

20th February 2023 - Agenda Pack



Meeting: North Northamptonshire Strategic Planning Committee
Date: Monday 20th February 2023
Time: 7:00 pm
Venue: Council Chamber, Corby Cube, George Street, Corby, NN17 1QG

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To members of the North Northamptonshire Strategic Planning Committee

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

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

Agenda			
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01	Apologies for non-attendance		-
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03	Minutes of the meeting held on 17 th October 2022		5 – 20
Items requiring a decision			
04	Applications for planning permission, listed building consent and appeal information* i) NC/22/00294/DPA Erection of logistics warehouse with associated offices, car parking, landscaping, engineering, drainage and infrastructure works, including creation of new access onto Corby North Orbital Road	Development Services	21 - 82

Items to note			
05	<u>Delegated Officers Report</u>		
	None		
Exempt Items			
06	None Notified		
07	Close of Meeting		
	Adele Wylie, Monitoring Officer North Northamptonshire Council		
			
	Proper Officer 10th February 2023		

*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
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Member Agenda Statements	Other Members may make statements at meetings in relation to reports on the agenda. A request to address the committee must be received 2 clear working days prior to the meeting. The Member has a maximum of 3 minutes to address the committee. A period of 30 minutes (Chair's Discretion) is allocated for Member Statements.	12 Noon Friday 17 th February 2023

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Where a matter arises at a meeting which **relates to** other Registerable Interests, you must declare the interest. You may speak on the matter only if members of the public are also allowed to speak at the meeting but must not take part in any vote on the matter unless you have been granted a dispensation.

Where a matter arises at a meeting which **relates to** your own financial interest (and is not a Disclosable Pecuniary Interest) or **relates to** a financial interest of a relative, friend or close associate, you must disclose the interest and not vote on the matter unless granted a dispensation. You may speak on the matter only if members of the public are also allowed to speak at the meeting.

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North Northamptonshire Strategic Planning Committee 20th February 2023

Application number:	NC/22/00294/DPA
Case Officer	Fidel Miller
Location	Land North of Gretton Road, Corby, Northamptonshire, NN17 3AS
Development	Erection of logistics warehouse with associated offices, car parking, landscaping, engineering, drainage and infrastructure works, including creation of new access onto Corby North Orbital Road
Applicant	Mulberry Commercial Developments (Midlands) Limited
Agent	Pegasus Group
Ward	Corby Rural Ward
Overall Expiry Date	17/10/2022
Agreed Extension of Time	28/02/2022

1. List of Appendices

Appendix A – Site Location Plan

2. Scheme of Delegation

- 2.1. 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 Planning Committee for determination.

3. Recommendation

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- 3.1. That planning permission be APPROVED subject to conditions and legal agreement.

4. Proposal

- 4.1. The proposed development involves the erection of a logistics storage and distribution facility (Use classes B2, B8 and E(g)(i) with a gross area of 45,000sqm. The building would have a rectangular footprint predominantly consisting of open warehouse with associated office accommodation in the southwestern end with hub offices centrally sited to the north and south. The overall dimensions of the building would be 335m(L) x 132m(W) with two bays of 13 dock levellers set in each of the northern and southern sides. The associated office accommodation would be set across three floors while the hub offices would be two storeys in height. The main building would be of low pitch bay construction, providing an internal haunch height of 18m and a maximum height of 21m.
- 4.2. In terms of the external appearance of the warehouse the building would be finished in trapezoidal profile cladding, with the main walling being of Hamlet RAK 9002 colour, with contrasting Anthracite Dark RAL 7016 and Pure Grey RAL 000 55 00 for the loading dock doors and banding elements. The elevations would also feature Horizontal flat/micro rib panel cladding in Colour Blue Sargasso RAL 5003 and Pure Grey RAL 7016. The roof is proposed to be Goosewing Grey. The Horizontal flat/micro rib panel cladding in Colour Blue Sargasso RAL 5003 and Pure Grey RAL 7016 along with external treated Glulam feature columns. The scheme would also include the provision of photovoltaic panels on sections of the main roof.
- 4.3. The vehicular access point is proposed to the west of the application site and would provide access for employees, HGVs and visitors. A separate pedestrian/ cycle connection at the eastern corner of the car park would also be created. A new 'T' junction onto the Corby Northern Orbital Road (CNOR) would be formed to enable access. The northern stub arm of the roundabout to the immediate south of the site would not be used as the main vehicular access and the stub access be removed to enable additional planting.
- 4.4. To the west of the site 388 parking spaces would be provided within the employee and visitor car park along with accessibility and electric vehicle charging points provided within this quantum. 16 motorcycle parking spaces would be provided along with 100 dedicated cycle parking spaces adjacent to the pedestrian access point.

- 4.5. In respect to HGV parking and manoeuvring, space would be provided within the yard area surrounding the warehouse. 111 HGV spaces, 11 trailer spaces and 17 van spaces would be laid in several parking bays across three locations along the north and southern boundaries of the application site.
- 4.6. The woodland boundary along the northern side of the site would be retained and supplemented by new woodland planting with an additional woodland buffer consisting of 600 trees would be created to the eastern and southern sides of the site to provide a degree of screening in relation to the Weldon Lodge Heritage Asset.
- 4.7. A grassland tree planted landscape would be created along the main frontage of the site adjacent to Gretton Road. Further areas of amenity planting around the corners of the main warehouse are also proposed.
- 4.8. In respect to the provision of sustainable drainage, a new attenuation pond is proposed to the north-eastern side of the site, which would incorporate areas of marginal planting and provide a further buffer to this aspect.

5. **Site Description:**

- 5.1. The application site is located within the defined settlement boundary for the Growth Town of Corby to the northeast and has an area of 12.06 Hectares. The site is identified as Rockingham Gateway at land to the North of Gretton Road.
- 5.2. The site features undeveloped shrub and grasslands and is relatively flat with higher ground levels along its southern boundary. Along the northern boundary there is a dense woodland area which slopes down to the Willow Brook which separates the application site from the disused Rockingham Speedway further to the north. The woodland continues around the eastern boundary of the site which is shared with the Grade II listed Weldon Lodge which is currently in a state of disrepair. Gretton Road continues around the southern boundary of the site and connects to a four-armed round about which forms part of phase 1 of the CNOR and terminates further to the west adjacent to the BCA storage facility on the Steel Road. There exists a drainage lagoon to the western section of the site along with sections of vacant shrublands.
- 5.3. Framed within the context of the northern four-armed roundabout of the CNOR the surrounding area features a mix of undeveloped land to south, commercial premises (storage and distribution facilities) further to the south and residential development to

the east currently being delivered within Zone 1 of the Priors Hall Sustainable Urban Extension (SUE).

5.4. Highway infrastructure within the area consists of various components of the incomplete CNOR. The southern arm of the northern roundabout links to a feeder road and onwards to a second four-armed roundabout connecting the A6116 and Birchington Road near the Morrison's Distribution warehouse. The eastern arm provides through access into Prior Hall Park.

5.5. The application site is subject to the following planning policy designations:

- Rockingham Enterprise Area (Strategic Sites)
- Adjacent to the Urban Area Boundary
- Neighbourhood Green Infrastructure Corridor
- Indicative Local Green Corridor
- UK BAP Priority Habitats
- Nene Valley Nature Improvement Area
- Rockingham Forest for Life

6. Relevant Planning History:

Reference	Description	Date approved	Location
05/00119/OUT	Outline application for development of B1/B2 and B8 uses, including infrastructure works	06/09/2007	Land At The North Side Of Birchington Road Corby Northamptonshire
04/00216/DPA	Freezer warehouse with associated staff facilities, service yard and car parking	06/12/2004	Land At The North Side Of Birchington Road Weldon North Industrial Estate Corby Northants
04/00416/DPA	Freezer warehouse unit with associated staff amenity facilities, service yard and car parking	01/04/2004	Land At The North Side Of Birchington Road Weldon North Industrial Estate Corby Northants

18/02062/FUL	The change of use of Rockingham Motor Speedway for automotive logistics, including open storage of vehicles, vehicle parts and refurbishment of vehicles (Use Class B8). In addition permission is also sought for the removal of the external (open air) speedway stands	17/01/2018	Rockingham Motor Speedway Mitchell Road Corby Northamptonshire NN17 5AF
NC/21/00366/OUT	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	Presented to strategic planning committee on 17/10/2022. Officer approval recommendation accepted by members and delegated authority to determine application has been given officers pending final LHA comments.	Land At The North Side Of Birchington Road, Corby, Northamptonshire

7. Consultation Responses:

6.1. The following is a summary of key consultee comments on the application. A full copy of all comments received can be found on the Council's public access system however a summary is provided below:

6.2. Internal consultees

Consultee	Comments
Planning policy	There is a framework for supporting the proposed development subject to addressing technical criteria.
Trees and landscaping	Green Infrastructure Plan and the general layout for new planting appears to be acceptable however detailed planting plan required in order to fully assess the proposed scheme.

<p>Local Highways Authority</p>	<p>The LHA identified 6:</p> <ul style="list-style-type: none"> - Redline boundary matter has been addressed. - Highway safety concerns in relation to right in and left out approach arrangements, Road safety audit required. - Access junction drawings unclear. <ul style="list-style-type: none"> o 2 x bus stops should be provided. Shelter should also be provided with a commuted sum for maintenance. o Lack of pedestrian provision along Gretton Road south. S106 contributions required to secure upgrades to pedestrian crossing points on Birchington Road. o Accident data required to fully assess future safety of all road users. - Development proposals <ul style="list-style-type: none"> o Additional parking spaces required for the E(g)(i) element circa 108 spaces. 10 of these will need to be disabled parking spaces. Cycle parking should be provided for the E(g)(i) element in addition to the B8 element. 33 staff cycle spaces should be provided. - 10% electric vehicle charging facilities required with infrastructure to retrofit the remaining spaces in future. - Trip Attraction <ul style="list-style-type: none"> o applicant has failed to provide how they have distributed the trips on the network to the site from residential areas. o Traffic assignment in vehicles and HGV as part of the traffic impact assessment is requested. - Highway/junction capacity - Further information required for assessment with respect to various junctions. Junction 2 inconsistency between the flow diagram and table. <p>Following technical exchanges with the applicant's highways expert the LHA have confirmed that their</p>
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	concerns have been addressed subject to conditions and s106 contributions.
Developer contributions	No objection suggested informative in relations to superfast broadband guidance.
LLFA	Following technical exchanges with the applicant Drainage engineer the LLFA have confirmed that their concerns have been addressed subject to conditions.
Environmental Services	<ul style="list-style-type: none"> - Air quality - no objection following revisions. - Noise impact acceptable.
Conservation	Proposed development would cause harm to the Heritage Asset. The building would benefit from a considered renovation and refurbishment plan to return it to habitable condition.
Ecology	On site biodiversity net gain not achieved, offsite contributions required to deliver net gain contributions. No objections subject to conditions. Works affecting great crested newts shall be in accordance with Regulation 55 of The Conservation of Habitats and Species Regulations 2017 (or any legislation modifying or replacing this provision).
Archaeological Advisor	The site has been subject to historic quarrying consequently the archaeological potential of the site is negligible

6.3. External consultees

Consultee	Comments
Anglian Water	No objection subject to conditions and informative.
Crime prevention and community protection	No objection subject to the implementation of detailed measures indicated in amended plans.
Newt Officer	No objection subject to conditions.

Northamptonshire Wildlife Trust	Objection – the developer is encouraged to provide onsite biodiversity net gain as opposed to contributing to an offsite habitat bank.
Environment agency	No objection subject to a condition requiring a remediation strategy to be submitted in the event that contamination is identified throughout development.
Historic England	No comments.
County Fire Officer	No comments
Natural England	No comments or response.
Weldon Parish Council	<p>Objection</p> <ul style="list-style-type: none"> - Oversupply of employment land - Health Impact Assessment not submitted originally (this has now been submitted) - Air quality assessment not available for review at time of representation (this has now been made public). - Cycle use and pedestrian friendly environment promotion not adequately outlined in the transport statement. - Electric and other low emission forms of transport not adequately addressed. - Lack of visual amenity and sound insulation from residents in the way of Green Infrastructure (S106 contributions suggested for the delivery of this). - Proposed development out of proportion for its plot resulting in 90% plot coverage, 50% of the site should be retained for green infrastructure and soft landscaping. - Proximity to Grade II listed building Weldon Lodge. - 25m in height comparable to 9 storeys in height which is excessive. - Proximity to the residential properties on Osprey Drive near the southeast corner of the proposed development would result in noise pollution.

	<ul style="list-style-type: none"> - Proximity of HGV parking to residential properties on Hobby Drive would result in noise pollution and visual obtrusion. - Suggested noise level exceeded limits should be adopted for all boundaries facing residential areas including southern and eastern boundaries. - Brindle and Green Illustrative Green Infrastructure Plan Woodland buffer would not enhance the green infrastructure corridor contrary to policy 6 of the P2LP. - Excessive footprint further increase in separation distance from the eastern boundary is required. - Concern over harm to established ecosystem. - Non-compliance for emerging Part 2 Local Plan for Corby. - Harm to residents and existing ecosystems. - Siting of commercial vehicle activity inappropriate.
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6.4. Publications

Site Notice:	A site notice was placed outside of the site on 09/08/2022
Press Notice:	Notice was placed in the Evening Telegraph on 11/08/2022

6.5. Neighbouring occupiers

Neighbour Notification
397 neighbouring occupiers were consulted and 32 representations were received both objecting and supporting the proposed development. Full details of representations made can be found on the Council's Public Access system, however, these have also been summarised below:
Representation

Objecting:

- Proximity to Priors Hall Residential Development Site.
- Too high.
- Inadequate Green Infrastructure proposed.
- Pollution from commercial vehicle operation.
- Light pollution
- Lack of Regard for onsite biodiversity enhancement.
- Detrimental impact on visual and landscape amenity.
- Landscape and Visual Impact Assessment inadequate.
- Woodland Buffer insufficient.
- Out of scale with nearby residential units.
- Out of character with the area.
- Harm to the Grade II listed building, public benefits do not outweigh harm.
- Noise pollution compounded by its potential to operate 24/7.
- Details such as acoustic barriers should be provided prior to determination.
- Impact should be considered in conjunction with impact of application NC/21/00366/OUT.
- Air pollution
- Pedestrian and Cycle path enhancements required.
- Impact on Great Crested Newts inadequately considered.
- Harm to residential amenity.
- Baseline noise level should not take the Morrisons facility into account as it has been identified as a statutory nuisance.
- Public Health Impacts should be taken into account.
- Increased road traffic and waste.
- Loss of views.
- Surplus number of warehouses in Corby.

- Not enough jobs will be created as a result of automation.
- Loss of Habitat.
- Loss of privacy.
- Excessive, bulk, mass and scale.
- Overshadowing.
- Inadequate community involvement in the development of the proposal.
- Stub end of the roundabout will not be utilized.
- Pedestrian access inadequately considered.
- No access to adopted highway.
- Bus link improvements needed.
- Highway safety concerns.
- Sapling trees proposed.

Priors Hall neighbours' association.

Supporting:

- The proposed development is needed.
- The proposal would secure Corby as a prosperous enterprise area for employment and regeneration.
- Traffic and noise impacts will be within an acceptable tolerance.

Noise impact assessment does not take Morrisons into account.

8. Relevant Planning Policies and Considerations

8.1. Statutory Duty

- 8.1.1. 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." This correlates with Section 38(6) of the Planning and Compulsory Purchase Act 2004.

8.2. National Policy

- The key parts of the NPPF (2021) in relation to this proposal are as follows:
- Chapter 2 - Achieving sustainable development
- Chapter 4 – Decision-making
- Chapter 6 - Building a strong competitive economy
- Chapter 8 – Promoting health and safe communities
- Chapter 9 - Promoting sustainable transport
- Chapter 11 - Making effective use of land
- Chapter 12 - Achieving well-designed places
- Chapter 14 – Meeting the challenge of climate change, flooding and coastal change
- Chapter 15 - Conserving and enhancing the natural environment
- Chapter 16 – Conserving and enhancing the historic environment

8.3. Local Plan Policies

8.3.1. The following development plan policies are considered relevant for this application:

8.3.1.1. North Northamptonshire Joint Core Strategy (JCS) 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 (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)
- Policy 27 (Rockingham MRC Enterprise Area)

8.3.1.2. Part 2 Local Plan (2021)

- Policy 2 – Health and Wellbeing
- Policy 6 – Green Infrastructure Corridors

8.3.1.3. Other Guidance

- Planning Obligations Supplementary Planning Document (SPD) 2017
- Biodiversity SPD 2013
- Sustainable Design Supplementary Planning Document 2009
- Northamptonshire Highway Development Management Strategy 2013
- Rockingham Development Framework (RDF)
- Landscape character assessment 2010
- National Planning Practice Guidance (NPPG)
- National Design Guide (NDG) (2019)

8.4. Development Plan:

8.4.1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 provides that 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. Section 70(2)(a) of the Town and Country Planning Act 1990 provides that in dealing with an application for planning permission a LPA shall have regard to the provisions of the development plan, so far as material to the application. The NNJCS is the strategic Part 1 Local Plan for Corby, East Northamptonshire, Kettering and Wellingborough. It is a development plan for the purposes of Section 38(6) and Section 70(2) and is the starting point for the LPA's decision-making in connection with this application.

8.4.2. The NNJCS outlines 'the big picture' for the area that is then developed in more detail through the Part 2 Local Plans prepared by the District and Borough Councils and by Neighbourhood Plans prepared by Neighbourhood Planning Groups. The Part 2 Local Plans and Neighbourhood Plans are also development plans for the purposes of Section 38(6) and Section 70(2).

8.4.3. The Part 2 Local Plan for Corby (2011-2031) was formally adopted at North Northamptonshire's Full Council Meeting on 29th September 2021. This sets out the non-strategic development allocations and a number of detailed policies to manage development in line with the vision, strategy and strategic policies of the NNJCS.

8.4.4. Policies in both the Part 1 (NNJCS) and the Part 2 (Corby) Local Plans are considered below, alongside policies in the National Planning Policy Framework, which is a material planning consideration.

9. TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017

9.1.1. North Northamptonshire Council has concluded the details for a screening response under Part 3, Regulation 8. The proposed development does not fall within the types of development listed under Schedule 1 of the EIA Regulations for which and Environmental Impact Assessment is mandatory. the relevant section of Schedule 2 for this application is Column 1, (10) (a) Industrial Estate Development Projects, which in Column 2 has a threshold of 0.5 hectares for a site area.

9.1.2. As such the proposal would need to be assessed against the criteria set out in Schedule 3 of the EIA Regulations, which relate to 'Characteristics of Development', 'Location of Development' and 'Types and Characteristics of the Potential Impact'. This has been outlined within the matrix available on the public access system which concludes that an EIA is not required in this instance and that a negative screening opinion is issued.

10. **Evaluation:**

10.1. Key issues for consideration are:

- Principle of Development
- Employment
- Landscape and Visual Impact and related design considerations
- Heritage, Conservation and Archaeology
- Ecology and Nature Conservation
- Highways and Traffic Issues
- Flood Risk and Drainage
- Health Impacts
- Sustainability
- Air Quality, Noise and Vibration
- Ground conditions and contamination
- Residential Amenity impacts and Crime prevention
- Planning obligations

- Conditions

11. **Principle of Development:**

- 11.1. One of the key aims of the NNJCS is 'to make North Northamptonshire more self-reliant by achieving a sustainable balance between local jobs and workers and a more prosperous and diverse economy.' The NNJCS has a 'challenging' target of 31,100 net additional jobs for the period 2011-2031. Officers have had regard to this overarching objective and target in their consideration of the principle of development proposed.
- 11.2. Policy 1 of the NNJCS is clear that when considering development proposals, the LPA will take a positive approach that reflects the presumption in favour of sustainable development in the NPPF (Paragraph 11). This requires:
- c) approving development proposals that accord with an up-to-date development plan without delay; or*
 - d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless: the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.*
- 11.3. In this case, officers consider that the principle of development accords with the development plan, as well as the Government's broader growth agenda, as set out below.
- 11.4. Chapter 6 of the NPPF 2021 provides that the Government is committed to securing economic growth. Paragraph 81 states that 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.
- 11.5. Policy 11 of the joint Core Strategy sets out the distribution of development with a strong focus on the Grown Towns for infrastructure investment and higher order facilities to support major employment development. Policies 22, 23 and 24 of the

NNJCS address some of the themes in Chapter 6 of the NPPF and are particularly relevant to this application. In broad terms, these seek to safeguard existing employment uses and provide for a diverse economy.

- 11.6. Policy 22 of the JCS safeguards existing and committed employment sites unless it can be demonstrated that there is no reasonable prospect of the site being used for that purpose and/or an alternative use would meet certain criteria. In addition, the opportunities provided by the priority sectors, including logistics, are recognised to support the jobs targets. Policy 23 outlines net job growth target in all sectors, the target for Corby specifically is 9.700 over the plan period. Policy 24 relates to logistics and it supports proposals that comply with the spatial strategy, facilitate the delivery of a mix of jobs and are of the highest viable standards of design and sustainability, as well as comply with certain criteria, including provision of a proportion of floorspace in the form of smaller employment units over 9300sqm subject to market demand and viability, good access to the strategic road network, highest possible standards of design and environmental performance and locations that allow 24-hour operations with acceptable environmental, community and landscape impact.
- 11.7. The supporting paragraphs to Policy 24 (logistics) highlights that North Northamptonshire's central location and excellent strategic road connections has made it a centre for the logistics (B8) industry with a substantial increase in the stock of buildings over the last 10 years. Technical studies and market analysis have identified that this sector remains strong and that failure to meet this demand in North Northamptonshire through the provision of suitable sites will lead to activity being displaced away from the area and opportunities to capture investment, unlock other uses and the potential for high quality investment will be lost. Officers have had regard to the benefits of capturing inward investment from logistics development, as per the aspirations of Policy 24. For the reasons outlined above officers consider that the development accords with the detailed criteria in Policy 24, as well as its broader employment-generation aspirations.
- 11.8. The site is within the defined urban settlement boundary for the Growth Town of Corby and forms part of the Rockingham Enterprise Area designated within the adopted North Northamptonshire Joint Core Strategy. Policy 27 of the Joint Core Strategy states that Development proposals must include a land remediation strategy for the

decontamination of the site and should demonstrate how, subject to viability, the proposal will contribute towards infrastructure requirements for the Enterprise Area such as phase 2 of the Northern Orbital Road. The Enterprise Area will be a focus for employment development within and beyond the plan period and proposals will be supported where they deliver a mix of high-quality employment, particularly in priority employment sectors. The policy includes a series of place shaping principles to guide the development of the site for employment use.

11.9. Table 1.0 (Consideration against policy 27 place shaping principles).

Principle	Complies?
The creation of a landscaped spine to the development along the route of the Northern Orbital Road, which allows for pedestrian and cycle movements;	Planting is proposed along the southern boundary of the application site which contributes to the partial landscaping of the CNOR by creating green visual stop. On balance it is therefore considered that the proposed development would comply with this standard.
Clear definition of public and private space, with frontages facing onto the main routes where feasible, and high quality public realm and landscape treatment to help create a strong and identifiable image for the area;	The proposed development would comply with this standard.
The establishment of a strong green infrastructure corridor along the Willow Brook, which connects to the Gretton Brook. The corridor will act as a natural habitat, whilst at the same time forming a pedestrian and cycling route through the development, linking Corby town centre and Priors Hall;	The proposed development would not undermine the green infrastructure corridor along the Willow Brook. However a pedestrian and cycling route through the development would not be delivered the proposed development would not comply with this standard.
The creation of a landscape/green infrastructure corridor along the Gretton Brook which provides an opportunity for wildlife connections into the plantation as well as along the stream course itself;	N/A
Ensuring that the development protects, and where possible, enhances the setting of Weldon Lodge and heritage assets and setting at Kirby Hall;	As a result of the proposed development the setting of the Weldon Lodge (currently in a state of disrepair) will be protected and enhanced.

Provision of a small local centre within the site to provide small scale service or convenience shopping facilities to cater for employees within the area.	N/A
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11.10. 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.

11.11. Due consideration has been given to part 6, Article 32 of the DMPO 2015 (as amended) which states that a local planning authority may subject to such conditions as may be prescribed by directions given by the Secretary of State under this Order, grant permission for development which does not accord with the provisions of the development plan in force in the area in which the land to which the application relates is situated. In this context officers have attributed significant weight to the socio-economic benefits of the development, in terms of its ability to generate inward investment into Corby and to secure future jobs which is material consideration.

12. **Employment**

12.1. 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.

12.2. 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 are continuing to promote the economic potential of the area. Policy 27 provides a positive planning framework to help achieve this.

- 12.3. 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.
- 12.4. 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.
- 12.5. 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 Rockingham 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 these parameters. The proposed development would not align with the spatial parameters of the Concept Plans contained within the RDF. However the applicant has produced additional highway information in support of their case to seek to demonstrate that the proposal would not undermine the delivery of the identified catalyst Rockingham Speedway Site which is currently not in use (see drawing no. RS01-PHP-XX-XX-DR-A-4543-012-P1).
- 12.6. The proposed development would result in 100% (45,000m²) B8 use (Storage and distribution/Warehouse) with ancillary office uses and associated infrastructure. In terms of the FTE jobs generated by this supply of employment land, the RDF assumes a density of 1no warehousing job per 88 sqm GIA. The proposed development upon completion and occupation would create up to 725 FTE jobs along with somewhere in the region of a minimum of 520 part time jobs during the construction period. The proposed development would on the basis of the information submitted be consistent with this standard. The site is allocated within an up-to-date development plan for employment use. The proposed scheme for the employment development is therefore

in accordance with the NPPF 2021. Part 2 Local Plan policy also supports deliverable employment sites and encourages employment diversity.

- 12.7. An Economic Benefits Statement was submitted in support of this application. It considers the current contribution of the logistics sector to the national and regional economy and quantifies the economic benefits associated with the proposed development. The report found that the logistics sector in North Northamptonshire currently supports 22,000 jobs and accounts for 14% of total employment. Between 2015 and 2022 there was a growth rate of 11,000 making it the fastest growing sector in North Northamptonshire.
- 12.8. With due regard to the above outlined trends officers acknowledge that concerns have been raised over the overprovision of storage and distribution facilities within the Corby. While the existence of smaller storage and distribution facilities is acknowledged consideration has been given to the limited provision of larger individual warehousing units for which there is also local demand. It is considered that the proposed development would be a suitable response to this demand.
- 12.9. 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 in Para 82 states that planning decisions should recognise and address the specific locational requirements of different sectors.
- 12.10. 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 contribute towards the significant employment needs of the wider area. Therefore, the proposed scheme conforms with the NPPF in building a strong, competitive economy and the objectives of the above outlined policies. Moreover, the Rockingham Enterprise Area (REA) will go beyond the plan period and is not expected to contribute to employment delivery targets within the development plan.
13. **Design, Visual and Landscape Considerations**
- 13.1. Policy 27 of the JCS 2016 relates to the REA and aims to provide flexibility for a range of employment uses to come forward in response to market demands. Policy 27

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.

- 13.2. Policy 8 of the JCS 2016 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.
- 13.3. 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. 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.

Design considerations

- 13.4. The gross site area is 15.07ha (150,700sqm) with a net site area of 12.06ha (120600sqm). The distribution warehouse would have an area of 43,700sqm, the office element including the central hub would comprise 660sqm. The building would have a rectangular footprint with an east west axis with four loading docks with 13 dock levellers set in each of the northern and southern sides. The associated office accommodation would be set across three floors while the hub offices would be four storeys in height.
- 13.5. The proposed development does not involve the use of the fourth arm of the in situ roundabout. It is understood that it is the intention of the applicant to remove the northern stub arm of the roundabout to enable the introduction of landscaping. The existing four-armed roundabout is identified as a main node along the CNOR within the RDF. The frontages of parcels surrounding this node have been identified as primary frontages while the current northern stub arm would feed into the central boulevard forming a secondary Road leading to the Rockingham Motor Sports facility. While the siting of the proposed development would obstruct this route the above outlined policy framework allows for flexibility to respond to market conditions and demand. Moreover, weight is given to the socio-economic benefits that the proposed development would

deliver in terms of job creation and investment into Corby. Furthermore, as outlined in section 11.5 of this report drawing no.RS01-PHP-XX-XX-DR-A-4543-012-P1 demonstrates that the proposed development would not necessarily undermine the delivery and operation of the Rockingham speedway site which is a catalyst site within the REA. For these reasons it is considered that on balance its siting and quantum of development in this location would be acceptable, subject to other factors such as highway safety.

- 13.6. The main building would be of low pitch bay construction, providing an internal haunch height of 18m from the finished floor level and 21m from the external ground level. The RDF outlined the potential form of development across the allocation but noted that the exact scale of the employment would be tested through the planning process.
- 13.7. The RDF sets out building height parameters, which have been determined based on visibility constraints in terms of building prominence in the wider landscape (e.g. Kirby Hall and the rural landscape on the eastern edge of Corby). It is indicated that the maximum height of buildings of the subject site at the time should not exceed 16.5m. The proposed development would exceed these parameters; however, it is considered to be within an acceptable tolerance mitigated by the landscape screening. This involves a woodland buffer (see drawing no.BG21.387.16 BG21.387.16-BRGR-ZZ-ZZ-DR-L-00001 Revision P01), along with the separation distances explored in section 21 of this report and the visual and landscape considerations further explored within this section.
- 13.8. In terms of the external appearance of the warehouse the building would be finished in trapezoidal profile cladding, with the main walling being of Hamlet RAK 9002 colour, with contrasting Anthracite Dark RAL 7016 and Pure Grey RAL 000 55 00 for the loading dock doors and banding elements. The elevations would also feature Horizontal flat/micro rib panel cladding in Colour Blue Sargasso RAL 5003 and Pure Grey RAL 7016. The roof is proposed to be Goosewing Grey. The e Horizontal flat/micro rib panel cladding in Colour Blue Sargasso RAL 5003 and Pure Grey RAL 7016 along with external treated Glulam feature columns. The scheme would also include the provision of photovoltaic panels on sections of the main roof saving energy.
- 13.9. The proposed development would be typical of modern logistics buildings. The proposed development is consistent with the surrounding pattern of development given its siting adjacent to the former motor racing circuit to the north, the Lloyds Horizon Data centre to the east. Plus, the extensive built form of Willowbrook East Industrial Estate. Taken

together with screening provided by the woodland buffer the proposal would not be a significant detractor in this regard. Visual and landscaping impacts will be explored in the following part of this section of the report. The relationship between the application proposal and Weldon Lodge is explored in section 13 of this report.

Visual and Landscape considerations

- 13.10. The woodland boundary along the northern side of the site would be retained and supplemented by new woodland planting with an additional woodland buffer created to the eastern side of the site to provide a degree of screening in relation to the Weldon Lodge Heritage Asset. In support of the application, the applicant submitted a Landscape and Visual Appraisal (LVApp) which considers key viewpoints; 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.
- 13.11. The site falls partly within the Kirby and Gretton Plateau Landscape Character assessment (LCA) and partly within the urban context of Corby. Viewpoints from eleven locations within the zones of theoretical visibility were identified. Four receptor groups were identified: residents, users of recreational routes, users of recreational facilities, users of highways and workers.
- 13.12. In respect to the proposed development's impact on the wider landscape while construction activity is incongruous within the LCA, no other characteristic elements are lost or altered. The effects were considered to be minor adverse at construction, reducing to negligible in year 1 and year 15 of operation as such the extent of the change within the wider LCA is considered to be within an acceptable tolerance. Viewpoints from Gretton Road, Kestrel Road and Hobby Drive were all identified as having low visual quality and value as the site is unlikely to be visited to experience the view or for its scenic quality.
- 13.13. In respect to visual amenity viewpoints 1, 2, 3 A, B and C the visual assessment indicates that between year 1 and 15 of operation the visual amenity impact to receptor groups is considered to be substantially adverse reducing to moderate adverse by year 15 of operation by reason of the maturing landscape and planting.
- 13.14. In order to reduce the time taken for ~~the~~ for the visual amenity impact to reduce ~~to be~~ reduced to moderate adverse, 45% of the trees within the proposed new landscape area would be semi-mature with heights and girths of 4m and 14cm respectively. Against the

baseline it is acknowledged that the identified moderate adverse impacts will permanently alter the visual amenity of residents to the east. However, this impact would be consistent with the commercial development plan allocation and would be adequately mitigated by reason of virtue of the new landscape area.

- 13.15. Introducing over 600 trees along the eastern and southern boundaries the Green Infrastructure plan would align with the designated parameters outlined in the planning policy proposals map which would provide a suitable framework for the protection and enhancement of Green Infrastructure corridors. The GI framework and its onsite applicability to minimise landscape and visual effects identified in the LVA is therefore considered to be acceptable.
- 13.16. For the reasons considered above the development proposed by reason of its design, scale, siting, and landscape setting would on balance be acceptable and therefore consistence with the objectives of Policies 3, 8 and 27 of the of the North Northamptonshire Joint Core Strategy 2016 and advice within NPPF 2021.

14. Heritage, Conservation Archaeology

- 14.1. Chapter 16 Para 199 of the NPPF 2021 states when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.
- 14.2. Para 202 of the NPPF 2021 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.
- 14.3. Policy 2 of the JCS (Historic Environment) states the distinctive North Northamptonshire historic environment will be protected, preserved and, where appropriate, enhanced. Where a development would impact upon a heritage asset and/or its setting: a) Proposals should conserve and, where possible, enhance the heritage significance and setting of an asset or group of heritage assets in a manner commensurate to its significance.

- 14.4. The supporting text of Policy 27 of the JCS states that there is high quality landscape to the north of the Enterprise Area and designated heritage assets to the east of the eastern boundary include the Grade I listed Kirby Hall. Weldon Lodge (Grade II) is located on the edge of the development site on Gretton Road. Applicants will be required to provide appropriate mitigation measures, in accordance with the relevant policies, to protect and enhance these assets and ensure high quality developments. These include controlling noise levels, defining an appropriate maximum height of buildings and introducing well-considered landscaping in accordance with a Landscape Strategy. Further criteria (e) Ensuring that the development protects, and where possible, enhances the setting of Weldon Lodge and heritage assets and setting at Kirby Hall.
- 14.5. This is consistent with the Council's Heritage officer's advice which concludes that In order to enable the long term retention of the Lodge, which is an important and inherent part of the history of Weldon, Corby and Rockingham Forest, the building itself needs to be subject to a complete renovation and repair prior to construction of the new logistics building to further mitigate against any potential vibration damage attributable to the construction phase of the site. Officers consider that it will be important to make the Listed building watertight to prevent further deterioration and be the subject of a schedule of LB works safeguarded by and relevant clauses in a Town and Country Planning Act s106 agreement.
- 14.6. Subject to the above safeguards officers consider the proposed development would result in less than substantial harm to the significance of the designated heritage asset Weldon Lodge. While it is acknowledged that the delivery of the Rockingham Enterprise area would have some impact on the heritage asset provisions policy 27 (e) provides scope for development proposals to provide public benefits to outweigh the harm caused. Within this context it will be necessary to restore the listed building by way of a S106 agreement within 2 years of the approval in the event that planning permission is granted. There is a well established legislative requirement to ensure the protection and enhancement of the heritage asset. Its repair and restoration would represent a public benefit to offset the identified less than substantial harm. The Council's archaeological officers have raised no objections.
- 14.7. For the reasons outlined above the proposed development would be acceptable in respect to heritage, conservation and archaeology.

15. **Ecology and Nature Conservation**

- 15.1. 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.
- 15.2. 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.
- 15.3. 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.
- 15.4. Applicant has submitted a Preliminary Ecological Appraisal (PEA) in order to form a baseline assessment along with a biodiversity net gain matrix. These have been reviewed by the Council's Ecologist, Newt officer and the Wildlife Trust.
- 15.5. The Council's Ecologist has concluded that while mitigation measures for most of the species surveyed can be secured through a combination of licensing and precautionary working there are two issues that need to be addressed prior to determination.
 - 15.5.1. First the ground level tree assessment has identified three trees with 'moderate' bat roosting potential that can be affected by the proposed works. The survey report indicates that the affected trees have not been identified as the proposed drainage channel location has not been finalised. Policy 4 of the JCS and NPPF para 180 requires that drainage is designed to avoid impacts to trees as a first measure. If this cannot be achieved, then climbing or activity surveys would be required prior to determination so any mitigation measures can be conditioned. In light of this the applicant has provided additional commentary in the EclA regarding replanting and the inclusion of a belt of woodland into appropriate management. This has been reviewed by the Council's Ecologist who has raised no objection to this approach.
 - 15.5.2. Secondly a GCN district license will be required for this application considering the complicated and declining GCN situation in the area. This position is shared

by the district newt officer (NatureSpace). A NatureSpace report has been submitted in support of this application which contains conditions and an informatives which will be attached to the approval in the event that planning permission is granted. The applicant has opted to have a condition attached that requires compliance with a licence issued by Natural England pursuant to Regulation 55 of The Conservation of Habitats and Species Regulations 2017. Should the applicant wish to apply for a district level license through NatureSpace this will need to be facilitated by way of a section 73 or 96a application.

- 15.6. The applicant has submitted a biodiversity net gain assessment which was also reviewed by the Council's Ecologist who has concluded that the net loss increases slightly to 8.86 biodiversity units. At present the applicant's two options are to provide the offset on other land within their ownership/control, or to purchase the required units from a habitat bank. The Wildlife Trust has raised concerns highlighting that currently the biodiversity net gain assessment does not proposed the net gain in biodiversity required by the NPPF. They have encouraged the applicant in their response to consider onsite habitat protection, enhancement and creation before looking at off-site proposals especially when consideration is given to the siting of the application site adjacent to the Willow Brook corridor.
- 15.7. The applicant has opted to utilize a third party biodiversity land bank which will ensure the provision of biodiversity is appropriately managed. This approach is considered to be acceptable.
- 15.8. Officers consider that the diverse range of wildlife at the application site and its ecological value has been adequately considered, addressed or mitigated. In this context the proposed development would be acceptable in respect to ecology and nature considerations subject to conditions.

16. **Highways and Traffic Issues**

- 16.1. Policy 8 of the NNJCS 2016 sets out several requirements that new development should achieve with regards to highway, pedestrian and other sustainable transport matters. Policy 15 states Connectivity will be strengthened within and around settlements by managing development and investment. The NPPF, at Chapter 9, sets out the Government's views on the role planning decisions should play, in promoting sustainable development and achieving related health objectives. Non-residential

parking standards are contained within the Northamptonshire Parking Standards (2016) document.

- 16.2. The Local Highway Authority LHA has reviewed the submitted TAA and noted that walking distances to bus stops would be more than 400m and encouraged the applicant to engage with bus providers to discuss measures to improve bus service accessibility to and from the site. A s106 contribution would be acceptable for bus stop/ megarider ticket provisions. Works to existing pedestrian crossing facilities would need to be secured through a nil-detriment scheme under a s278 agreement. The LPA will ensure that the Travel Plan addresses the concerns of the Megarider ticket provision as well as the measures to improve bus service accessibility as per requirement. The LPA will also ensure that Section 106 financial contributions are appropriate to address improvements to the existing pedestrian crossing facility on Birchington Road and that this is approved in writing by the Highway Authority.

Existing traffic safety matters

- 16.3. Appendix D with regard to accident data submitted by the applicant's consultant is noted. The applicant has been requested to share the study boundary as well as exact years for which PIA data from Council has been requested. A study area needs to include links and junctions which would be used by most vehicular traffic to and from the site. In this instance, we consider it reasonable to assess accident data on Gretton Brook Road, A6116 (west and south), and A43 (for the A43, this needs to be up to and including the next junctions after the A6116 junction).
- 16.4. The applicant has attached PIA data for latest 5-year period along with the study area outline in Appendix B of Technical Note dated December 2022. The applicant has provided a detailed account of the accidents that have occurred on Gretton Brook Road, A43 S & E and A6116. Overall, there were seven serious accidents and 15 slight accidents in the study area over five years.
- 16.5. There are 3 slight accidents that occurred on Arnsley Road/ A43 E/ A43 S/ A6116 roundabout. One of them is due to driver error and the other 2 accidents have no contributory reasons listed. However, as per the Technical Note dated December 2022, the applicant mentions that this junction has been identified for highway improvements which will provide better lane discipline and aid circulatory traffic which will reduce the risk of collision in the roundabout.

- 16.6. A contributory reason for accident E082320 was road layout (eg- bend, hill, narrow road) which could be a concern for people travelling west from the site. However, overall the vast majority of the accidents do not appear to have contributory factors related to the specific location. As such, there are no objections to the proposal on the grounds of accident history.

Proposed parking arrangements

- 16.7. It is noted that proposed car (inc. disabled), cycle, motorcycle parking would meet the minimum requirements for B8 use as per Northamptonshire Parking Standards (2016). At least 116 HGV spaces are required (58 parking bays & 58 un/loading bays). 111 spaces are proposed which would fall below the above outlined standard. A condition has been attached that requires the application to demonstrate 116 HGV parking spaces can be provided within the application site. The applicant has provided 10% of car parking spaces for EV charging which would be acceptable.

Alternative Access Proposal

- 16.8. As previously mentioned, the applicant does not intend to use the fourth arm of the existing roundabout. Instead, they propose the creation of a new T junction to the west of the application site that would then cut north through the central reservation to access the application site. This would block off the orbital road and is as set out in the applicant's scaled plan detailing how the central reservation will be re-designed to allow for right turn movements. Highway officers have expressed reservations and need to be satisfied that it would not prejudice highway safety. Having reviewed the applicant's further submissions LHA are satisfied that suitable access arrangements are deliverable in principle and have suggested a site access prior to commencement condition to ensure it is delivered to appropriate standards.
- 16.9. Officers consider that it is important that the applicant provides a RRRAP assessment considering the private status of the CNOR as this is likely to facilitate further commercial, development when in operation. This and all other material considerations are important if the application is to be approved. Several access design issues were raised by the LHA and the alternative access does not appear to be significantly design-constrained and is considered to be deliverable in principle subject to adequate designs being provided and will be secured by and managed by

way of conditions and provisions within the s106 that manage triggers for its reinstatement.

Trip Attraction

- 16.10. Initially the LHA highlighted that based on a trip distribution exercise, there are substantial differences. Further details of outputs for trip distribution to check which locations align with which roads for route distribution are requested. A large difference in distribution has been noticed for A6116 Steel Road/ Phoenix Parkway (N) and A43S. Following a response from the applicant to this comment the LHA has reviewed Table 2.1 and Appendix G and based on applicant's explanation of trip distribution contained in paragraphs 2.38 to 2.41. the LHA agrees with the proposed distribution, considering the capacity assessment constitutes a worst case assessment which loads maximum development traffic on Junction 3 (Arnsley Road / A43 (E) / A43 (S) / A6116 junction) which is the most sensitive to changes in RFC.
- 16.11. The LHA noted there were some errors in the models of Junction 1 – the 3-arm Gretton Rd roundabout. However, the results are so far below capacity with very low queuing that there is sufficient margin for error without causing concerns. As such, this is merely noted for the record, but this is not an obstacle to the development in this instance.
- 16.12. The LHA note that the proposed development incorporates an under provision of car parking, disabled spaces, and cycles. This is because the proposed parking does not take account of the B1 use. However, it is also noted that the applicant's response regarding the type of B1 use (ancillary only). The LHA also highlighted that that the provision of robust measures to discourage car trips could bring down parking requirement for cars. This will be considered further when the Travel Plan is submitted and reviewed; we will ensure that the Travel Plan provides genuine, viable alternatives and thus avoids overspill parking.
- 16.13. In respect to Construction Management and Air Quality the LHA maintains that the list of construction specific documents noted in the TAA will be assessed and reviewed once submitted these include:
- Construction Traffic Management Plan;
 - Site Logistics Plan;
 - Site Management Plan;

- Site Contract Programme;
- Site Set Up Plan to support the construction of Phase 1 of the proposed development.

16.14. The LHA notes that the applicant has provided high level information for the proposed construction management and sites logistics plan; however, the full documents will be assessed and reviewed once submitted. Conditions have therefore been attached that requires the above outlined details to be submitted and approved by the LPA. For the reasons outline above the proposed development would on balance be acceptable in respect to highways and traffic subject to conditions.

17. **Flood Risk and Drainage**

17.1. 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.

17.2. 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 geo-cellular storage tanks.

17.3. 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

17.4. 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. The LLFA following an initial objection have confirmed that

the revised flood risk assessment subject to a verification condition. The EA and Anglian Water have raised no objections, subject to conditions and informatives 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.

18. **Health Impacts**

- 18.1. Policy 2 of the NNJCS states that the potential for achieving positive health and wellbeing outcomes will be taken into account when considering development proposals. Qualifying development schemes will require proposals to include a Health Impact Assessment and/or Air Quality Assessment. Where any potential adverse impacts are identified, the applicant will be expected to demonstrate how these will be addressed and mitigated. Development proposals should promote, support and enhance health and wellbeing by: (c) Ensuring that development will not have adverse environmental health impacts, such as noise, vibration, smell, light or other pollution, remediation of contaminated land and measures are taken to mitigate the risk associated with climate change; (d) Monitoring to ensure that there is no further decline in air quality.
- 18.2. The results of the submitted Health Impact Assessment conclude that the proposed development has the potential to provide minor benefits to the health and wellbeing of people who will work at and live near the site. This relies on the successful implementation of recommended mitigation measures and other assessments submitted in support of this application specifically in relation to environmental and air quality considerations.
- 18.3. For the reasons considered above the proposed development would be consistent with the above outlined policy objective.

19. **Sustainability**

- 19.1. As noted above Policy 24 of the NNJCS provides that logistics proposals will be supported where they, inter alia, are of the “highest viable standards of sustainability.”. Policy 9 of the NNJCS provides that all development should incorporate measures to ensure high standards of resource and energy efficiency and reduction in carbon emissions. Paragraph 1 provides that, subject to economic viability, developments of

1000+ square metres of non-residential floorspace should, as a minimum meet BREEAM very good or equivalent nationally recognised standards.

- 19.2. The building has been designed to achieve BREEAM 'Excellent' standard and would include a number of key sustainable and environmental features such as solar photovoltaic panels, Garde A and A+ rated construction materials, grey water harvesting and LED lighting. Overall construction of the unit would seek to achieve a BREEAM 'Excellent' standard, including the provision of photovoltaic panels on sections of the main roof.
- 19.3. The application is accompanied by an energy statement, and it is considered that the energy strategy contained within it has been developed in accordance with Policy 9 'Sustainable Buildings' of the North Northamptonshire Core Strategy 2016 (July 2016). For the reasons outlined above on balance it is considered that there would be no conflict with the provisions of Policy 9.

20. **Air Quality, Noise and Vibration**

- 20.1. The NPPF, Paragraph 185, requires the LPA 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."
- 20.2. The Council's environmental health officer has highlighted that the former Corby Borough Council has, in conjunction with the East Midlands Air Quality Network produced a reference document 'Air Quality and Emissions Mitigation Guidance for Developers' that we request developers have regard to when making applications that will inherently increase road transport emissions, both during the construction and operational phases. The approach in this document seeks to minimise or offset road transport emissions wherever practicable, by securing reasonable emission mitigation while also seeking to counter the cumulative impacts arising from all developments and maximise potential benefits to health and the environment.
- 20.3. The aim of the EMAQN document is to strongly encourage developers to make their proposals acceptable on-air quality grounds; to reduce new emission sources where possible and prevent a cumulative increase in background levels of air pollution by encouraging emission reductions through mitigation and behavioural change.

Air Quality

- 20.4. The council's EHO has reviewed the submitted Air Quality assessment and has confirmed that it is not accepted. While the revised AQA made references to mitigation there appears to be no firm plan to implement the majority of them in the event that permission is granted. Officers acknowledge the intention outlined in section 4.4 of the Transport Assessment Addendum (21/10/2022) that electric vehicle charging facilities should be supplied at 10% of the parking spaces with infrastructure in place to retrofit the remaining spaces in future as demand requires. There needs to be a crossover between the AQA and the Travel Plan to ensure the proposed mitigation measures can reasonably link in with the travel plan which the applicant has demonstrated in their resubmission.
- 20.5. There is no further reference to the potential for ground stabilisation works that may include surcharging, in accordance with the Ground Investigation Report. In response to this the applicant has submitted a dust emission management plan which the Council's EHO has confirmed is acceptable.
- 20.6. A prior to commencement condition has been attached that requires details of proposed construction phase mitigation measures and the recommendation a Dust Management Plan (DMP) be approved by the LPA prior to works commencing on site.

Noise

- 20.7. Following an initial objection, the Council's EHO officers have confirmed that the updated noise impact assessment adequately addresses the previously identified points of contention. The report recommends that further assessment should be undertaken once details about the noise emission of plant are available in order to confirm noise break out from each louvre does not exceed the limits set out in paragraph 5.2.3 of the report. For this reason, a condition has been attached that requires the submission and approval of the acoustic details of the plant and machinery to be installed.

Light pollution

- 20.8. The submitted external lighting assessment report job number 21-318 rev 1 dated 22nd April 2022 has been reviewed by the Council's EHO and is considered to be acceptable.

21. Ground conditions and contamination

- 21.1. NNJCS Policy 6 provides that in determining planning applications, the LPA will seek to maximise the delivery of development through the reuse of suitable previously

developed land and buildings and, where appropriate, seek remediation strategies to manage land contamination.

- 21.2. NPPF paragraphs 183 and 184 underscore that where a site is affected by contamination or land stability issues, responsibility for securing a safe development rest with the developer/landowner but planning decisions should ensure that after remediation, at a minimum, and should not be capable of being determined as contaminated land under Part II A of the Environmental Protection Act 1990 and a site should be suitable for its proposed use.
- 21.3. The Council's EHO has reviewed the Ground Investigation Report reference 146959/R4.0 dated June 2022 by Fairhurst and advise it is accepted, from a geo-environmental perspective. The EHO suggested that the report is reviewed the by Environment Agency with regard to controlled waters and an appropriately qualified geo-technical engineer with regard to the reported uncontrolled nature of the backfill at the site and the potential for ground stabilisation to ensure the site is suitable for the proposed development.
- 21.4. The Council's EHO does not therefore raise any objection subject to the following condition and informative:
- *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.*

Informative: *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)'.*

Reason: *To ensure that risks from land contamination to the future users of the development and neighbouring land are minimised and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors*

- 21.5. The EA highlighted that the site is understood to comprise filled ground and as such there is potential for areas of contamination encountered during the development. Therefore the EA recommended a condition is attached that required a remediation strategy is submitted in the event that contaminated land is identified throughout the development.
- 21.6. Officers are satisfied that appropriate investigations, remediation strategies and post-completion verification processes can be secured via appropriate contaminated land conditions, to ensure compliance with the development plan and NPPF policies outlined above.

22. Residential Amenity Impacts and crime prevention

- 22.1. Policy 8 of the NNJCS states that development should (e) Ensure quality of life and safer and healthier communities by: (i) Protecting amenity by not resulting in an unacceptable impact on the amenities of future occupiers, neighbouring properties or the wider area, by reason of noise, vibration, smell, light or other pollution, loss of light or overlooking.
- 22.2. With due regard to the mitigation measures explored in section 19 of this report officers are satisfied that the proposal will not result in any unacceptable adverse impact on the surrounding residential areas by way of noise, vibration, lighting or smell.
- 22.3. In terms of the residential amenity impact, it is clear that the occupiers of residential units to the east of the application site will be most impacted by the proposed development. Located on the eastern side of Gretton Road the affected dwellings are within zone 1 of the Priors Hall SUE. The affected parcels would be R23 within the Woodlands character to the north of Kestrel Road which is a primary street into the development and specifically the dwellings along Lake Drive which intersects the Kestrel Road from the north. The built form is characterised by 2 storey low density housing set within large plots.
- 22.4. To the south of Kestrel Road is Parcel R21b within the Willowhurst Character Area which is served by Osprey Drive which intersects Kestrel Road from the south and is bounded by Hobby Drive to the south which is a secondary road into the development. Parcel R21a also within the Willowhurst Character Area is served by Hobby Drive along its northern boundary and is bounded by and converges with Gretton Road to the west. The residential built form of the Willowhurst area contains a mixture of 2 to

2.5 storey detached, semi-detached and short terraces with some single storey houses with higher densities. In addition to the above outlined receptors Weldon Lodge which is currently vacant and in a state of disrepair lawfully has a C3 use class.

22.5. The eastern and southern elevations of the proposed development would 18m in height and would be set back from the western edge of Gretton Road by 65m. 26 loading bays are located in the southern elevation and 74 HGV parking spaces would be sited along the southern edge of the hard surfaced area of application site. To the east and south of the site native woodland buffer planting is proposed which would provide 600 trees with 45% of these being semi-mature.

22.6. In light of the above the dwellings that are likely to be most impacted by the proposed development as a result of privacy/overlooking, loss of light and overshadowing, loss of outlook and increased sense of enclosure are outlined below:

22.7. Table 1.1 (Separation Distances from proposed and HGV bays).

Plots	Separation distance from proposed development and HGV bays (m)
Lake Drive	
1	162
2	165
4	163
5	167
6	172
Osprey Drive	
1	106
2	123
3	110
4	109
5	101
6	100
7	94
8	93
9	89 - 73 from HGV bay
Hobby Drive	

1	94 – 67 from HGV bay
2	115 – 83 from HGV bay
4	123 – 97 from HGV bay
130	137 – 95 from HGV bay

Privacy/ overlooking

22.8. With due regard to the above outlined separation distances and the intervening proposed planting it is considered that there would be no unacceptable loss of privacy or outlook to the occupiers of the above outlined dwellings as a result of the proposed development.

Loss of light/ shadowing

- 22.9. The applicant has submitted a shading study which models the amount of solar access to neighbouring occupiers at various times of the day throughout the year. The study indicates that Weldon Lodge would experience some form of shading twice a year. These include spring equinox at 4-5pm 21st March and the summer solstice from 6-7pm on 21st of June. The dwellings along Osprey Drive and Hobby Road will also be impacted twice a year during the spring equinox at 5pm on 21st March (nos.1,2,3,4 and 5) and during the summer solstice at 7pm on the 21st of June (nos.6,7,8 and 9 and no.1 Hobby Road).
- 22.10. An external LED lighting assessment was also submitted in support of the proposed development. This report focuses on the impact of external Artificial lighting. The assessment indicates that the illumination that would normally be free flowing from site boundaries has been restricted and has been further designed to mitigate any potential impact to properties adjacent to the proposed site. Also careful consideration has also been taken to ensure no loss of amenity due to glare through shielding of the lamps, choice of luminaries and efficient mounting heights. As outlined in paragraph 20.1 of this report the Council's EHO has confirmed that the conclusions reached within the report are acceptable.
- 22.11. Following an initial objection, the Council's Designing out crime officer has confirmed that proposed development would be acceptable in respect to Crime Prevention.
- 22.12. For the reasons considered above while it is acknowledged that the proposed development would result in some impact to neighbouring occupiers it is considered that this would be within acceptable tolerances. The proposed development is therefore

not considered to result in any significant adverse impact to the residential amenity of neighbouring occupiers and would as such comply with the policies outlined above.

23. Planning Obligations

23.1. Guidance for the use and application of planning obligations is contained within the Corby Planning Obligations SPD 2017. North Northamptonshire which seeks the following contributions by way of section 106.

- 2 x Bus stops and shelter maintenance
- Operator Travel Plan and associated Monitoring Fee
- Megarider ticket for the local area, for employees
- Employment Skills and training
- Weldon Lodge restoration
- Upgrade the crossing point on Birchington Road to a controlled crossing facility
- CNOR central reservation reinstatement in the event of the completion of the final phase of its delivery.

23.2. Officers are satisfied the contributions/obligations meet the 3 tests for planning obligations.

24. Planning Conditions

24.1. Officers are satisfied that the conditions set out below satisfy these 6 tests:

- necessary;
- relevant to planning;
- relevant to the development to be permitted;
- enforceable;
- precise; and
- reasonable in all other respects.

24.2. Officers have also followed the relevant procedures in connection with pre-commencement conditions proposed.

25. Conclusions and recommendation:

25.1. After careful consideration, officers consider that the proposed development accords with the employment policies of the Council's development plan, involving considerable inward investment and substantial job creation. The building itself would be of an acceptable design size and position and there are environmental safeguards, a green

boundary bund together with a substantial planting scheme to screen the building and parking areas (HGV and car spaces) which would reduce its visual impact in the locality. The harm resulting from the proposed development namely environmental, visual, amenity and other impacts then need to be balanced with the economic benefits in terms of investment and employment. The environmental impacts can be mitigated through safeguarding planning conditions and section 106 obligations. In reaching this conclusion, officers have attributed significant weight to the socio-economic benefits of the development, in terms of its ability to generate inward investment into Corby and to secure future jobs. Officers consider that these concerns can be appropriately addressed through a planning condition. Also subject to conditions and a s106 agreement the designated heritage asset can be made watertight and then restored to comply with LB legislation and brought back into a beneficial residential use.

Recommendation:

25.2. For the reasons outlined above officers consider the proposed development to be acceptable on balance and therefore consistent with Development Plan policies. Within this context officers respectfully request delegated authority from members to grant planning permission subject to the conditions outlined below and enter into the Section 106 Agreement based on the Heads of Terms set out in this report.

25.3. **Conditions**

Compliance

1. Time limited permission

The development hereby permitted shall be begun not later than three years from the date of this permission.

Reason: As required by Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. Approved drawings and documents

The development hereby permitted shall be carried out in accordance with the following approved plans and documents, unless variations are agreed by the Local Planning Authority in order to discharge conditions attached to this permission:

- Topographical Survey 42674_T Rev.1
- Site Location Plan 4543-003 P11

- Site Plan 4543-004 P18
- Application Red Line Plan 4543-005 P6
- Option 2 – One Unit Cross Decked Elevations 4543-006 P16
- GA Plans – Office 4543-007 P8
- GA Plans -Hub Office 4543-008 P6
- GA Plans – Level 00 4543-009 P9
- GA Plans – Roof 4543-010 P7
- Car Park & EV Charging Details 4543-011 P4
- Site Section – North East Boundary 4543-016P03
- Cut and Fill / Earthworks Volume Plan 146959/0200 A
- Preliminary Levels 146959/0201 C
- Drainage Strategy 146959/0202 D
- Existing Ditch No Number. Dated 05/01/23
- Illustrative Green Infrastructure Plan BG21.367.19-BRGR-ZZ-ZZ-DR-00001 P06
- Hard and Soft Landscape Plan Overview Sheet 1 of 4 BG22.387.17-BRGR-ZZ-ZZ-DR-L-00001 P06
- Hard and Soft Landscape Plan Overview Sheet 2 of 4 BG22.387.17-BRGR-ZZ-ZZ-DR-L-00002 P06
- Hard and Soft Landscape Plan Overview Sheet 3 of 4 BG22.387.17-BRGR-ZZ-ZZ-DR-L-00003 P06
- Hard and Soft Landscape Plan Overview Sheet 4 of 4 BG22.387.17-BRGR-ZZ-ZZ-DR-L-00004 P06
- Photomontage A BG21.387.15-BRGR-ZZ-ZZ-DR-L-00001 P03
- Photomontage B BG21.387.15-BRGR-ZZ-ZZ-DR-L-00002 P03
- Photomontage C BG21.387.15-BRGR-ZZ-ZZ-DR-L-00003 P03
- Proposed Site Access and Modifications (Drawing contained within Transport Assessment) 2201-086/PL01 D
- External Lighting Plan 21-295-EX-001 P1
- Rockingham Photo 1 2023-01-09 4543
- Rockingham Photo 2 2023-01-09 4543
- Rockingham Photo 3 2023-01-09 4543
- Rockingham Photo 4 2023-01-09 4543
- Air Quality Assessment 22-0515.01 / 87514.544726 Issue 2. Dated 21st October 2022
- Air Quality Mitigation Technical Note 87514.550345 20th December 2022
- Dust and Emissions Management Plan 87514.550345 Issue 1. Dated 20th December 2022
- Arboricultural Report BG21.387.3 October 2022 Rev.1 Dated 24th October 2022
- Biodiversity Metric BG21.387.3 28.10.22
- BREEAM Pre-Assessment BREEAM Pre-Assessment. Rev.1 - 19th April 2022
- Design Access Statement February 2022 P02
- Economics Benefits Statement P21-3517 V1. Dated 24th March 2022
- Economics Benefits Statement Update Note P21-3517 N001v1 dated 20th October 2022
- Ecological Impact Assessment BG21.387.2 November 2022 Dated 15.11.22
- Energy Report P2 dated 27.10.22
- External LED Lighting Assessment Report 21-295 Rev.2 dated 27.10.22
- Ground Investigation Report 146959 Rev.R4.0 Rev.R4.0 dated 23rd June 2022
- Health Impact Assessment P21-3517 Version 1 dated 21st October 2022
- Site Investigation Report CCL03378.CM57 dated December 2020
- Heritage Statement BG21.359.5 Rev.5 October 2022
- LVIA includes Figures 1 to 15 BG21.387.4 dated October 2022 Rev.2 – dated 21st October 2022

- Micro Drainage Calculations 146959 Corby Gateway Eastern SW 1 in 100+25%CC Dated 05.01.23
- Micro Drainage Calculations 146959 Corby Gateway Eastern SW 1 in 100+40%CC Dated 05.01.23
- Micro Drainage Calculations 146959 Corby Gateway Western SW 1 in 100+25%CC Dated 05.01.23
- Micro Drainage Calculation 146959 Corby Gateway Western SW 1 in 100+40%CC Dated 05.01.23
- Noise Impact Assessment 22-0515.02 / 87514.544727 Issue 4. Dated 30th November 2022.
- Preliminary Ecological Assessment BG21.387 March 2002 Dated 5th April 2022
- Planning Statement P21-3517 R.001 v3 June 2022
- Pre-Planning Assessment Report 146959 – PPE-0141327 25.02.22
- Flood Risk Assessment 146959 R1.0 dated 1st April 2022
- Shading Study Rockingham Gateway October 2022
- Statement of Community Involvement P21-3517 V1 June 2022
- Technical Note - Supplementary Note relating to Surface Water Drainage Strategy 146959 R.5.0 24.10.22
- Transport Assessment 2201-086/TA/01 Issue 13th July 2022
- Transport Assessment Addendum 2201-086/TA/01 Addendum 21st October 2022
- Technical Note 2201-086/TN/01 Rev.A 19th December 2022
- Technical Note 2201-086/TN/02 26th January 2023

Reason: In the interests of proper planning and to ensure a suitable form of development in accordance with Policy 8 and Policy 24 of the North Northamptonshire Joint Core Strategy.

3. Unexpected contamination

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 in the area affected by the contamination 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.

Informative: 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). Further guidance on Contaminated Land investigations can be found in the Northants Contaminated Land Group Developers Guide.

Reason: To ensure that risks from land contamination to the future users of the development and neighbouring land are minimised and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy 2016.

4. Removal of permitted development rights

Notwithstanding the provisions of The Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revising, revoking and re-enacting that Order with or without modification) and/or the provisions The Town and Country Planning (Use Classes) Order 1987 (as amended from time to time):

- A. The development and no part of the development shall be used for any use other than the uses hereby approved (warehousing/logistics uses within Use Class B8 with ancillary office accommodation)
- B. No extensions, new buildings or structures or additional hard surfaced areas shall be constructed or erected without express 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.

5. TOTAL FLOORSPACE MAXIMA

The total floor space shall not exceed 500,000 square feet including ancillary office accommodation.

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.

6. Building heights

No building shall exceed heights of 18m to the underside of the haunch and 21m maximum 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.

7. No additional external illumination

No external lighting, other than that specified in the approved External LED Lighting Assessment Report (Ref: 21-295 Rev.2 dated 27.10.22), shall be erected on the site or building.

Reason: To prevent undue environmental and amenity impacts in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

8. Infiltration:

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 prevent problems arising from Surface Water Drainage.

Prior to above groundwork

9. Boundary treatment

Prior to the commencement of construction of any building, a scheme detailing the position, design, materials, and type of boundary treatment and fencing to be erected, shall be submitted to and approved by the Local Planning Authority. The boundary treatment and fencing shall then be implemented in accordance with the approved scheme prior to the first occupation of the development and shall, thereafter, be retained as such.

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

Prior to construction above slab level

10. Foul water drainage

Prior to the construction above slab level, a scheme for on-site foul water drainage works, including connection point and discharge rate to the public network, shall be submitted to and approved by the Local Planning Authority. The drainage infrastructure shall then be provided in accordance with the approved scheme prior to the occupation of the development hereby permitted.

Reason To prevent environmental and amenity problems arising from flooding.

Prior to occupation

11. Stub arm of roundabout

Prior to the occupation of the development hereby permitted, and subject to obtaining permission from the landowner, the northern stub arm of the roundabout to the immediate south of the application site shall be removed and the land reinstated and landscaped in with accordance drawing no. 2201-086 PL03 Rev A.

Reason: To mitigate the visual effect of the development in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

Informative: The plans submitted to the Local Planning Authority under this condition will also need to be submitted to the Local Highway Authority at a level facilitating full technical details approval to the satisfaction of the Local Highway Authority. The applicant is advised not to seek the discharge of this condition with details which have not first received technical approval from the Local Highway Authority as this may delay the discharge of the condition or result in the rejection of such a submission.

Informative: In the event that Halley Road and the associated roundabout are adopted highway prior to the implementation of the works, then it should be noted that no works within or affecting the existing highway may commence without the express written permission of the Local Highway Authority. Such consent would be subject to the completion of a legal agreement under Section 278 of the Highways Act 1980 for which full engineering drainage, street lighting and constructional details are required. Such details would be subject to technical and safety audits which may result in changes to any indicative scheme.

12. Refuse and Recycling

Prior to the first occupation of any part of the development hereby permitted, provision shall be made for the storage of refuse and recycling awaiting collection arising from the building in accordance with details which shall previously have been approved by the Local Planning Authority.

Reason: In the interests of amenity of occupiers of the development and also the visual amenity of the development in accordance with Policy 8 of the North Northamptonshire Core Spatial Strategy.

13. Photovoltaic panel details

Prior to first occupation details of the Photovoltaic system in terms of its design, size and location within the development hereby permitted, together with a timetable for its installation shall be submitted to and approved by the Local Planning Authority. The Photovoltaic system shall then be provided in accordance with the approved scheme and timetable.

Reason: In accordance with Policy 9 of the North Northamptonshire Joint Core Strategy Paragraph 157 of the National Planning Policy Framework 2021

14. Noise

Prior to the first occupation of the development hereby permitted, an assessment demonstrating compliance for all fixed plant with the noise limits set out in the approved Noise Impact Assessment (ref: 22-0515.02 dated October 2022) shall be submitted to and approved by the Local Planning Authority. The assessment shall include details of any mitigation measures required to achieve the stated noise limits, together with a timetable for the implementation of any such mitigation. The development shall be built in accordance with the approved scheme and any mitigation installed in accordance with the approved timetable, and be retained and maintained thereafter in accordance with the agreed scheme.

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

15. Electric Car Charging Points

Prior to first occupation of development hereby permitted, electric car charging points shall be installed in 10% of the allocated car parking spaces at the development, as indicated on the approved plans. The charging points shall be supplied to a minimum standard of an independent 32amp radial circuit and must comply with BS7671. Standard 3 pin, 13 amp external sockets will be required. The sockets shall comply with BS1363, and must be provided with a locking weatherproof cover if located externally to the building.

Reason: In the interests of protecting and enhancing air quality through reducing and minimising emissions from vehicles.

16. Signage and Road Markings to be placed adjacent to private Road

Prior to the first occupation of the development hereby approved a scheme of highway signage and road markings to highlight the private nature of the access road serving the development and improve highway safety, together with a timetable for its implementation shall be submitted to and approved by Local Planning Authority. The signage shall then be erected in accordance with the approved scheme and timetable and shall be maintained as such thereafter unless otherwise removed at the request of the Highway Authority.

Reason: In the interest of Highway safety.

17. Drainage verification report

The development (or any phase of the development) shall not be occupied until a Verification Report for the installed surface water drainage system for the site has been submitted to and approved by the Local Planning Authority. The Verification Report must be prepared by a suitably qualified drainage engineer. It shall include the following details:

- Demonstration that the drainage system has been constructed as per the agreed principles (or detail any minor variations)
- As-Built Drawings and accompanying photos;

- Results of any performance testing undertaken as a part of the implementation and verification process (as required); and
- CCTV confirmation that the drainage system is free from defects, damage and foreign objects.

Reason: To ensure the installed surface water drainage system is satisfactory and in accordance with the approved details for the site.

18. BREEAM POST CONSTRUCTION REPORT

Prior to the occupation of the building hereby permitted, the following information shall be provided to the Local Planning Authority, unless otherwise agreed in writing:-

- a. 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 building(s) concerned are to be assessed) has been achieved;
- b. that the carbon emissions from regulated energy will be at least 40% better than that required by Part L2a 2021; and
- c. the approved low and zero carbon technologies have been installed.

Reason: In accordance with Policy 9 of North Northamptonshire Joint Core Strategy which aspires to BREEAM performance of at least 'very good'.

19. BREEAM FINAL CERTIFICATES

Within six months of completion of the building hereby approved, a copy of the Final BREEAM Certificate (or equivalent) shall be provided to the Local Planning Authority to demonstrate that the scheme has been completed in accordance with the approved Sustainability and Energy Statement.

Reason: In accordance with Policy 9 of North Northamptonshire Joint Core Strategy which aspires to BREEAM performance of at least 'very good'.

20. VEHICLE PARKING AND SERVICING ARRANGEMENTS

Prior to the bringing into use of the building hereby approved, the car, HGV, motorcycle and cycle parking facilities and manoeuvring areas shall be provided in accordance with the approved plans and maintained as such available for use thereafter.

Reason: To ensure the development has a suitable relationship with the highway network and complies with the Council's parking standards, in accordance with Policies 8 and 15 of the North Northamptonshire Joint Core Strategy.

Prior to commencement

21. Protected species (excluding Great Crested Newts)

No works or activity affecting any protected species shall commence 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 (or any legislation modifying or replacing this provision) authorising the specified activity/development to go ahead; or
- b. written confirmation from Natural England that a licence is not required; 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.

Reason: In order to ensure that adverse impacts on protected species are adequately mitigated.

22. Great Crested Newts

No works or activity affecting Great crested newts (GCN) shall commence on this site until the Local Planning Authority has been provided with either:

- d. a licence issued by Natural England pursuant to Regulation 55 of The Conservation of Habitats and Species Regulations 2017 (or any legislation modifying or replacing this provision) authorising the specified activity/development to go ahead; or
- e. written confirmation from Natural England that a licence is not required; or

- f. 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.

Reason: In order to ensure that adverse impacts on protected species are adequately mitigated.

23. Hard and soft landscaping Implementation

The approved landscaping scheme shall be carried out in the first planting and seeding season following the completion of that part of the development 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.

Due to the presence of habitats suitable to support nesting birds any works affecting trees and the site clearance of arable land shall be undertaken outside of the nesting bird season (March – August). Where works are required within this period all vegetation affected must first be checked by an ecologist prior to works.

Reason: To ensure compliance with Policy 3, Policy 4 and Policy 8 of the North Northamptonshire Joint Core Strategy 2016

24. Landscape ecological management plan

No development shall commence until a Landscape and Ecological Management Plan (LEMP) for the development (or phase, if applicable) has been submitted to and approved in writing by the Local Planning Authority. The LEMP shall include the following information:

- 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 and how these will be secured for the duration of the plan.

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 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 LEMP shall be implemented as approved.

Reason: To ensure compliance with Policy 4 and Policy 8 of the North Northamptonshire Joint Core Strategy.

25. Biodiversity monitoring strategy

Prior to the commencement of any development (or phase, as applicable) (including for the avoidance of doubt, demolition, groundworks and vegetation clearance), a Biodiversity Monitoring Strategy (BMS) shall be submitted to and approved in writing by the Local Planning Authority. The BMS shall include the following:

- a. Identification of baseline conditions prior to the start of development;
- b. Aims and objectives of monitoring to match the stated purpose of the BMS;
- c. Appropriate success criteria, thresholds, triggers and targets against which the effectiveness of the various biodiversity net gain 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. Identification of 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 biodiversity net gain 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 the originally approved 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.

26. CEMP (Biodiversity)

Prior to the commencement of any development (or phase, as applicable) (including for the avoidance of doubt, demolition, groundworks and vegetation clearance), a Construction Environmental Management Plan (CEMP: Biodiversity) shall be submitted to and approved in writing by the Local Planning Authority. The CEMP: Biodiversity shall provide for:

- 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 CEMP: Biodiversity shall be implemented as approved and adhered to throughout the construction period.

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.

27. Construction Traffic Management Plan

Prior to the commencement of any development (or phase, as applicable) a Construction Traffic Management Plan (CTMP) shall be submitted to and approved in

writing by the Local Planning Authority. The CTMP shall provide for:

- a. Detailed work programme/timetable (by reference to the latest build programme);
- b. HGV delivery hours;
- c. Detailed routing 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 and 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 any TROs and road/footway/cycleway/PRoW closures and rerouting as well as signage and barriers;
- 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. Programme for pre- and post- works inspection of the highway to identify remediation works to be carried out by the developer (including removal of TROs, temporary signage, barriers and diversions, as applicable);

m. Details of temporary construction accesses and their remediation post project;

n. Provision for emergency vehicles.

The approved CTMP shall be adhered to throughout the construction period of development (or the phase to which it relates, as applicable) and the approved measures shall be retained for the duration of that construction period.

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.

28. CEMP (Amenity)

Prior to the commencement of any development (or phase, as applicable), a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority. The CEMP shall provide for:

- 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 by 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. Control measures for dust and other air-borne pollutants;
- h. Measures for controlling the use of site lighting whether required for safe working or for security purposes.

The CEMP shall be implemented as approved and adhered to throughout the construction period.

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

29. Surface Water

No development, other than the site preparation works, shall take place until a surface water drainage scheme based on sustainable drainage principles and an assessment of the hydrological context of the development in accordance with the approved Flood Risk Assessment (Ref: 146959 R1.0 dated 01.04.22) and accompanying Technical Note (Ref: TN05 dated 24.10.22) 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% (1-100 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 ensure the future maintenance of drainage systems associated with the development for the lifetime of the development.

30. Air Quality and Dust Management

The development shall be carried out in accordance with the recommendations and measures set out in the approved documents of the Air Quality Assessment Report (Ref: 22-0515.01 / 87514.544726 Issue 2 dated 21st October 2022), its accompanying Air Quality Mitigation Technical Note (ref: 87514.550345 dated 20th December 2022) and the Dust and Emissions Management Plan (ref: 87514.550345 Issue 1 dated 20th December 2022).

Reason: To ensure compliance with NPPF Paragraph 185 and Policy 4 and Policy 8 of the North Northamptonshire Joint Core Strategy.

Informative: The applicant's attention is drawn to the East Midlands Air Quality Network guidance documents

31. LIGHTING FOR CONSTRUCTION

Prior to the commencement of development, other than site preparation works, a construction period lighting strategy for the development (or phase, as applicable) shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved strategy.

Reason: To ensure compliance with the terms of the application and to prevent undue environmental and amenity impacts in accordance with Policy 8 of the North Northamptonshire Core Spatial Strategy 2016.

32. HIGHWAY WORKS AND ROAD SAFETY AUDIT

Prior to commencement of construction works for any building, full engineering, construction and drainage plans for improvements to the eastbound bus stop on the A6116 Steel Road shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Local Highway Authority. The plans submitted under this condition shall be accompanied by a Road Safety Audit (RSA 1) where necessary.

The details approved under this condition shall then be implemented prior to the first occupation of the development.

Reason: In the interests of enhancing sustainable modes of transport to serve the development in accordance with Policies 8 and 15 of the North Northamptonshire Joint Core Strategy.

Informative: The plans submitted to the Local Planning Authority under this condition will also need to be submitted to the Local Highway Authority at a level facilitating full technical details approval to the satisfaction of the Local Highway Authority. The

applicant is advised not to seek the discharge of this condition with details which have not first received technical approval from the Local Highway Authority as this may delay the discharge of the condition or result in the rejection of such a submission.

Informative: No works within the highway may commence without the express written permission of the Local Highway Authority. Such consent would be subject to the completion of a legal agreement under Section 278 of the Highways Act 1980 for which full engineering drainage, street lighting and constructional details are required. Such details would be subject to technical and safety audits which may result in changes to any indicative scheme.

33. Site Access

Prior to the commencement of construction works for any building, full engineering, drainage, street lighting and constructional details of the proposed site access and works to the dual carriageway and roundabout exit from Halley Road including signing and lining works to highlight the private nature of the access road serving the development and improve highway safety shall be submitted to and approved by Local Planning Authority. The site access and works shall be submitted to and approved by the Local Planning Authority. The access shall be provided in accordance with approved details prior to the first occupation of the development.

Reason: - In the interest of highway safety; to ensure a satisfactory access is provided to serve the development in accordance with Policies 8 and 15 of the North Northamptonshire Joint Core Strategy.

Informative: The plans submitted to the Local Planning Authority under this condition will also need to be submitted to the Local Highway Authority at a level facilitating full technical details approval to the satisfaction of the Local Highway Authority. The applicant is advised not to seek the discharge of this condition with details which have not first received technical approval from the Local Highway Authority as this may delay the discharge of the condition or result in the rejection of such a submission.

Informative: In the event that Halley Road and the associated roundabout are adopted highway prior to the implementation of the works, then it should be noted that no works within or affecting the existing highway may commence without the express written

permission of the Local Highway Authority. Such consent would be subject to the completion of a legal agreement under Section 278 of the Highways Act 1980 for which full engineering drainage, street lighting and constructional details are required. Such details would be subject to technical and safety audits which may result in changes to any indicative scheme.

34. Fire hydrants and sprinklers

Prior to the commencement of construction works of any building, a scheme detailing the location, specification and timetable for implementation of the fire hydrants, sprinkler systems (if required) and associated infrastructure for that phase has been submitted to and approved in writing by the Local Planning Authority. The fire hydrants, sprinkler systems and associated infrastructure shall then be provided and retained 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: The developer will be expected to meet the full costs of supplying and installing the fire hydrant, sprinkler system and associated infrastructure.

25.4. Informatives

1. Investigation and site risk assessment

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).

2. Anglian water

1. INFORMATIVE - Notification of intention to connect to the public sewer under S106 of the Water Industry Act Approval and consent will be required by Anglian Water, under the Water Industry Act 1991. Contact Development Services Team 0345 606 6087.

2. INFORMATIVE - Notification of intention to connect to the public sewer under S106 of the Water Industry Act Approval and consent will be required by Anglian Water, under the Water Industry Act 1991. Contact Development Services Team 0345 606 6087.

3. INFORMATIVE - Protection of existing assets - A public sewer is shown on record plans within the land identified for the proposed development. It appears that development proposals will affect existing public sewers. It is recommended that the applicant contacts Anglian Water Development Services Team for further advice on this matter. Building over existing public sewers will not be permitted (without agreement) from Anglian Water.

4. INFORMATIVE - Building near to a public sewer - No building will be permitted within the statutory easement width of 3 metres from the pipeline without agreement from Anglian Water. Please contact Development Services Team on 0345 606 6087.

5. INFORMATIVE: The developer should note that the site drainage details submitted have not been approved for the purposes of adoption. If the developer wishes to have the sewers included in a sewer adoption agreement with Anglian Water (under Sections 104 of the Water Industry Act 1991), they should contact our Development Services Team on 0345 606 6087 at the earliest opportunity. Sewers intended for adoption should be designed and constructed in accordance with Sewers for Adoption guide for developers, as supplemented by Anglian Water's requirements.

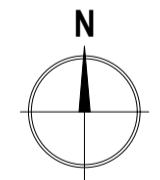
3. Superfast Broadband

The North Northamptonshire Joint Core Spatial Strategy 2011-2031 policy 10 (e), Provision of Infrastructure, encourages developers to provide for fast broadband to new buildings (including but not exclusive to housing, commercial, retail or leisure) by partnering with a telecommunications provider or providing on site infrastructure to enable the premises to be directly served – this should be gigabit capable and where possible, full fibre connectivity. This supports the government's Gigabit programme and local targets to see 80% full fibre and 90% gigabit coverage by the end of 2028. Developers should approach telecoms providers at the earliest opportunity to agree gigabit-ready infrastructure and connectivity plans. The network capability delivered by full fibre technology supports the fastest broadband speeds available, is considered future proof, and will bring a multitude of opportunities, savings and benefits. It may also add value to the development and is a major selling point to attract potential homebuyers and occupiers, with many people now regarding fast broadband as one of the most important considerations. Efficiencies can be secured if ducting works and other network infrastructure is planned early and carried out in co-operation with the installations of standard utility works. Any works carried out should be compliant with

the Manual of Contract Documents for Highway Works- specifically Volume 1 Specification Series 500 Drainage and Ducts, and Volume 3 Highway Construction Details Section 1 - I Series Underground Cable Ducts. These documents can be found at: <http://www.standardsforhighways.co.uk/ha/standards/mchw/index.htm>. Streetworks UK Guidelines on the Positioning and Colour Coding of Underground Utilities' Apparatus can be found here National Joint Utilities Group (streetworks.org.uk).

Proposals should also be compliant with Part R, Schedule 1 of the Building Regulations 2010 (soon to be amended to strengthen requirements for gigabit connectivity to new dwellings) and the Approved Document R. Some telecoms network providers have dedicated online portals providing advice for developers, including: Openreach Developer Portal (openreach.co.uk) Virgin Media <http://www.virginmedia.com/lightning/network-expansion/property-developers> Gigaclear networkbuildcare@gigaclear.com (rural areas and some market towns) OFNL (GTC) <http://www.ofnl.co.uk/developers> CityFibre <http://cityfibre.com/property-developers> Details of other fibre network providers operating locally can be found here <http://www.superfastnorthamptonshire.net/how-we-are-delivering/Pages/telecomsproviders.aspx>.

For help and advice on broadband connectivity in North Northamptonshire email the Superfast Northamptonshire team at bigidea.ncc@northnorthants.gov.uk Please note that the guidance contained above may be subject to change as a result of changes to planning policy and guidance at national and/or local level as applicable. Amendments are expected to be made to the Building Regulations 2010 in support of gigabit connectivity and therefore continued consultation with the Development Management team is recommended to ensure that the introduction of any such amendments can be taken into consideration at each stage of the planning process.



Revisions:

P1	First Issue	01.11.21 RG
P2	Red line updated	27.09.22 SH
P3	Red line updated to include drainage connections	30.09.22 MU
P4-6	Red line adjusted to include southern roundabout	13.10.22 SH



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**Rockingham Gateway Corby
 Mulberry Commercial Developments**

APPLICATION RED LINE PLAN

Status	PLANNING
Drawn by :	RG
Checked by :	RM
Date	OCTOBER 2021

Document Number:
 Project Code Size Level Info Type Rate Job No. Dwg No. Revision
RS01-PHP-XX-XX-DR-A-4543-005-P6

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 0 50m 100m SCALE 1:2000

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