Plan Policies 1997, Joint Core Strategy Adopted July 2016, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.
2. The County Council will recover from the applicant the cost of highway and footway repairs, including damage to grass verges.

Care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense.

For further information and advice contact – Highways, Northamptonshire County Council, Sustainable Transport, Riverside House, Riverside Way, Bedford Road, Northampton, NN1 5NX

3. You are advised that if any part of the development hereby permitted encroaches by either its roof, walls, eaves, gutters, or foundations, then a new planning application may have to be submitted. The validity of this planning permission may be challengeable by third parties if the development results in any form of encroachment onto land outside the applicant's control for which the appropriate Notice under Article 13 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 has not been served.
4. The Party Wall Act 1996 requires a building owner to notify, and obtain formal agreement from, any adjoining owner, where the building owner proposes to: carry out work to an existing party wall; build on the boundary with a neighbouring property; in some circumstances, carry out groundworks within 6 metres of an adjoining building.

Notification and agreements under Part 1 of the Act are the responsibility of the building owner

continued

and are quite separate from Building Regulations, or Planning Controls. The Building Control Service will assume that an applicant has obtained any necessary agreements with the adjoining owner, and nothing said or implied by the Council should be taken as removing the necessity for the building owner to comply fully with the Party Wall Act. Further information and advice is to be found in "the Party Walls etc. Act 1996 - explanatory booklet" published by the ODPM.

5. Your attention is drawn to the fact that the planning permission does not override property rights and any ancient rights of light that may exist. This permission does not empower you to enter onto land not in your ownership without the specific consent of the owner. If you require further information or advice, you should consult a solicitor
6. Nuisance from demolition and construction works is subject to control under The Control of Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you should ensure that the following are complied with:-
  - a. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.
  - b. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.
  - c. Dust emissions shall be controlled in compliance with Government Best Practice Guidance.
  - d. No bonfires that create dark smoke or nuisance to local residents.

You are advised to consult the Council's Environmental Services Team ([www.corby.gov.uk/envservices](http://www.corby.gov.uk/envservices) Tel. 01536 464175) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

Address:  
 Planning Department Corby Borough Council  
 Deene House, New Post Office Square, Corby Northants NN17 1GD Tel: 01536 464158  
[www.corby.gov.uk](http://www.corby.gov.uk)

GRANT OF PLANNING PERMISSION  
 Application Ref.No.: 18/00817/OUT

continued

### **SCHEDULE OF PLANS**

- Location Plan – Drawing 4345-014 Rev.P2, received on 12.12.2018;
- Parameters Plan – Drawing 4345-006 Rev.P14, received on 07.06.2019;
- Design and Access Statement – Rev.P6. May 2019;
- Planning Statement – December 2018;
- Environmental Statement, received on 12.12.2018 save for transport related matters;
- LVIA April 2019, received on 02.10.2019;
- Supplementary Environmental Information May 2019, received on 07.06.2019;
- Environmental Statement – Non-Technical Summary May 2019, received on 07.06.2019 save for transport related matters;
- Supplementary Environmental Information December 2019, received on 18.12.2019;
- Environmental Statement – Non-Technical Summary December 2019, received on 18.12.2019;
- Agricultural Land Classification Report – November 2019 (SES/MCD/CP/#1), received on 21.11.2019 save for transport related matters;
- Arboricultural Impact Assessment – BMD.18.023.RP.903. November 2018, received on 12.12.2018;
- Landscape Strategy & Design Code – April 2019. BMD.18.023.RPT.001 Rev.A, received on 10.09.2019;
- Land Use Compatibility Statement – April 2019, received on 07.06.2019;
- Topographical Survey – Drawing 24561\_T-PHASE-2 Rev.0, received on 12.12.2018;
- Economic Impact Report – November 2018, received on 12.12.2018;
- Economic Case for Developing New Warehouse and Office Space, received on 18.12.2019;
- Employment Land Statement – May 2019 / Updated December 2019, received on 18.12.2019;
- Report of Community Engagement – November 2018, received on 12.12.2018;
- Sustainability and Utilities Statement – December 2018, received on 12.12.2018;
- Ventilation and Extraction Statement – December 2018.

continued

## **RIGHTS OF APPLICANTS AGGRIEVED BY DECISION OF LOCAL PLANNING**

### **AUTHORITY TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)**

#### **Appeals to the Secretary of State**

If you are aggrieved by the decision of your local planning authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the office of the First Secretary of State under Section 78 of The Town and Country Planning Act 1990.

If you want to appeal, then you must do so within six months of the date of this notice, using a form which you can get from the Planning Inspectorate at Customer Support Unit, Room 3/15 Eagle Wing, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN (Tel 0117 372 8424) Appeal forms can be downloaded from the Planning Inspectorate's website at <http://.Planning-inspectorate.gov.uk>

The Secretary of State can allow a longer period for giving notice of an appeal, but he will not normally be prepared to use this power unless there are special circumstances, which excuse the delay in giving notice of an appeal.

The Secretary of State need not consider an appeal if it seems to him that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.

In practice, the Secretary of State does not refuse to consider appeals solely because the local planning authority based their decision on a direction given by him.

#### Purchase Notices

If either the local planning authority or the officer of the First Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use by carrying out of any development which has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on the Corby Borough Council in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.



## North Northamptonshire Strategic Planning Committee 17<sup>th</sup> October 2022

<b>Application Reference</b>	<b>NC/21/00366/OUT</b>
<b>Case Officer</b>	<b>Farjana Mazumder</b>
<b>Location</b>	<b>Land At The North Side Of Birchington Road, Corby, Northamptonshire</b>
<b>Development</b>	<b>Outline application (with all matters other than access reserved) for the development of up to 45,000 square metres (sq.m) of B8 warehousing/logistics premises with ancillary office space and associated infrastructure</b>
<b>Applicant</b>	<b>Barmach Limited</b>
<b>Agent</b>	<b>ELG Planning</b>
<b>Ward</b>	<b>Weldon and Gretton</b>
<b>Overall Expiry Date</b>	<b>12<sup>th</sup> November 2021</b>
<b>Agreed Extension of Time</b>	<b>21<sup>st</sup> October 2022</b>

### List of Appendices

None.

### Scheme of Delegation

This application is brought to committee because it falls outside of the Council's Scheme of Delegation because there are material objections to the proposal and comes before the Strategic Committee for determination.

#### **1. Recommendation**

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1.1 That planning permission be APPROVED.

#### **2. The Proposal**

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2.1 The applicant for the present application Barmach Limited, seeks outline planning permission (with all matters other than access reserved) for the development of up to 45,000 square metres of B8 warehousing/logistics premises with ancillary office space and associated infrastructure on land on the north of Birchington Road, Corby.

- 2.2 Access is proposed from Halley Road to the west leading to a car parking area and space for HGVs to queue within the site before reaching a service yard.
- 2.3 The applicant has submitted a series of illustrative drawings to demonstrate how the proposed scheme might be accommodated on the site.
- 2.4 The applicant has confirmed that the maximum building height would be 15m measured externally.
- 2.5 It should be noted that the submitted plans are treated as illustrative only where the plans relate to layout, scale, appearance and landscaping - these matters are reserved for later consideration.

### **3. Site Description**

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- 3.1 The application site is located to the north of Birchington Road and east of Halley Road; and comprises an area of 8.9ha. The site is located within the urban boundary of Corby and surrounded by mixed uses i.e. industrial uses to the south and south-west. To the north the land is largely undeveloped. The settlement of Weldon lies to the north-east beyond Gretton Road.
- 3.2 The land is relatively flat and even within the application site and falls within the Rockingham Enterprise Area as designated within the adopted North Northamptonshire Joint Core Strategy (JCS, 2016).
- 3.3 The land, owned by Tata Steel UK Ltd., incorporates a closed landfill site that has an existing Waste Management Licence (WML). There is also a remediated former liquid waste treatment facility, which is closed.
- 3.4 There are no Public Rights of Way crossing the site.

### **4. Relevant Planning History**

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- 4.1 04/00216/DPA: Freezer warehouse with associated staff facilities, service yard and car parking. Permitted on 06.12.2004.
- 4.2 04/00416/DPA: Freezer warehouse unit with associated staff amenity facilities, service yard and car parking. Permitted on 01.04.2005.
- 4.3 05/00119/OUT: Outline application for development of B1/B2 and B8 uses, including infrastructure works. Permitted on 06.09.2007.
- 4.4 05/00375/ADV: Sign with illuminated letters. Permitted on 01.12.2005.
- 4.5 NC/21/00205/SCOP: Request for a screening opinion under the Town and Country Planning (EIA) Regulations 2017 (as amended) for Development of Land for up to 42,015.4m<sup>2</sup> of B8 storage / distribution with Ancillary Office Space and Associated Infrastructure. Completed on 18.06.2021.

### **5. Consultation Responses**

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## Internal

- 5.1 Environmental Services: (28.09.2021 and 19.10.2021)** Recommended refusal of the application due to insufficient information.

**(21.12.2021)** Applicant has submitted additional information to address EHO's concern in relation to contamination, air quality, noise and other environmental impact. After careful consideration the officer removed their objection and suggested planning conditions to deal matters at this stage.

- 5.2 Local Plans Section: (14.09.2021)** The proposed development of the site for employment use is supported in principle, subject to the relevant policy considerations and compliance with other planning policy and development management policies and principles.

- 5.3 Tree Officer: (14.04.2022)** No objection. However, requested detailed landscaping plans to assess the suitability of the scheme.

- 5.4 Northamptonshire Highways: (26.05.2021 and 30.09.2021)** Requested additional information to fully assess the proposal. Concerns has been raised in relation to the access rights to the subject site

**(05.11.2021)** Additional response has been provided by highways authority which includes observation on the submitted Transport Assessment (TA). Concerns has been raised on the following grounds:

- TA Addendum required to include traffic impact assessment
- Proof of access rights from Halley Road is required
- S38 agreement +commuted sum
- Mitigation scheme
- Updated swept path
- Additional junction assessment

**(19.08.2022)** Highways Authority has been re-consulted on the revised TA and after assessing the document the following key observation have been made:

- *Evidence of the alternative HGV distribution should be supplied.*
- *The OGV trip rates and resultant trip generation have been added to total vehicle trips, resulting in double counting. The applicant should deduct OGV trips from total vehicle trips.*
- *The applicant should:*
  - a. *Update Figure 1 to show the distribution of both vehicle (staff) and HGV trips (these should be presented in two separate figures);*
  - b. *Update Figure 2 and Figure 3 to show actual HGV trips (as per the alternative HGV distribution); and*
  - c. *Update Figure 4 and Figure 5 to show the revised vehicle trips*
- *Due to lack of information NH cannot assess whether capacity assessment would be required*
- *The mitigated layout for the A43/A6116 Steel Road roundabout which is currently being constructed should be assessed.*
- *If the results of the 'with development' scenario cause the A6116/Birchington Road roundabout to operate above capacity, the*

*applicant will need to provide a satisfactory nil-detriment improvement scheme to mitigate the impact of the proposed development.*

- *The results of the capacity assessments will be reviewed following the revision of vehicle trip generation and the approval of the alternative HGV distribution. However, if the results of the 'with development' scenario cause junctions to operate above capacity, the applicant will need to provide a satisfactory nil-detriment improvement scheme to mitigate the impact of the proposed development. Mitigation measures should be details, assessed and presented in the TAA.*
- *It is advised the existing crossing be upgraded to a formal crossing facility, with developer contributions provided.*

*Applicant has submitted a letter dated 26th November to NNC planning from Sloan Plumb Wood Solicitors which states the applicant has the right to utilise Halley Road to gain access to and from the site is acknowledged by highway officer and confirmed that no further action is required in this regard.*

*Any works to Halley Road however, will require the permission of the road owner/street manager. The LHA would need to approve the signal crossing drawings which would need to be included in the S38 agreement along with a commuted sum. The developer will need to come to an agreement with the street manager to pay these costs.*

**5.5 Ecologist: (20.10.2021)** Council's Ecological Officer has been consulted on this application and requested additional information to fully assess the application. Suggestion has been made on the following grounds:

- *The baseline must be established before a net gain assessment can be completed; until then the council does not have sufficient information to determine this application.*
- *Wildlife crime may have committed due to the works carried out without license (GCN, Invertebrates, dingy skipper and butterflies)*

**(30.06.2022)** Further discussion with Council's Ecological Advisor has been conducted in regards to biodiversity. It is considered that as the site clearance in terms of ecology carried out without proper notification or permission and the submission is long standing with the LPA, it would be appropriate to impose suitably worded conditions to move matters forward.

**5.6 Key Services: (21.09.2021)** No objection. Recommended condition related to fire hydrants.

**5.7 Lead Local Flood Authority: (05.11.2021)** LLFA requested additional information to fully assess the proposal.

(09.09.2022) Flood Authority has been re-consulted on the additional information submitted by the applicant. They have confirmed that after reviewing the submitted details located within:

1. Birchington Road FRDA Rev A
2. NC\_21\_00366\_OUT-APPLICANT\_S\_RESPONSE\_TO\_LLFA-122732
3. NC\_21\_00366\_OUT-CONSULTATION\_FLOOD\_RESPONSE.PDF-122244



4. NC\_21\_00366\_OUT-DESK\_STUDY-\_SUMMERY\_PAGE\_23-47-122874 (1)
5. NC\_21\_00366\_OUT  
FLOOD\_RISK\_DRAINAGE\_ASSESSMENT\_REV\_A-122731

The officer advised that there is sufficient information available to comment on the acceptability of the proposed surface water drainage scheme for the proposed development.

The officer goes on saying that if the suggested planning conditions are included, the impacts of surface water drainage will have been adequately addressed at this stage. Without these conditions, the proposed development on this site may pose an unacceptable risk of flooding.

**5.8 Crime Prevention Officer: (22.09.2021)** No objection and recommended a 'Crime Prevention Statement' is submitted as part of any future application.

**5.9 Environment Agency: (24.09.2021)** No objection subject to planning conditions.

**5.10 Anglian Water: (14.09.2021)** No objection.

**5.11 Weldon Parish Council: (24.09.2021)** Objection has been raised on the following grounds:

- Employment Land Over supply
- Health Impact Assessment required
- Green Travel Plan
- enhancement of community services and facilities
- electric vehicles, and other low-emission forms of transport
- Restoration of Green Infrastructure Corridor as a buffer zone for the residential and educational neighbours

**5.12 Neighbours-** Letters were sent to 227 neighbouring units on 18.02.2021. LPA has received 75 letters of objections and 43 support letters for the scheme. LPA has also received a signed petition which raises the following concerns-

- *Noise Pollution 24/7*
- *Loss of natural light*
- *Increase in traffic*
- *Floodlit Warehouse which will need to be lit up all night and we already get affected by the light coming from a very small Morrison's warehouse*
- *Short of Green space for the community*
- *They illegally chopped down trees and shrubbery where the local deer's and birds use to live and since this has happened the noise from Morrison's has increased.*
- *Gretton Brook Road which runs along side the warehouse is where local children walk to access Corby Business Academy will have a massive increase in traffic which already causes issues when lorries try to get down there. Its dangerous and could be fatal.*

## **6 Relevant Planning Policies and Considerations**

## 6.1 Statutory Duty

Section 54A of the Town and Country Planning (1990) (as amended) states “Where in, making any determination under the Planning Acts, regard is to be had to the development plan, the determination shall be made in accordance with the Plan unless material consideration indicate otherwise.”

## 6.2 National Policy

National Planning Policy Framework 2021:

- 2 Achieving sustainable development
- 6 Building a strong competitive economy
- 7 Ensuring the vitality of town centres
- 9 Promoting sustainable transport
- 11 Making effective use of land
- 12 Achieving well-designed places
- 15 Conserving and enhancing the natural environment

National Planning Practice Guidance (NPPG)

National Design Guide (NDG) (2019)

## 6.3 North Northamptonshire Joint Core Strategy (NNJCS) (2016)

Policy 1 (Presumption in favour of Sustainable Development)

Policy 3 (Landscape Character)

Policy 4 (Biodiversity and Geodiversity)

Policy 5 (Water Environment, Resources and Flood Risk Management)

Policy 6 (Development on Brownfield Land and Land affected by contamination)

Policy 8 (North Northamptonshire Place Shaping Principles)

Policy 9 (Sustainable Buildings)

Policy 10 (Provision of Infrastructure)

Policy 11 (The Network of Urban and Rural Areas)

Policy 15 (Well-connected Towns, Villages and Neighbourhoods)

Policy 18 (HGV Parking)

Policy 19 (The Delivery of Green Infrastructure)

Policy 22 (Delivering Economic Prosperity)

Policy 23 (Distribution of New Jobs)

Policy 24 (Logistics)

Policy 27 (Rockingham MRC Enterprise Area)

## 6.4 Part 2 Local Plan for Corby, adopted September 2021

# 7 **Evaluation**

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The key issues for consideration are:

- Principle of Development
- Landscape and Visual Impact
- Ecology and Nature Conservation
- Employment
- Highways

- Flood Risk and Drainage
- Air Quality, Noise and Vibration

## **7.1 Principle of Development**

- 7.1.1 Section 38(6) of the Planning and Compulsory Act 2004 requires Local Planning Authorities to determine planning applications in accordance with the Development Plan unless material planning considerations are considered to outweigh it.
- 7.1.2 Policy 1 of the North Northamptonshire Joint Core Strategy (NNJCS) 2016 outlines the presumption in favour of sustainable development that is contained within National Planning Policy Framework (NPPF) 2021, and that the Local Planning Authorities should be taking a positive and proactive approach to applications as a result.
- 7.1.3 JCS Policy 3 sets out the importance of existing landscape character, to retain distinctive qualities where possible. Criteria b) states development should make provision for the retention and where possible enhancement of features of landscape importance.
- 7.1.4 Part of the site is identified as a UK Biodiversity Action Plan Priority Habitat and part of the site is within the Nene Valley Nature Improvement Area. JCS Policy 4 seeks a net gain in biodiversity to protect and enhance features of biodiversity and geological interest. Criteria b(i) seeks to enhance ecological networks by managing development and investment to reverse the decline in biodiversity and restore the ecological network at a landscape scale in the Nene Valley Nature Improvement Area. The site does not fall along any sub-regional, local or neighbourhood green infrastructure corridors.
- 7.1.5 JCS Policy 6 requires proposals for sites with known or high likelihood of contamination to provide remediation strategies to manage the contamination. Proposals will be supported where it can be demonstrated that the site can be safely and viably developed with no significant impact on either future users or on ground and surface waters. The Corby Employment Land Review (May 2018) identified that this site ELR11d North of Birchington Road had potential land contamination issues and that the site is located immediately to the north of historic landfill sites Refractory Tip and North East Materials Stockyard. It further identified historic landfill sites located to the north and northeast of the site.
- 7.1.6 The proposed development site is within the Rockingham Enterprise Area as designated within the adopted North Northamptonshire Joint Core Strategy (NNJCS, 2016). JCS Policy 27 states that the Enterprise Area will be a focus for employment development within and beyond the plan period and proposals will be supported where they will deliver a mix of high quality employment, particularly in priority employment sectors. The policy includes a number of place shaping principles to guide the development of the site for employment use.
- 7.1.7 Paragraph 8.47 of the JCS explains that Policy 27 allows flexibility for a range of employment uses to come forward in response to market demands, but that

significant opportunities exist to deliver high performance technologies along with other priority economic sectors including logistics and food and drink.

- 7.1.8 In addition, paragraph 8.48 of the JCS states that the proposals for development of individual parcels of land should demonstrate how they relate or connect to the wider area, contributing to the delivery of the place-shaping principles and ensuring they do not prejudice the delivery of other development within the Enterprise Area.
- 7.1.9 Overall, the development of this employment site is welcomed in principle; however, compliance with other relevant policies of the Development Plan will be assessed to determine the acceptability of the scheme. Policy 1 of the JCS states that - development should contribute to delivering the Plan Vision and Outcomes through compliance with the relevant policies of this Plan. Development that conflicts with policies of the Plan will be refused unless material considerations indicate otherwise.

## **7.2 Landscape and Visual Impact**

- 7.2.1 The application site is located within the Rockingham Enterprise Area (REA) as designated within the Development Plan. Policy 27 of the JCS relates to the REA and aims to provide flexibility for a range of employment uses to come forward in response to market demands. The JCS advises that proposals for development of individual parcels of land should demonstrate how they relate/connect to the wider area, contributing to the delivery of the place-shaping principles and ensuring that they do not prejudice the delivery of other development within the Enterprise Area.
- 7.2.2 Policy 8 stresses the need for creating distinctive local character by responding to the site's immediate and wider context and local character to create new streets, spaces and buildings which draw on the best of that local character without stifling innovation.
- 7.2.3 JCS Policy 3 sets out the importance of existing landscape character, to retain distinctive qualities where possible. Criteria b) states development should make provision for the retention and where possible enhancement of features of landscape importance.
- 7.2.4 The above policies seek to minimise the environmental impacts through sensitive design to reduce the impact on the landscape, townscape and wider setting and by achieving the highest possible standards of design and environmental performance.
- 7.2.5 Whilst this is an outline application it has already been recognised that significant weight should be given to conserve the landscape and visual impact in order to conform with NPPF requirements. The Framework suggests that planning decisions should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils.
- 7.2.6 In support of the application, the applicant submitted a Landscape and Visual Appraisal (LVApp) which considers key view points; the degree of likely impact

and who would be affected by that impact; and the suitability of the mitigation to reduce or mitigate the harm. It is considered that the above document provides a detailed account of the proposed GI framework and its onsite applicability to minimise landscape and visual effects identified in the LVApp.

- 7.2.7 It is important to note that the application is in outline with landscaping reserved. The critical matter in this respect is whether it is possible to accommodate sufficient and appropriate levels of tree planting within the development. The LPA considers that this is possible and therefore it would be difficult to substantiate a landscaping reason for refusal at this stage. At this stage the key objectives in terms of the landscape strategy are considered acceptable.
- 7.2.8 In terms of visual impacts of the development on wider views, the assessment identifies that moderate adverse visual effects are likely to be experienced from the construction phase through to year 15 of the proposed development in relation to residential, pedestrian and cyclist receptors at Gretton Road, and pedestrians and cyclist at Steel Road. This is due to the proximity of the viewpoints to the site, and the extent of development likely to be seen in the near view. At year 15 of the proposed development, the proposed green buffer to the northern boundary will soften the appearance of the proposed building and improve the overall level of green infrastructure to the otherwise industrial view.
- 7.2.9 It is generally accepted that the proposed planting would deliver sufficient effects to mitigate the impact, only after 15 years, and this would need to be subject to further details showing how the strategy would be delivered, phasing and further details of tree planting. The introduction of a new industrial / commercial development will result in permanent albeit localised changes in the landscape. The character of the landscape of the site will change from a vacant land to a built one.
- 7.2.10 In the light of the above, officers consider that the proposal, subject to adhering to Landscape and Visual Impact Assessment (LVApp) would adequately deal with this matter at the future stage.

### **7.3 Ecology and Nature Conservation**

- 7.3.1 Policy 4 of the North Northamptonshire Joint Core Strategy protects existing biodiversity and geodiversity assets, including refusing development proposals where significant harm to an asset cannot be avoided, mitigated or, as a last resort, compensated. This includes sites of Special Scientific Interest.
- 7.3.2 Paragraph 179 of NPPF also suggests the need for minimising the impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are most resilient to current and future pressures. This approach is further supported by Policy 3 in the adopted plan which requires significant weight to be given to the conservation and enhancement of natural beauty. It also states that minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.

7.3.3 Paragraph 180 of NPPF also advocates that if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused.

7.3.4 Applicant has submitted a Preliminary Ecological Appraisal (PEA) by TetraTech in order to form a baseline assessment. The key issues identified within the PEA are as follows:

- *No Natura 2000 sites are located within two kilometres (km) of the site. The nearest is the Upper Nene Valley Gravel Pits Special Protection Area (SPA) and RAMSAR, located approximately 12.88 km south-east of the site. However, as the proposed development is for warehousing and ancillary office accommodation, it is considered unlikely to add any additional visitor pressure to the SPA and RAMSAR site. The development is also considered unlikely to affect the Upper Nene Valley Gravel Pits as there is no connectivity or hydrological links;*
- *The whole of the site is located within the outer risk zone of Weldon Park Site of Special Scientific Interest (SSSI), which states development will need to consider 'Any discharge of water or liquid waste of more than 20m<sup>3</sup>/day to ground (i.e. to seep away) or to surface water, such as a beck or stream';*
- *There are six Local Wildlife Sites (LWS) within 2km of the site, but none are within or adjacent to the site. Moreover, they are all assessed to be a sufficient distance from the site (closest is 0.43km) that the proposals will not directly or indirectly affect them. Furthermore, there is no habitat or hydrological connectivity to the LWSs from the site;*
- *The species-poor hedgerow along the site's eastern boundary is assessed of low ecological importance and unlikely to meet Local Biodiversity Action Plan (LBAP) requirements for hedgerows. However, it is considered to meet the Habitat(s) of Principal Importance (HPI) requirements. It is recommended that the hedgerow is retained within the development and a 5m buffer installed between the hedgerow and the proposed development to protect the hedgerow from accidental damage, including the roots of the hedgerow;*
- *Habitats recorded on-site include the aforementioned species-poor hedgerow, bare ground, hardstanding and a fence. Ephemeral waterbodies were also present at the time of the survey; Habitats on-site are unlikely and sub-optimal at best to support Great Crested Newts (GCNs), reptiles, badger, breeding birds and bats. The hedgerow along the eastern boundary has the potential to support these species and habitats adjacent (north, east and south) to the site are suitable to support these species; and*
- *No non-native invasive plant species were recorded on-site.*

7.3.5 The submission has been assessed by Council's Ecological Advisor (EA) indicating that the site was scraped and hardcore laid. Due to this reason, extensive discussion has been carried out with applicant's ecologist to establish

a fair baseline which would reflect the site's value prior to clearance. Using the robust ecological survey submitted for application 04/00116/DPA, aerial photos and other records, they have attempted to establish a likely and representative baseline. Council's Ecological Advisor confirms that the preliminary figure is within the range expected, however it has not been agreed by either the ecological consultancy or the council. Recommendation has been made by EA that baseline must be established before a net gain assessment can be completed and suggested that until then the council does not have sufficient information to determine this application.

- 7.3.6 Secondly, EA also confirms that this part of Corby has extensive GCN populations. Detailed modelling done by NatureSpace to support the council's district newt licence shows the site as being within a red zone for the species. The ecological surveys for application 04/00116/DPA covered the entire site and found a 'medium' sized GCN metapopulation spread across nine ponds. Although no subsequent survey reports have been found, the National Biodiversity Atlas shows GCN records from 2018 next to the site (the resolution has been reduced to protect the specific locations); records from 2017 appear on the NBRC website but have not yet been incorporated into the council's data layer. The NBN Atlas has accepted the 2018 records as correct. It is likely that a GCN population was still on site when it was cleared and as no licence was issued for the works; it is assumed that a wildlife crime may have been committed.
- 7.3.7 The advisor also states that, in 2018 dingy skipper and small heath butterflies were recorded on site (to six-figure grid reference precision). Both of these are priority species under s.41 of the NERC Act and suggest that the site may have had some significant value.
- 7.3.8 Finally, to comply with relevant policies this application is expected to deliver a net biodiversity gain in accordance with the JCS and NPPF, and as recently held up at appeal (APP/Y3940/W/21/3278256 and APP/Y3940/W/21/3282365). After careful consideration it has been agreed with Council's Ecologist that confirm the imposition of Grampian Planning Conditions will resolve the issues related to ecology at this stage of the application. The proposed conditions will require applicant to submit details related to biodiversity baseline, net gain assessment, offsetting scheme and monitoring.
- 7.3.9 It is therefore, considered that the present proposal is acceptable at this stage of the process. Subject to the contribution against mitigation measures; and the overall package should be able to yield a net ecological benefit for both the on-site situation and the wider Corby area. Increasing the ecological contribution should be able to deliver a planned and agreed package of mitigation measures for biodiversity and Green Infrastructure (GI) enhancements of an appropriate scale and content. The above mitigation measures would be dealt with appropriate conditions and mitigation packages.

## **7.4 Employment**

- 7.4.1 Policy 22- Delivering Economic Prosperity stresses the need for safeguarding the existing and committed employment sites which are of the right quality and suitably located in relation to infrastructure and neighbouring uses. The Plan

also aims to ensure that, as a minimum, North Northamptonshire delivers enough new jobs for the labour force arising from planned population growth, plus additional jobs in the southern area to help reduce levels of out commuting.

- 7.4.2 The significant potential of this area has been recognised in a number of technical studies including the Rockingham Development Framework (RDF) endorsed by Corby and East Northamptonshire Councils in 2011, and in the Northamptonshire Enterprise Partnership's 2015 bid for the designation of an Enterprise Zone. The partners (including the two local planning authorities) are continuing to promote the economic potential of the area. Policy 27 provides a positive planning framework to help achieve this.
- 7.4.3 The Application Site forms part of the proposed Rockingham Enterprise Area (REA). Policy 27 provides flexibility for a range of employment uses to come forward in response to market demands. The above policy also identifies significant opportunities to deliver high performance technologies and future vehicle technologies by attracting motorsport/automotive sector businesses. The Enterprise Area is also well placed to support other priority economic sectors including logistics and food and drink. The development of the Enterprise Area to its full potential is a long term opportunity that will be delivered during and beyond the plan period and consequently the Plan is not reliant on the delivery of the site to meet its minimum jobs targets.
- 7.4.4 However, the policy stresses the need for demonstrating how the development of individual parcels of land relate or connect to the wider area, contributing to the delivery of the place-shaping principles and ensuring they do not prejudice the delivery of other development within the Enterprise Area.
- 7.4.5 The net developable area within the development framework area extends to some 228 hectares of land (i.e. 75% of the gross land area), which constitutes a significant employment area. The development framework assumes the following for the B-class employment uses: B1 offices – 20% site coverage, B1c light industrial/B2 – 40% site coverage and B8 warehousing – 40% site coverage. The proposed development falls within the parameters of the RDF and in accordance with the Masterplan.
- 7.4.6 A permission sought here may result in 100% (45,000m<sup>2</sup>) B8 use (Storage/Warehouse) with ancillary office uses and associated infrastructure. The site is allocated within an up-to-date development plan for employment use. The proposed scheme for the employment development are therefore entirely in accordance with the NPPF. Part 2 Local Plan policy also supports deliverable employment sites and encourages employment diversity. Moreover, a 45,000 sqm B8 development would be expected to create somewhere in the region of a minimum of 372 jobs.
- 7.4.7 Paragraph 80 of the NPPF states that planning decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The Framework goes on stating that planning decisions should recognise and address the specific locational requirements of different sectors (paragraph 82).



7.4.8 In the light of the above, it is considered that the proposed development would support the economic growth and productivity by taking into account both local needs and wider opportunities for development. The proposed development would help meet the significant employment needs of the wider area. Therefore, the proposed scheme conforms with NPPF in building a strong, competitive economy.

## **7.5 Highways**

7.5.1 The proposed site access would be via a new left in/ left out priority junction onto Halley Road. Halley Road is a two lane dual carriageway which runs in a general south to north alignment from its roundabout junction with A6116 Steel Road/ Birchington Road to its roundabout junction with Gretton Road. There is a 3m wide combined foot/ cycle way along the east side of the road with dropped kerbs and tactile paving at each junction. The combined foot/ cycle way is set back from the carriageway edge by a 1m wide strip of grass verge. There is no footway on the west side of Halley Road. There are dropped kerb and tactile paving crossings on each arm of the roundabout with A6116 Steel Road/ Birchington Road and there is contiguous footway at the roundabout with Gretton Road. Halley Road is subject to a 40mph speed limit, there is a system of street lighting in operation and it is an urban clearway with the associated waiting restrictions.

7.5.2 Submitted plans evidence that access into the B8 employment development will be via Halley Road which will be extended into the site. The proposed junction will provide a pedestrian/ cyclist refuge island, with dropped kerbs and tactile paving, to assist crossing the site access road and which connects the shared foot/ cycle way on the east side of Halley Road.

7.5.3 The nearest bus stops are approximately 900m from the centre of the site and are on A6116 Steel Road.

7.5.4 Extensive consultation has been carried out with Highways department in relation to highway issues and the highway officer confirmed their acceptability of the proposed access arrangements. However, Northamptonshire Highways requested additional information in relation to the access rights to the subject site, traffic impact assessment, mitigation scheme, updated swept path and additional junction assessment.

7.5.5 Applicant has submitted a letter dated 26th November to NNC planning from Sloan Plumb Wood Solicitors which states the applicant has the right to utilise Halley Road to gain access to and from the site, which is acknowledged by highway officer and confirmed that no further action is required in this regard.

7.5.6 The officer also states that any works to Halley Road however, will require the permission of the road owner/street manager. The LHA would need to approve the signal crossing drawings which would need to be included in the S38 agreement along with a commuted sum. The developer will need to come to an agreement with the street manager to pay these costs.

7.5.7 Applicant has provided additional information to address previously raised concerns by highways. No comments has been received from LHA at the time of writing this report.

## **7.6 Flood Risk and Drainage**

7.6.1 Policy 5 (Water Environment, Resources and flood risk management) of Joint Core Strategy reflects how development should contribute to reducing the risk of flooding and also protecting the quality of the water environment. The above policy also states that 'development should be designed from the outset to incorporate Sustainable Drainage Systems wherever practicable, to reduce flood risk, improve water quality and promote environmental benefits'. This consideration is reiterated in the NPPF, which states that development should ensure that flood risk is not increased elsewhere.

7.6.2 The subject site is located within Flood Zone 1 and therefore has a low probability of flooding. Surface water runoff will be discharged from the surface water drainage network to the Willow Brook North via two outfall points at a restricted 'greenfield' rate. Excess flows will be attenuated within the site area within detention basins and plot-level geocellular storage tanks.

7.6.3 The applicant has submitted Flood Risk and Drainage Assessment report to assess the potential effects of the Proposed Development on drainage and flood risk, both on site and to the immediate surrounding area. Due to the size of the application site, a Flood Risk Assessment (FRA) has also been undertaken to consider the impact of the development upon flood risk and vice versa, in line with national policy guidance.

7.6.4 The drainage strategy suggests that the proposed development will incorporate a surface water drainage network that will be designed and constructed in-line with industry best practice, which includes measures to manage site drainage and prevent pollution. It is proposed to discharge surface water runoff from the site to the existing drain in Steel Road at a restricted rate.

7.6.5 It is also proposed to provide surface water attenuation in a combination of permeable block paving, detention basins and underground storage. The permeable paving and the detention basins will provide multifunctional benefits by providing storage, water quality benefits, biodiversity and amenity. Permeable block paving is proposed within parking areas as it may not be suitable for the access roads subject to frequent HGV traffic.

7.6.6 In terms of foul drainage, it is proposed to connect to the 225mm diameter existing foul drain in Steel Road to the west of the site. A final levels review will be required to confirm the viability of a gravity connection to the existing foul drainage system. The final peak foul flow rate will be determined at the detailed design stage.

7.6.7 Information submitted by the applicant has taken full account of likely significant impact of the Proposed Development with regards to drainage and flood risk. The potential impact of the development has been considered and it is recommended that the drainage system is designed to reduce any flood risk due to the increased impermeable area both onsite and offsite. All the relevant

factors associated with construction, operational activities and decommissioning have been taken into account to identify likely impacts.

7.6.8 The mitigation and enhancement measures have been identified and all the significant affects have been considered which are related to various stages of the design life. The Environment Agency, Anglian Water and Surface Drainage Water team were consulted on this proposal. They have not raised any objections, subject to conditions regarding the surface water management strategy and foul water infrastructure details. At this stage based on all the information provided by the applicant, it is considered that the drainage strategy, hydrology and flood risk mitigation is aligned with the policy requirements.

## **7.7 Air Quality, Noise and Vibration**

7.7.1 The proposals have the potential to cause air quality impacts as a result of fugitive dust emissions during construction and road traffic exhaust emissions associated with vehicles travelling to and from the site during operation. As such, an Air Quality Assessment is vital in order to determine baseline conditions and assess potential effects as a result of the scheme.

7.7.2 During the construction phase of the development, potential air quality impacts as a result of fugitive dust emissions from the site has been identified. These were assessed in accordance with the IAQM methodology. It is also considered that good practice dust control measures are implemented, the residual significance of potential air quality impacts from dust generated by earthworks, construction and trackout activities would not be significant.

7.7.3 Potential impacts during the operational phase of the proposals may occur due to road traffic exhaust emissions associated with vehicles travelling to and from the site.

7.7.4 The NPPF requires the LPA (Local Planning Authority) should conduct site analysis to 'ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development.'

7.7.5 Policy 8 'Northamptonshire Place Shaping Principles' which prevents any development that would result in adverse impacts due to unacceptable levels of air pollution and noise.

7.7.6 An Air Quality Assessment report has been submitted for the air quality and mitigation measures required to prevent or reduce the likely residual effects, and all the measures have been specified. Council's Environmental Health Officer have reviewed the report and advised it is accepted. However, states that the proposed mitigation measures could be secured by way of a suitably worded planning condition.

7.7.7 In relation to noise impact the applicant has provided a Noise Impact Assessment report which includes noise survey, construction noise assessment and operational noise assessment. The above assessment is necessary to

comply with Policy 8-Place Shaping Services of the JCS, which states that permission will not be granted for development resulting in unacceptable levels of noise.

7.7.8 The Senior Environmental Health Officer initially raised concerns in relation to the information provided at that stage. Re-consultation has been carried out with EHO on the additional information submitted by the applicant. The officer confirms that any reserved matters application must be accompanied by a noise assessment that outlines the likely impact from any fixed plant or operational noise on any noise sensitive property, and the measures necessary to ensure that the noise from any aspect of the authorised development does not affect the local amenity of residents.

7.7.9 Objections have been received from the neighbouring residents in regards to noise pollution, it is considered that mitigation measures outlined within the submission along with the suggested conditions by EHO would be sufficient to control any detrimental impact on the neighbouring amenity.

## **8. Conclusion**

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8.1 Overall, there is a strong emphasis in the Framework in overall sustainability objectives including getting development in the right places. It is acknowledged that the scheme would provide benefit by contributing towards economic development both in the short and long term to the local economy.

8.2 Through the development, the application site would deliver significant job creation, apprenticeships and increase in economic output. The details submitted do not cause any significant harm to the amenity of the nearby occupiers or result in overdevelopment of the site and will not give rise to any undue highway safety concerns.

8.3 The proposal is therefore considered in accordance with Policies 1, 3, 4, 5, 8, 9, 10, 11, 15, 18, 19, 22, 23, 24 and 27 of the North Northamptonshire joint Core Strategy, National Planning Policy Framework and no other material considerations indicate that the policies of the development plan should not prevail, furthermore the decision has been reached taking into account the National Planning Policy Framework.

## **Recommendation**

9.1 It is therefore recommended that the application be Approved subject to conditions as set out below.

## **10. Conditions**

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1. Application for approval of the reserved matters shall be made to the council before the expiration of 3 years from the date of this permission. The development hereby permitted shall begin no later than the expiration of 2 years from the date of approval of the last of the reserved matters to be approved.

Reason: As required by Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development shall conform in all aspects with the plans and details shown in the application as listed below, unless variations are agreed by the Local Planning Authority in order to discharge other conditions attached to this decision:

- Existing Site Location Plan, Dwg. No.-PL100
- Site Parameters Plan, Dwg. No.-PL108 P02
- Planning Statement, Rev-02
- Design and Access Statement, Rev-P06, August 2022
- LVApp Land at Birchington Road - V2 12.08.21 sfs AA.
- B024896 Birchington Road PEA - Issue v3;
- Birchington Road - Transport Assessment AA Rev 2 with Appends;
- Transport Assessment Addendum 21st April 2022 AA with Appends;
- 220708 Council response AA with Appends (003);
- 2208 Council Response AA with Appends; and
- HGV Distn - Sensy Test.
- 2021.11.16 - NC-21-00366-OUT - Response to LLFA; and
- Birchington Road FRDA Rev A.
- Sustainable Design and Energy Statement final
- 784-B024896 Birchington Road Corby 15Oct21 (AQA)
- 784-B024896 Birchington Road Corby NOISE 12Aug21; and
- 784-B024896 Birchington Road, Corby Noise Response 04Nov21.
- C8278 - Corby Desk Study April 19; and
- C8278, Gretton Road, Corby - Geoenvironmental Appraisal -Morrisons Land AUG 19 FINAL.

Reason: For the avoidance of doubt and to ensure a suitable form of development in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

3. Details of all the reserved matters for relevant phase shall be submitted to the Local Planning Authority before any development is commenced:

- a. Scale
- b. Appearance
- c. Landscaping, and
- d. Layout

Reason: This is an outline permission only and these matters have been reserved for the subsequent approval of the Local Planning Authority.

4. Approval of all reserved matters shall be submitted within 5 years of this permission. The development shall thereafter be completed in accordance with the approved details.

Reason: To secure all design and construction details for each phase of development prior to construction start to enable the Local Planning Authority to control the development in detail and to comply with Section 92 (as amended) of the Town and Country Planning Act 1990.

5. Each reserved matters application shall comply with the approved Site Parameters Plan Drawing PL108 Rev.P02 and the Design and Access Statement – Rev.P06. August 2022.

Reason: In the interests of clarity, to secure design that meets the principles expressed in the Planning, Design and Access Statement, to ensure a high standard of development, and to ensure that the development will meet the objectives of Policy 8 of the North Northamptonshire Core Spatial Strategy.

## **ENVIRONMENT**

6. Development on land potentially affected by contamination

Unless otherwise agreed by the Local Planning Authority, development other than that required to be carried out as part of an approved scheme of remediation must not commence until parts A to C have been complied with.

### A. Site Characterisation

An investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

- (i) a survey of the extent, scale and nature of contamination;
- (ii) an assessment of the potential risks to:
  - human health,
  - property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
  - adjoining land,
  - groundwaters and surface waters,
  - ecological systems,
  - archaeological sites and ancient monuments;
- (iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's 'Land Contamination: Risk Management' (or any guidance revoking and replacing this guidance with or without modification)'.

Informative (must be included): Geoenvironmental Appraisal Report reference C8278/GA dated August 2019 by Sirius Geotechnical Ltd references that the site has been divided into two areas, A and B. Area A appears to cover the majority of the proposed development site, however it also includes a section of Area B. The report should be revised to encompass the whole of the proposed development site excluding the part of Area B that is not included or a separate, updated report should be submitted that also includes the following:

The results and recommendations from the remainder of the gas monitoring visits as indicated in section 4.6. 'Gas and Groundwater Monitoring', as at the

time of writing the report, only two post-investigation ground gas / groundwater monitoring visits had been undertaken, out of a planned programme of six visits and the results of the full ground gas risk assessment stated to be undertaken following completion of the gas monitoring programme as indicated in section 8.6. Ground Gas.

Proposals regarding the presence of asbestos-impacted granular made ground are acknowledged however 2 of the 3 samples positive for asbestos are located in the southern portion of Area B therefore clarification is required that TP 123 is or is not within the development boundary.

#### B. Submission of Remediation Scheme

A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

#### C. Implementation of Approved Remediation Scheme

The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works. Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

### 7. Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of part A of condition \*, and where remediation is necessary, a remediation scheme must be prepared in accordance with the requirements of part B of condition \*, which is subject to the approval in writing of the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with part C of condition \*.

Reason (common to all): To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with

those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors

## 8. Noise - External Plant/Operational Noise

Any reserved matters application must be accompanied by a noise assessment submitted for approval that outlines the likely impact from any fixed plant or operational noise on any noise sensitive property, and the measures necessary to ensure that the noise from any aspect of the authorised development does not affect the local amenity of residents. The assessment shall be determined by measurement or prediction in accordance with the guidance and methodology set out in BS 4142:2014+A1:2019. Once approved the development shall commence according to the approval and thereafter be maintained in this approved state unless consent is given in writing by the LPA. The assessment shall include an operational noise management plan, which shall contain measures for addressing noise from (but not limited to) refrigerated vehicles, loading and unloading, broadband (white noise) reversing alarms and location of fixed plant.

*Informative: The applicants acoustic consultant should further inform document reference 784-B024896 dated 4th November 2021 by including a BS 4142:2014+A1:2019 assessment for operational noise from the development and not just for the fixed plant. This type of activity is covered by the BS and may indicate further mitigation is required or support that there is no potential for an adverse impact. I acknowledge a prediction and comparison with existing background noise levels for cumulative operational noise has been included and the conclusion is that it falls within the LOAEL criteria.*

*The development should be further assessed with respect to the context of the local noise environment and how it may impact on this. The new building may create a noise barrier between existing housing and the existing warehouse/service yard to the south of the proposed development, however there is potential for the creation of standing waves if noise from the existing warehouse is reflected off the new building and vice versa.*

*Consideration should be given to a noise barrier that wraps around and extends westwards along the corner of the access road in the vicinity of survey point LT2. From the noise contours (Figure 5.2 Noise Assessment reference 784-B024896 revision 2 dated 12th August 2021) this coincides with an intersection of the noise contours of 50 and 50-60dB LAeq15mins. Survey data from LT2 (Table 4.3 Aug 2021) reports 49.2dB LAeqT for the weekend night time and 46.9dB LAeqT (Table 2.3 Nov 2021). This noise barrier may offer anything up to 8dB reduction in noise.*

*It is strongly advised that the access road on the eastern side of the proposed development should not be used for HGV vehicle movements around the site and that any fixed plant is placed on the side of the building overlooking the service yard only, rather than on the south eastern corner as illustrated on Figure 5.1 of document reference 784-B024896 dated 4th November 2021.*



*The applicant should be aware that the local planning authority requires that noise from any external plant in a noise sensitive location to be a minimum of 5dB(A) below the existing background level of noise, with no significant tonal characteristics. This is to ensure that there is no impact on residential amenity and reduces the likelihood of a cumulative increase in background noise from all developments in the area. The applicant should also demonstrate they have considered the 'agent of change' principle in accordance with paragraph 187 of the National Planning Policy Framework 2021 and have regard to the ProPG: Planning & Noise Professional Practice Guidance on Planning & Noise and the WHO Guidelines for Community Noise as appropriate.*

Reason: To protect public health and residential amenity by preventing a cumulative increase in background levels of noise.

9. The recommended mitigation measures detailed in Air Quality Assessment reference 784-B024896 dated 15th October 2021 by Tetra Tech must be implemented in full during the construction and operational phases, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect public health and residential amenity by preventing a cumulative increase in background levels of air pollution.

10. No development shall take place until a Construction Management Plan (CMP) has been submitted to and approved in writing by the Local Planning Authority. The approved CMP shall be adhered to throughout the construction period and the approved measures shall be retained for the duration of the construction works unless otherwise agreed in writing by the Local Planning Authority. The CMP shall detail (but is not limited to) the following:
  - the parking and turning of vehicles of site operatives and visitors;
  - loading and unloading of plant and materials;
  - storage of plant and materials used in constructing the development;
  - the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
  - details of measures to prevent mud and other such material migrating onto the highway from construction vehicles;
  - wheel washing facilities;
  - measures to control the emission of dust and dirt during construction;
  - a scheme for waste minimisation and recycling/disposing of waste resulting from the construction works.
  - design of construction access
  - hours of construction work
  - measures to control overspill of light from security lighting

The approved CMP shall be adhered to throughout the construction period and the approved measures shall be retained for the duration of the construction works.

*Informative: Contractors and sub contractors must have regard to BS 5228-2:2009+A1:2014 "Code of Practice for Noise and Vibration Control on Construction and Open Sites" and the Control of Pollution Act 1974.*

*Local residents that may be affected by the work shall also be notified in writing, after approval is received from the LPA or Environmental Health.*

*Works audible at the site boundary outside the approved hours may result in the service of a Notice restricting the hours. Breach of the notice may result in prosecution and fines of up to £5000 plus £50 for each further breach and/or six months imprisonment.*

Reason: To protect public health and residential amenity.

11. There shall be no external illumination on the site at any time other than in accordance with a detailed scheme which shall first have been submitted to and approved by the LPA. The scheme shall include an assessment of the impact of the lighting on the vertical facades of sensitive properties and the measures necessary to reduce the impact. Once approved the scheme shall be implemented in full before first use according to this approval and thereafter maintained in this approved state.

*Informative: The external illumination should be designed and installed by competent persons. The system should be designed according to best practice in respect of glare, light spill and efficiency. Advice can be obtained from:*

*Institution of Lighting Professionals*

*Regent House, Regent Place, Rugby, Warwickshire, CV21 2PN*

*Telephone: 01788 576492*

*Email: info@theilp.org.uk*

Reason: To protect residential amenity.

## **LANDSCAPING AND ECOLOGY**

12. Prior to the commencement of any development:
  - a. details to establish a fair pre-site clearance biodiversity value baseline (the 'baseline condition');
  - b. a biodiversity net gain assessment using the Defra 3.1 metric (or successor metric in force at the time of carrying out the assessment) and based on the approved baseline condition; and
  - c. a biodiversity net gain scheme based on the results of the approved biodiversity net gain assessment, to compensate for any identified biodiversity loss, either through onsite mitigation and/or by offsite offsetting, which scheme shall include the timing of the mitigation/offsetting measures, as well as proposals for ongoing management and maintenance for a minimum 30 year period (the minimum period) and how such management and maintenance shall be secured and funded for the minimum period

shall be submitted to and approved in writing by the Local Planning Authority

The recommendations of the biodiversity net gain scheme shall be implemented as approved and shall inform the Biodiversity Monitoring Strategy to be approved under condition 13.

Reason: To ensure that the development makes a contribution towards net gain biodiversity across the plan period in accordance with Policy 4 of NNC JCS (2016) and to comply with the requirements of Paragraph 180 of the NPPF.

*Informative: limb (a) of this condition is required to establish the baseline condition before a biodiversity net gain assessment is carried out, because of site clearance and preparatory works carried out prior to grant of permission.*

13. Prior to the commencement of any development a Biodiversity Monitoring Strategy (BMS) shall be submitted to and approved in writing by the Local Planning Authority. The BMS shall include the following:

- d. Identification of the baseline condition approved under condition 12;
- e. Aims and objectives of monitoring to match the findings of the approved biodiversity net gain scheme and the stated purpose of the BMS;
- f. Appropriate success criteria, thresholds, triggers and targets against which the effectiveness of the various biodiversity net gain measures being monitored can be judged;
- g. Methods for data gathering and analysis;
- h. Location of monitoring;
- i. A timetable for the submission of monitoring reports;
- j. Identification of responsible persons and lines of communication; and
- k. A timetable for review, and where appropriate, publication of results and outcomes.

A report describing the results of monitoring shall be submitted to the Local Planning Authority at intervals identified in the strategy. The report shall also set out (where the results from monitoring show that biodiversity net gain aims and objectives are not being met in accordance with the approved biodiversity net gain scheme) how contingencies and/or remedial action will be identified, agreed with the Local Planning Authority, and then implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved biodiversity net gain scheme and BMS.

The BMS shall be implemented as approved.

Reason: To ensure that the development makes a contribution towards a net gain in biodiversity across the plan period, in accordance with Policy 4 of the North Northamptonshire Joint Core Strategy.

14. No development shall take place (including demolition, ground works, vegetation clearance) until a Construction Environmental Management Plan (CEMP: Biodiversity) has been submitted to and approved in writing by the local planning authority.

The CEMP (Biodiversity) for that phase or sub-phase or the development as a whole shall include the following:

- a) Risk assessment of potentially damaging construction activities
- b) Identification of 'biodiversity protection zones'

- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements)
  - d) The location and timing of sensitive works to avoid harm to biodiversity features
  - e) The times during construction when specialist ecologists need to be present on site to oversee works
  - f) Responsible persons and lines of communication
  - g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person
  - h) Use of protective fences, exclusion barriers and warning signs.
- The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

Reason: To ensure that the development makes a contribution towards a net gain in biodiversity across the plan period, in accordance with Policy 4 of the North Northamptonshire Joint Core Strategy.

15. The approved details for soft landscaping, and other landscaping details approved under Condition 3 above (reserved matters) shall be carried out in the first planting and seeding season following the completion of development on the relevant phase and any trees or plants which, within a period of five years from occupation 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. The approved details shall be thereafter retained.

Reason: To ensure that the appearance of the development is satisfactory in accordance with Policies 3 and 8 of the North Northamptonshire Joint Core Strategy.

## **HIGHWAYS**

- 16 .Prior to the commencement of any phase of the development, a Construction Traffic Management Plan for that phase or sub-phase shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall provide for:
- i. Detailed work programme/timetable.
  - ii. Site HGV delivery/removal hours to be limited to between 10:00-16:00 unless otherwise approved as part of the CTMP.
  - iii. Detailed routeing for demolition, excavation, construction and abnormal loads.
  - iv. Supply of pre-journey information on routing and site restrictions to contractors, deliveries and visitors.
  - v. Detailed plan showing the location of on-site stores and facilities including the site compound, contractor & visitor parking and turning as well as un/loading point, turning and queuing for HGVs.
  - vi. Breakdown of number, type, size and weight of vehicles over demolition & construction period.
  - vii. Details of debris management including location of wheel wash, programme to control debris spill/tracking onto the highway to also include sheeting/sealing of vehicles and dust management.

viii. Details of public impact and protection to include road, footway, cycleway and PRow.

Details of TROs and road/footway/cycleway/PRow closures and re-routeing as well as signage, barriers and remediation.

ix. Public liaison position, name, contact details and details of public consultation/liaison.

x. Route details as required covering culverts, waterways, passing places, tracking of bends/junctions and visibility splays.

xi. Pre and post works inspection of the highway between points A and B as requested to identify remediation works to be carried out by the developer. Inspections are to be carried out in the presence of a member of the Highway Authorities Inspection team. To also include the removal of TROs, temporary signage, barriers and diversions.

xii. Details of temporary construction accesses and their remediation post project.

xiii. Provision for emergency vehicles.

The approved Construction Management Plan shall be adhered to throughout the construction period and the approved measures shall be retained for the duration of the construction.

Reason: In the interests of safe operation of the highway in the lead into development both

during the demolition and construction phase of the development in accordance with

Policies 8 and 15 of the North Northamptonshire Joint Core Strategy 2016.

## **DRAINAGE**

17. Before any above ground works commence a detailed design of surface water drainage scheme for the site based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development should be submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

The scheme shall include:

i) Details (i.e., designs, diameters, invert and cover levels, gradients, dimensions and so on) of all elements of the proposed drainage system, to include pipes, inspection chambers, outfalls/inlets, and attenuation structures

ii) Details of the drainage system are to be accompanied by full and appropriately cross-referenced supporting calculations.

iii) Cross sections of the control chambers (including site specific levels mAOD) and manufacturers' hydraulic curves should be submitted for all hydrobrakes and other flow control devices.

iv) Detailed scheme for the ownership and scheduled maintenance for every element of the surface water drainage system.

v) Confirmation of site-specific soil conditions.

Reason: To reduce the risk of flooding both on and off site in accordance with the NPPF and Policy 5 of the Core Strategy for North Northamptonshire by ensuring the satisfactory means of surface water attenuation and discharge

from the site and to ensure the future maintenance of drainage systems associated with the development.

18. All subsequent reserved matters applications for the development plots shall make reference to the original approved Flood Risk Assessment & Sustainable Drainage Strategy, ref Birchington Road FRDA Rev A prepared by Tetra tech and shall be accompanied by a compliance statement with the original approved scheme. In addition, an accompanying revised and updated Flood Risk Assessment with full drainage details shall be submitted with each future reserved matters application, indicating whether any further works are required. Development shall be implemented in accordance with the originally approved scheme, or the updated scheme as approved in writing by the Local Planning Authority pursuant to that application.

Reason: In order to ensure that the drainage details are implemented in accordance with the approved Flood Risk Assessment, and to prevent the increased risk of flooding, both on and off site, by ensuring the satisfactory means of surface water attenuation and discharge from the site

19. No development shall take place until a detailed scheme for the ownership and maintenance for every element of the surface water drainage system proposed on the site has been submitted to and approved in writing by the Local Planning Authority and the maintenance plan shall be carried out in full thereafter. Details are required of which organisation or body will be the main maintaining body where the area is multifunctional (e.g., open space play areas containing SuDS) with evidence that the organisation/body has agreed to such adoption. The scheme shall include, a maintenance schedule setting out which assets need to be maintained, at what intervals and what method is to be used. A site plan including access points, maintenance access easements and outfalls. Maintenance operational areas to be identified and shown on the plans, to ensure there is room to gain access to the asset, maintain it with appropriate plant and then handle any arisings generated from the site. Details of expected design life of all assets with a schedule of when replacement assets may be required.

Reason: To ensure the future maintenance of drainage systems associated with the development

20. No Occupation shall take place until the Verification Report for the installed surface water drainage system for the site based on the approved Flood Risk Assessment & Sustainable Drainage Strategy, ref Birchington Road FRDA Rev A prepared by Tetra tech has been submitted in writing by a suitably qualified drainage engineer and approved by the Local Planning Authority The report shall include:
- a) Any departure from the agreed design is keeping with the approved principles
  - b) Any As-Built Drawings and accompanying photos
  - c) Results of any Performance testing undertaken as a part of the application process (if required / necessary)
  - d) Copies of any Statutory Approvals, such as Land Drainage Consent for Discharges etc.

- e) CCTV Confirmation that the surface water drainage system is free from defects, damage, and foreign objects
- f) Confirmation of adoption or maintenance agreement for all SuDS elements as detailed within the drainage strategy is in place

Reason: To ensure the installed Surface Water Drainage System is satisfactory and in accordance with the approved reports for the development site

21. No building works which comprise the erection of a building required to be served by water services shall be undertaken until full details of a scheme including phasing, for the provision of mains foul sewage infrastructure on and off site has been submitted to and approved in writing by the Local Planning Authority. No building shall be occupied until the works have been carried out in accordance with the approved scheme.

Reason: To prevent flooding, pollution and detriment to public amenity through provision of suitable water infrastructure.

22. Within 6 months of occupation of the development the following information shall be provided to the Local Planning Authority in respect of that building, unless otherwise agreed in writing: a BREEAM post construction report to confirm that BREEAM very good (2018), (or the equivalent standard which replaces the British Research Establishment Environmental Assessment Method which is to be the assessment when the buildings concerned are to be assessed) and that the recommended Low and Zero Carbon technologies have been installed.

Reason: In accordance with the expectations of Policy 9 of the North Northamptonshire Core Spatial Strategy 2016 that aspire to BREEAM performance of at least 'very good' and require demand for energy to be met onsite and/or renewably and/or from a decentralised supply.

23. Prior to the commencement of the relevant part of the development, the details of the boundary treatments (including details of the fences, gates, bollards and turnstiles) shall be submitted to and approved in writing by the Local Planning Authority. This should include a copy of the supplier's technical instructions, showing the type of fence panels and posts being proposed, and the style and locking mechanisms for the gates and turnstiles. The approved details shall be implemented and retained thereafter.

Reason: To ensure that the site is satisfactorily secured in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

24. No development other than groundworks and the erection of the steel frame shall take place until a scheme and timetable detailing the provision of the fire hydrants, sprinkler systems and their associated infrastructure has been submitted to and approved in writing by the Local Planning Authority. The fire hydrants, sprinkler systems and associated infrastructure shall thereafter be provided in accordance with the approved scheme and timetable.

Reason: To ensure adequate water infrastructure provision is made on site for the local fire service to tackle any property fire.

*Informative: With reference to Condition above, the developer will be expected to meet the full costs of supplying and installing the fire hydrant, sprinkler system and associated infrastructure.*

25. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revising, revoking and re-enacting that Order with or without modification) or provisions of the Use Classes Order (England) 1987 (as amended), no other uses other than those hereby approved (B8 with ancillary office use) shall be carried out at the application premises. No extensions, new buildings or structures or additional hard surfaced areas shall be constructed or erected without further planning permission.

Reason: In the interest of amenities and retaining employment floor space in accordance with Policy 22 of the North Northamptonshire Joint Core Strategy 2016.

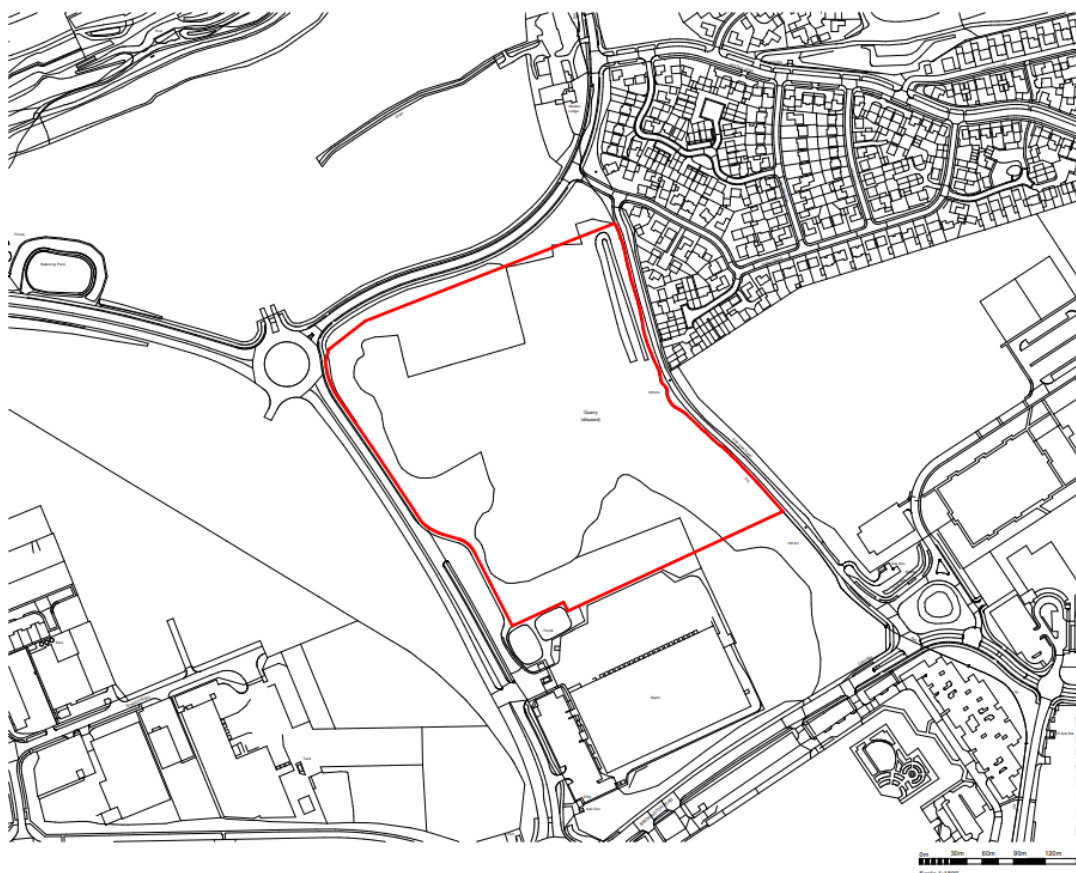
## **11. Informatives**

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- 11.1 In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the Joint Core Strategy Adopted July 2016, Part 2 Local Plan for Corby, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.
- 11.2 Anglian Water has assets close to or crossing this site or there are assets subject to an adoption agreement. Therefore the site layout should take this into account and accommodate those assets within either prospectively adoptable highways or public open space. If this is not practicable then the sewers will need to be diverted at the developers cost under Section 185 of the Water Industry Act 1991. or, in the case of apparatus under an adoption agreement, liaise with the owners of the apparatus. It should be noted that the diversion works should normally be completed before development can commence.



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**Land At The North Side Of Birchington Road, Corby, Northamptonshire**  
**Planning Application Reference: NC/21/00366/OUT**  
**Planning Committee Date: 17.10.2022**

Scale: 1:1250



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