



URGENT BUSINESS AND SUPPLEMENTARY INFORMATION

Strategic Planning Committee

Thursday 27 January 2022

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West Northamptonshire Council**Strategic Planning Committee****27.01.2022****List of Public Speakers**

Page No.	Application	Name	For/Against
41 - 172	Agenda Item 5 S 2020 1644 EIA Land to the east of Tiffield Road and to the north west of the A43 Towcester Ward: Towcester & Roade	Louise Croft	Objector
		Anne Gray	Objector
		James Guthrie – Quod, DHL	Objector – Reserve
		Graham Ferrie - Tiffield	Parish Council
		None	MP
		Cllr Clubley – Towcester & Roade Cllr Fowler – Towcester & Roade	Ward Councillor/s
		None	Supporter
		Damien Holdstock - Turley	Applicant/Agent

Page No.	Application	Name	For/Against
173 - 194	Agenda Item 6 WND/2021/0610 Moulton School Ward: Moulton	Chris Oakes	Objector
		Roger Cooper	Objector
		None	Objector – Reserve
		Cllr Aarons - Moulton	Parish Council
		None	MP
		Cllr Warren – Moulton Cllr Lister – Long Buckby	Ward Councillor/s
		None	Supporter
		Michelle Davies – dpp Planning	Applicant/Agent

Page No.	Application	Name	For/Against
195 - 218	Agenda Item 7 WNS/2021/1860/MAF Plot 7 Northampton Gateway SRFI Land west of M1 J15 Milton Malsor Ward: Bugbrooke Parish: Milton Malsor	None	Objector
		None	Parish Council
		None	MP
		None	Ward Councillor/s
		None	Supporter
		Steve Harley – Oxalis Planning	Applicant/Agent



**West Northamptonshire
Strategic Planning Committee**

UPDATES

for the planning applications to be discussed at the

Strategic Planning Committee

(27th January 2022)

Committee Updates

The schedule below details those letters etc. that have been received since the Committee reports were drafted:

Application Details:	Item No.
<p>Case Officer: Andrew Longbottom</p> <p>Presenting Officer (if different)</p> <p>Parish: Towcester/Easton Neston</p> <p>Application No: S/2020/1644/EIA</p> <p>Development description: Hybrid planning application comprising: Outline application with all matters reserved for an employment park comprising B1a, B1b, B1c, B2 and/or B8 uses, including ancillary offices (B1a), Sui Generis (selling and/or displaying motor vehicles, showrooms and petrol filling station), and/or A1 and A3 uses, service yards and HGV parking, plant, vehicular and cycle parking, earthworks and landscaping. Full planning application for a new roundabout access from the A43, internal spine road, substation, lighting infrastructure, engineering operations including foul pumping station, earthworks (including creation of development plot plateaus), pedestrian and cycle infrastructure and strategic landscaping including drainage infrastructure. (Application accompanied by an Environmental Statement)</p> <p>Location: Land to the east of Tiffield Road and to the north west of the A43 Towcester</p>	<h1 style="font-size: 48px; margin: 0;">5</h1>

Correction: There is an error in the report, the stated reason for the application being deferred references policy S11 of the LPP2 when it should have referenced policy S11 of the LPP1.

Neighbour responses: 50 further letters raising objections to the development have been received and raise the following additional issues

- The development does not accord with policy SS2 of the Joint Core Strategy.
- The cumulative traffic modelling should be carried out using the Northamptonshire Strategic Transport Model.
- The correct process for allocating the site for development was not followed as the allocation was not included in the submission draft of the Local Plan.
- The development should be for additional small and medium sized commercial buildings.
- The Local Plan should be the subject of a review.
- The relief road will not alleviate Towcester's transport problems.
- There is sufficient warehousing elsewhere.
- The cycle lane on the Northampton Road at 2 metres wide is too narrow and the narrowing of Northampton Road to 6.5 metres in width is too narrow and is a different approach to that taken to the design of the roads on the site itself.
- The new report does not elaborate on the previous report
- The Councillors should have the ability to debate the application in full and should not be constrained from this.
- The Council should not rely on the opinion of the highway authorities but should come to their own view on the traffic impacts of the development.
- The Framework Travel Plan is not fit for purpose.

Officer Comments: With regard to small and medium sized enterprises, this is referenced in Paragraphs 13.2.2 and 13.2.3 of the adopted local plan

Paragraph 13.2.2 states "All three sites offer suitable locations for a range of new small and medium sized business units including uses that are ancillary or complementary to existing or proposed B Class uses. This will enable a wider range of uses to be considered, provided that it can be demonstrated that there is a link to an existing or proposed B1, B2 or B8 use." So whilst the Local Plan does state that AL3 site is suitable for small and medium sized enterprises it does not restrict the development of the site to small and medium sized enterprises. It should also be noted that with reference to the submitted Parameter Plan all of the zones in the development could contain small and medium sized enterprises

Paragraph 13.2.3 states "The Bell Plantation site is located at the A43/A5 junction, North West of Towcester and represents an appropriate employment location for the provision of additional small and medium sized commercial buildings" So clearly this part of the text of the local plan only relates to the Bell Plantation site and not the AL3 Tiffield employment site. It also states that the

site is suitable for such use, it does not state that it should be exclusively used for small and medium sized enterprises.

With regard to the Submission Draft of the Local Plan and supporting documentation, (which included the AL3 site) this was consulted upon for a period of 6 weeks. Representations received were considered by the Full South Northamptonshire Council before its submission. The consultations were also considered by the Inspector before he concluded that (subject to modifications) the plan was sound.

Applicants for the Bell Plantation AL1: One letter of objection has been received from one of the applicants for the Bell Plantation AL1 site and objects on the following grounds.

- The Transport Assessment uses an unrealistic opening year assessment of 2021.
- The Transport Assessment needs to be assessed with a new Northamptonshire Strategic Transport Model run consistent with the methodology for all sites AL1 to AL4
- The Cumulative Impact Assessment is not an appropriate assessment of the sites and they propose no off-site mitigation of the Tove roundabout whatsoever. In the absence of an appropriate cumulative impact assessment of AL3, it cannot be determined what the impacts on the highway will be.
- The Local Highway Authority and National Highways are applying different standards for different developments.

Easton Neston Parish Meeting: Object to the application on the following grounds

The development is contrary to the Local Plans as

- It will not meet the needs of residents nor add value to the district
- The land is not listed as a major growth site.
- The visual impact of the development is too great.
- The development will not help with out commuting
- The site is not sustainable as it will create too many traffic movements per day.

- It will create too much pollution
- The Tove roundabout cannot sustain the proposed traffic.
- There is no consistent cumulative traffic impact assessment.
- It will have an adverse impact on Northampton Road and Hulcote Road.
- The development will create poor employment opportunities.
- There is no infrastructure to support the application.
- The development will increase the risk of flooding.
- The Council needs to work more closely with other Councils to plan location for such development.

Local Highway Authority: The Local Highway Authority, in its consultation response to the DHL application (WNS/2021/1819/EIA) states that in its view (in relation to Bridleway SB32 which crosses the AL3 site) that it should not be necessary nor is it proportionate to extinguish the bridleway. On this issue of whether it is safe to use the bridleway this is matter for the user to decide and if it is unsafe then it is a matter for National Highways to make it safe.

It is not correct for the planning department to endorse a proposal for the diversion of the footpath before a formal S257 application is submitted and any S257 application needs to be determined on its own merits.

Officer Comments: The application being considered does not apply for permission to divert or extinguish the bridleway and a separate application for this will be needed under S257 of the Town and Country Planning Act. As the application is not applying for this extinguishment then the application cannot be refused on any issues relating to the extinguishment of the bridleway.

Application Details:	Item No.
<p>Case Officer: Katherine Daniels</p> <p>Presenting Officer (if different)</p> <p>Parish Moulton</p> <p>Application No: WND/2021/0610</p> <p>Development description: Construction of a Secondary School with outdoor sports facilities, access, parking, landscaping and drainage.</p> <p>Location: Land West of Thorpeville, Moulton</p>	<h1>6</h1>

Moulton Parish Council - considers that this time scale is unreasonable and gives Councillors insufficient time (only six working days) to comment and respond to eighteen new documents, one of which is five hundred pages long. The Parish Council have had no prior notification of this document and were not even aware of it. The Parish Council is extremely disappointed that new documents are being introduced at such a late stage in the process and are equally frustrated that no response has been received to the Parish Council's previous comments submitted in respect of this application

In view of what is believed to be an unacceptable timescale the Parish Council consider that any potential approval of this application by the Strategic Planning Committee may be an abuse of process

Officer Comment: There is no requirement for the Local Planning Authority to re-consult on additional information. The time scales given are in line with the constitution.

Overstone Parish Council - would like the Committee to consider admissions. We can only find one reference in the planning application to admissions and this refers to the new developments.

OPC would like the whole Parish to have the same admission policy. The Parish needs to assimilate a lot of new residents and it will not help integration of the new residents, if the children of current residents in the Village are treated differently.

The most effective way to integrate the whole Parish is to give all the children from the Parish an equal opportunity to attend the same school. As children/teenagers get to know each other so will parents and the Parish will one eventually become one community.

Officer Comment: The school will have its own admission policy, and this is not a planning reason to refuse the application.

Ecology - The bat activity survey shows that the stretch of hedgerow along the road, which runs north from the triangular woodland to Ashley Lane is an important bat commuting corridor and was rated as having 'very high' activity levels. There appear currently to be only two street lights on that side of the road along that stretch (more or less at each end), and I understand the ones on the opposite side are low pressure sodium, to reduce bat impacts. Overall it's a fairly dark corridor and I'd be very concerned about more lighting going in there.

It may be that the light levels and hours can be controlled to maintain the dark corridor when bats are active but a) I don't know if it's possible given security, highways and other requirements, and b) it would need to be addressed pre-determination to meet the requirements of Circular 06/2005 with respect to protected species.

I think it should be fairly straightforward to manage impacts around the rest of the site. The other important (although not as important as that hedgerow) routes can likely be kept dark with hooding or louvres if spill from the playing pitches warrants it. But this particular section along Thorpeville will need some specific lighting design attention. I would suggest that the applicant's ecologists and lighting designers should probably work together to see if a suitable scheme can be developed.

Officer Comment: The applicant and the ecologist are currently negotiating regarding these issues, as set out in the report. It is likely the impacts on protected species can be overcome, with further negotiation and conditions.

Landscape - Generally a number of my previous concerns have been addressed, but I am still concerned over the location of the temporary contractor parking area identified toward the southern end of the site fronting Thorpeville as it appears to extend into the southern end of the TPO Copse. The location needs to be amended to avoid impacting the Copse.

As previously noted the fencing around the Copse needs to take account of the potential physical impact upon the trees in terms of their roots and lower canopy. Certainly within the site I would encourage the fence to be set slightly away from the edge trees and hedge to lessen the potential physical impact. The internal hedge around the Copse has a number of gaps which should be filled in with

native hedging, which in time would help to grow up and soften the new fencing. The boundary along Thorpeville for the Copse is a very poor quality hedge which should also be replanted, again to limit the visual impact of the new boundary fence.

The Landscape Soft works plan 1 of 6 identifies new tree planting along the boundary to the car park next to 74 Parkway which needs careful consideration given the existing established trees along the boundary to that property, which should be allowed sufficient distance so that new trees are not directly competing. As with the original plan seen for the proposal admittedly at a very early stage the 10 parking spaces closest to the boundary to no 74 should be omitted which would allow more space for planting and suitable distance to the existing trees. In addition I have only had access to this one plan of six so it is not possible to determine the proposed hedgerow planting to replace that lost in the vicinity of the new entrances as the Planting Schedule on another plan.

Finally any regrading on the site should take account of the existing trees and hedges around the site and allow decent distance to prevent impacting roots.

Officer Comment: Landscaping concerns are still being negotiated between the applicants and the agents. This is something which can be dealt with prior to the determination of the application as highlighted within the recommendation.

Archaeology – The updated Written Scheme of Investigation is acceptable.

Officer Comment: A condition will be imposed to ensure the development is in accordance with the approved details.

Highways - In respect of the above amended planning application, the LHA have the following further comments to make;

- **School Travel Plan**
The revised School Travel Plan has been reviewed and is now approved.
- **Transport Assessment & Off-Site Highway Works**

The LHA has reviewed the amended Transport Assessment and has the following comments.

The LHA's position is largely as per that set out in our previous formal response (05/01/2022). The LHA must advise the Local Planning Authority that it has significant concerns over the impact of the development proposal on the surrounding highway network. The LHA maintains that some of the assumptions in terms of mode share and public transport usage are not realistic. Bus stops are inconveniently located to serve the

school and existing public bus services limited during peak school travel times.

There is an over reliance on non-car trips to and from the site thereby lessening the impact on surrounding junctions. A sensitivity test has been applied to junctions within scope of the assessment and this shows a number of junctions (some of which are already over capacity) worsen in future years with the development traffic added. This will have an impact on journey times; congestion and queue lengths.

The LHA acknowledge the applicant's commitment to provide the following off-site highway improvements.

- New zebra crossing on Thorpeville near to the site entrance to replace an existing pedestrian refuge.
- New zebra crossing on Overstone Road
- Introduction of new footway / path (3m wide shared use) on the western side of Thorpeville from directly south of the southern pedestrian access to the start of the existing footway / path.
- Footway / path widening (improvement to 3m wide shared use) of the existing footway on the western side of Thorpeville up to the edge of the site boundary on Ashley Lane
- Park View / Overstone Road Junction White Lining

Should the LPA be minded to grant planning permission for this development, please ensure drawing sheet titles Thorpeville Pedestrian Improvements (Revision A) and Overstone Road Proposed Zebra Crossing detailing the above mentioned off-site highway works are conditioned. All off-site highway works detailed on these drawings must be complete prior to first opening of the school to pupils.

Please note that on receipt of planning consent, and in order to carry out works within the highway to facilitate the above, the applicant will be required to enter into a Section 278 agreement with the LHA. Please note also that the works necessary to be undertaken within publicly maintained highway land must be undertaken only by a Northamptonshire Highways Approved Contractor, who has the required and necessary public liability insurance in place. Further details regarding the costs and requirements associated with this agreement can be obtained from the Section 278 Team at Northamptonshire Highways (section278.ncc@westnorthants.gov.uk), however the agreement cannot be entered into until planning consent is granted.

As part of the Section 278 process, a Road Safety Audit of the proposed works will need to be undertaken.

- **Thorpeville No-through Route**

For the avoidance of doubt, whilst the applicant has confirmed that they are not seeking to re-open Thorpeville as a through route, the LHA is opposed to this possibility and can confirm that the existing bund and turning head to the south of this site is to remain. Access from the south will only be permissible by pedestrians and cyclists.

- **Public Rights of Way**

Please ensure that the applicant is made fully aware of their responsibilities in respect of Public Footpath No's DD2 & DD16 which run around the proposed development site as follows: With respect to construction works to be carried out in close proximity to, and using Public Rights of Way as access, please note the following standard requirements: -

- The routes must be kept clear, unobstructed, safe for users, and no structures or material placed on the right of way, at all times, it is an offence to obstruct the highway under Section 137 HA 1980.
- There must be no interference or damage to the surface of the right of way as a result of the construction. Any damage to the surface of the path must be made good by the applicant, specifications for any repair or surfacing work must be approved by the Area Rights of Way Officer, (as per Section 131 HA1980).
- If as a result of the development, i.e. the safety of the public cannot be guaranteed, the Right of Way needs to be closed, and a Temporary Traffic Regulation Order would become necessary. An Application form for such an order is available from West Northamptonshire Council's website, a fee is payable for this service and a period of six weeks' notice period is required.
- Any new path furniture such as a gate can only be authorised if needed for the ingress or egress of livestock (Section 147 Highways Act 1980) and needs to be approved in advance with the Area Rights of Way Officer, standard examples can be provided.

Please do not rely on the position of features on site for an accurate position of the public right of way. This must be taken only from the Current Definitive Map and Statement.

Diversion Orders: The Definitive Map team are responsible for diversions carried out under the Highways Act, however, diversions required under the Town and Country Planning Act are the responsibility of the Local Planning Authority. Please contact planning.ddc@westnorthants.gov.uk

Conditions:

Prior to the commencement of works affecting any existing public right of way, full details of any enhancement, improvement, diversion or closure shall be submitted to and gain the approval of the local planning authority.

Notes:

1. No works affecting any existing public right of way may commence without the express written permission of the local highway authority's Rights of Way or Definitive Map Teams
2. The developer is reminded to apply to the local planning authority for any proposed permanent diversion of a right of way under Section 257 of the Town and Country Planning act 1990 required to facilitate the development of WND/2021/0610. The alternative route for such a diversion must be agreed with the local highway authority's Area Rights of Way Officer and be available for public use prior to the closure of any existing route.

West Northamptonshire Council is available, and preferably required, for the involvement, guidance and consultation at all stages of the diversion orders as necessary.

This response is without prejudice to any Public Right of Way which may exist across the site but whose presence is not recorded on the Council's Definitive Map and Statement (2016).

Note Section 257 of TCPA 1990 only applies to PROW as follows; FP's BW's and Restricted Byways. LPA's cannot divert or stop up BOATS; this can only be done at a magistrates court.

Officer Comment: It is acknowledged that there is an impasse between the applicants and highways. Highways have acknowledged that the applicants have sought improvements to the highway network as a result of the proposed school. However the main issue is the modelling and how the school will impact on the local road network.

Therefore there is a potential that there will be harm to the highway network as a result of the school. The highway network will be impacted at certain times (school drop off and pick up). This is considered to be short a term impact on the overall highway network. It is considered the benefits of the school outweighs the negative impact.

The resolution needs to be altered to remove the highway elements for delegation, this is addressed in the new recommendation below.

Local Residents – 3 additional representations have been received raising the following concerns:

- Amenity and fencing
 - The school will have a negative impact upon residential properties.
 - The Council has allowed a change of use to occur from agricultural land to recreational. (Wasn't used as such a purpose)
 - Fencing will impact on protected trees
- Fencing along Thorpeville
 - The copse area should be retained to be open. Fence should just be placed on the western side
- Redacted information
 - Have the applicants got something to hide
- Transport information
 - A large document to consider and it is flawed
- Phasing plans
 - Impact on the copse which is protected by a TPO
- Not having enough time to consider all the information
- Ecology still unresolved
- Loss of a Green Wedge
- Concerns about fire safety

Officer Comment: Amended details have been received to overcome the concerns regarding the fence line with the new TPO adjacent to 74 Ashley Lane. In addition the phasing plans have been updated to remove the temporary access through the copse area. There is nothing to hide in relation to the redacted information, this has been removed due to information that cannot be placed in the public domain.

New Recommendation

DELEGATE TO ASSISTANT DIRECTOR FOR GROWTH, CLIMATE AND REGENERATION TO GRANT PLANNING PERMISSION SUBJECT TO:

- 1. CONDITIONS (AND ANY AMENDMENTS TO THOSE CONDITIONS AS DEEMED NECESSARY); AND**
 - 2. RECEIPT OF SATISFACTORY TECHNICAL INFORMATION REGARDING LANDSCAPE, SURFACE WATER**
-

Application Details:	Item No.
<p>Case Officer: Denis Winterbottom</p> <p>Presenting Officer (if different)</p> <p>Parish Milton Malsor</p> <p>Application No: WNS/2021/1860/MAF</p> <p>Development description: Erection of storage & distribution building (Use Class B8), inc. ancillary office space, ancillary buildings, vehicle access, parking and service yard areas, drainage, and landscaping & associated infrastructure on development Plot 7 within Zone A4 of the Northampton Gateway Rail Freight Interchange.</p> <p>Location: Plot 7 Northampton Gateway SRFI Land west of M1 J15 Milton Malsor</p>	<p>7</p>

Revised Officer Recommendation

RECOMMENDATION – DELEGATE TO THE ASSISTANT DIRECTOR FOR GROWTH, CLIMATE AND REGENERATION TO GRANT PERMISSION, SUBJECT TO:

1. **THE CONDITIONS SET OUT BELOW (AND ANY AMENDMENTS TO THOSE CONDITIONS AS DEEMED NECESSARY) AND**
2. **THE COMPLETION OF A PLANNING OBLIGATION UNDER SECTION 106 OF THE TOWN AND COUNTRY PLANNING ACT 1990, AS SUBSTITUTED BY THE PLANNING AND COMPENSATION ACT 1991, TO SECURE THE FOLLOWING (AND ANY AMENDMENTS AS DEEMED NECESSARY):**
 - a) **to ensure the proposed development is made subject to the planning obligations set out in the Northampton Gateway Development Consent Obligation without which the Planning Permission would not be issued.**
 - b) **to limit the mezzanine floorspace that may be provided within development on land in Zones A1 – A3 to 76,647 square metres to maintain the parameter pursuant to the Northampton Gateway Rail Freight Interchange Order 2019.**

Officer comment: Clause b) has been added to include provision within the S106 to limit the amount of mezzanine floorspace that can be provided within Zones A1 to A3 to ensure the overall limit for mezzanine floorspace within the Northampton Gateway Rail Freight Interchange site will not exceed that approved under the Northampton Gateway Rail Freight Interchange Order 2019.

Recommended Conditions

TIME LIMITS AND GENERAL IMPLEMENTATION CONDITIONS

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason : To comply with the provisions of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development shall not be carried out otherwise than in complete accordance with the approved plans and details unless a non-material amendment is approved by the Local Planning Authority under the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended). The approved plans and details are:

NGW7-PHP-ZZ-XX-DR-ARC-S0-1001-P3 Plot 07 - Red Line Plan, received 28/10/21,

NGW7-PHP-SW-P1-DR-ARC-S3-1000-P15 Site Plan, received 28/10/21,

NGW7-PHP-GC-P1-DR-ARC-S0-1101-P3 Main Guard House, received 28/10/21,

NGW7-PHP-GS-P1-DR-ARC-S0-1103-P3 Seasonal Guard House, received 28/10/21m

NGW7-1600-P01-Proposed Levels, received 28/10/21m

NGW7-1300-P01-Proposed Drainage Layout, received 28/10/21,

NGW7-PHP-WH-P1-DR-ARC-S3-2000-P6 GA Plan - Level 00, received 28/10/21,

NGW7-PHP-WH-MZ-DR-ARC-S3-2001-P6 GA Plan - Mezzanine Level, received 28/10/21,

NGW7-PHP-WH-P2-DR-ARC-S3-2002-P6 GA Plan - Level 01, received 28/10/21,

NGW7-PHP-WH-P3-DR-ARC-S3-2003-P6 GA Plan - Level 02, received 28/10/21,

NGW7-PHP-WH-P4-DR-ARC-S3-2004-P6 GA Plan - Level 03, received 28/10/21,

NGW7-PHP-XX-RF-DR-ARC-S3-2005-P6 Roof Plan,
NGW7-PHP-XX-ZZ-DR-ARC-S3-3000-P7 Building Elevations, received
28/10/21,
NGW-BWB-GEN-XX-SK-C-SK246_Plot 7 Car Only Access General
Arrangement (1 of 3)-S1-P04, received 28/10/21,
NGW-BWB-GEN-XX-SK-C-SK247_Plot 7 All Purpose Access General
Arrangement (2 of 3)-S1-P04, received 28/10/21,
NGW-BWB-GEN-XX-SK-C-SK248_Plot 7 HGV Only Access General
Arrangement (3 of 3)-S1-P05, received 28/10/21,

NGW-BWB-GEN-XX-SK-C-SK273-S1-P03 Toucan & Bus Stop Location Plan –
received 13/12/21,
NGW-BWB-HKF-MH-DR-CH-1112/A/C01. Main Site Bus Stop General
Arrangement - received 13/12/21.

Reason : To clarify the permission and for the avoidance of doubt.

3. The development hereby permitted shall be constructed to at least a BREEAM Very Good standard in accordance with the strategy set out in NORTHAMPTON GATEWAY PLOT 7 BREEAM PRE-ASSESSMENT – OCTOBER 2021.

Reason : To ensure energy and resource efficiency practices are incorporated into the development in accordance with the Government's aim to achieve sustainable development as set out in the National Planning Policy Framework

CONDITIONS REQUIRING LOCAL PLANNING AUTHORITY WRITTEN APPROVAL OR TO BE COMPLIED WITH BEFORE SPECIFIC CONSTRUCTION WORKS TAKE PLACE

4. No development shall take place above ground level until details the scheme for the provision of water supply for firefighting purposes, including the provision of fire hydrants, a building fire protection system and the associated infrastructure, including sprinkler tanks, has been submitted to and approved in writing by the Local Planning Authority. The fire hydrants, building fire protection system and associated infrastructure shall thereafter be provided in accordance with the approved scheme and timetable.

Reason : To ensure adequate fire safety measures are installed within the building and water infrastructure provision is made on site for the local fire service to tackle any property fire in accordance with Government Guidance contained within the National Planning Policy.

5. Prior to the commencement of works above the development plateau ground level, a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority. The CEMP shall be prepared in accordance with the Northampton Gateway Rail Freight Interchange Order 2019 (SI No.1358) approved Framework CEMP (Doc 5.2 Environmental Statement Appendix 2.1), and the phase specific CEMP subsequently approved by the Local Planning Authority for Works No's 1 to 6 specified in Schedule 1 Part 1, of the Northampton Gateway Rail Freight Interchange Order 2019. The approved CEMP for the development and the measures contained therein shall be adhered to all times during the construction phase.

Reason : To ensure the environment is protected during construction in accordance with Policy SS2 of the South Northamptonshire Local Plan (Part2) and Government guidance contained within the National Planning Policy Framework. This information is required prior to commencement of the development as it is fundamental to the acceptability of the scheme.

6. A schedule of materials and finishes for the external cladding to be provided to the external walls and roofs of the warehouse building, and for the surfacing of the site access roads, service yards, bus turning / stopping area, and car parking areas shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of those works. The development shall be completed in accordance with the approved materials.

Reason : To ensure the satisfactory appearance of the completed development to safeguard amenity in accordance with Policy SS2 of the South Northamptonshire Local Plan (Part2) and guidance in the National Planning Policy Framework.

7. Details of the cycle shelter, including of the design of covered structures, the materials to be used, and of the cycle storage equipment shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of those works.

Reason : To ensure that the design is appropriate to ensure the satisfactory appearance of the completed development in order to safeguard the amenity of the area in accordance with Policy SS2 of the South Northamptonshire Local Plan (Part2) and guidance in the National Planning Policy Framework.

8. Prior to the development progressing above floor slab level a scheme for landscaping the site shall be provided to and approved in writing by the Local Planning Authority which shall include:-
- (a) details of the proposed tree and shrub planting including their species, number, sizes and positions, together with grass seeded/turfed areas and written specifications (including cultivation and other operations associated with plant and grass establishment i.e. depth of topsoil, mulch etc),
 - (b) details of the hard landscaping including hard surface areas, pavements, pedestrian areas and steps.

The approved scheme shall be implemented before the end of the first planting season following the completion of, or the occupation of the development, whichever should occur soonest.

Reason : To ensure that a satisfactory landscape scheme is provided in the interest of well-planned development and visual amenity and to accord with Policy SS2 of the South Northamptonshire Local Plan (Part2) and Government guidance contained within the National Planning Policy Framework.

9. A landscape management plan and maintenance schedule (LMMP) for a minimum period of 15 years shall be submitted to and approved in writing by the Local Planning Authority prior to occupation of the development. The schedule shall detail the maintenance arrangements for maintenance and the LMMP shall identify the overall management responsibility to ensure the co-ordination with the NGRFI site wide planting mitigation. The development shall be carried out in accordance with the approved plan.

Reason : To ensure that the approved landscaping scheme is maintained over a reasonable period that will permit its establishment in the interests of visual amenity and to accord with Policy SS2 of the South Northamptonshire Local Plan (Part2) guidance contained within the National Planning Policy Framework.

CONDITIONS REQUIRING LOCAL PLANNING AUTHORITY WRITTEN APPROVAL OR TO BE COMPLIED WITH BY DEVELOPER BEFORE OCCUPATION

10. The development hereby permitted shall not be occupied unless and until,
- (a) the highway mitigation identified for Junction 15 of the M1 motorway and the A45 trunk road, including completion of Works No 7(1), Works

No.8(1), (2) and (3), and Works No. 9(1), (2) and (3) all as described in Schedule 1, Part 1 of the Northampton Gateway Rail Freight Interchange Order 2019 SI 1358, has been implemented, and

- (b) the Further Works as described in Schedule 1, Part 2, Further Works (1)(b), namely internal estate roads, maintenance accesses and footways, necessary to connect the development hereby permitted to the public highway have been constructed and surfaced.

Reason : In the interests of highway safety and amenity, to comply with Policy SS2 of the South Northamptonshire Local Plan (Part2) and Government guidance in Section 12 of the National Planning Policy Framework.

11. Prior to the occupation of the development hereby permitted the site accesses, service yards, car parking areas, bus turning / stopping area, and cycle shelter facilities shall be provided in accordance with the approved plans. The access, service yard, car parking bus turning / stopping area and cycle shelter shall thereafter be retained for use in connection with the development.

Reason : In the interests of highway safety, of promoting sustainable transport modes, and amenity, to comply with Policy SS2 of the South Northamptonshire Local Plan (Part2) and Government guidance in Section 12 of the National Planning Policy Framework.

12. The development hereby permitted shall not be occupied until and unless, the electric vehicle charging spaces have been laid out and provided with charging equipment of AC Level 2 (or equipment providing for no lesser standard of efficiency).

Reason : To comply with Policy S10 of the West Northamptonshire Joint Core Strategy and Policy INF4 of the South Northamptonshire Local Plan Part 2, and to maximise opportunities for sustainable transport modes in accordance with the National Planning Policy Framework.

13. Prior to the occupation of the approved development an occupier-specific travel plan shall be submitted to, and approved in writing by, the Local Planning Authority. The travel plan shall be prepared with regard to, and in accordance with, the Framework Travel Plan approved pursuant to Northampton Gateway Rail Freight Interchange Order 2019, (document ref. ADC1475 within the Environmental Statement Appendix 12.1), or an approved revision thereof.

The occupier shall use reasonable endeavours to maximise the use of Euro VI compliant vehicles in respect of :

- (a) any HGV fleets operated; and
- (b) any public transport service dedicated to serving the authorised development.

The approved travel plan shall be complied with at all times.

Reason : In the interests of promoting sustainable development in accordance with Policy C1 of the West Northamptonshire Joint Core Strategy Local Plan (Part 1) and Policy SS2 of the South Northamptonshire Local Plan (Part2) and the advice in the National Planning Policy Framework.

CONDITIONS TO BE COMPLIED WITH AT ALL TIMES

14. If, during construction, contamination not previously identified is found to be present at the site, no further development shall be carried out until full details of a remediation strategy detailing how the unsuspected contamination shall be dealt with has been submitted to and approved in writing by the Local Planning Authority. Thereafter the remediation strategy shall be carried out in accordance with the approved details.

Reason: To ensure that any ground and water contamination is identified and adequately addressed to ensure the safety of the development, the environment and to ensure the site is suitable for the proposed use, to comply with Policy BN9 of the West Northamptonshire Joint Core Strategy, Policy SS2 of the South Northamptonshire Local Plan (Part2) and Section 15 of the National Planning Policy Framework.

15. No external lighting shall be installed unless details of the lighting to be installed, including details of the luminaires, mounting, and position and have first been submitted to and approved in writing by the LPA.

Reason : In order to safeguard the visual amenities of the area in accordance with Policy SS2 of the South Northamptonshire Local Plan (Part2) and guidance in the National Planning Policy Framework.

16. No mechanical or ventilation plant or machinery that exceed the Mechanical Services Plant Sound Power Level Data within Table 6 of the approved Northampton Gateway – Plot 7 Noise Impact Assessment - October 2021103541 (ref vc-en-rp-0001) shall be installed or operated within the development , unless and until details of such plant or

machinery, including the acoustic specification, have been submitted to and approved in writing by the Local Planning Authority.

Reason : In order to safeguard the amenities of the area and to minimise the risk of a nuisance arising from smells in accordance with Policy SS2 of the South Northamptonshire Local Plan (Part2).

17. No mechanical or ventilation plant or machinery fixed to vehicles shall be operated within the external areas of the development unless and until details of such plant or machinery, including the acoustic specification, have been submitted to and approved in writing by the Local Planning Authority.

Reason : In order to safeguard the amenities of the area and to minimise the risk of a nuisance arising from smells in accordance with Policy SS2 of the South Northamptonshire Local Plan (Part2).

18. No electrical transformers or generators shall be installed within the external areas of the development unless and until details of the plant, including the acoustic specification and proposed screening, have been submitted to and approved in writing by the Local Planning Authority.

Reason : In order to safeguard the amenities of the area and to minimise the risk of a nuisance arising from smells in accordance with Policy SS2 of the South Northamptonshire Local Plan (Part2).

19. Notwithstanding the provisions of section 55 (2A) of the Town and Country Planning Act 1990 (as amended by Section 49 of the 2004 Act), Part 10 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended) and Part 7, Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), no internal operations increasing the floor space available within the building hereby permitted shall be carried out without the prior planning permission of the Local Planning Authority.

Reason : To enable the Local Planning Authority to retain planning control over the provision of additional floorspace in order to maintain a satisfactory layout and sustain an adequate overall level of parking provision and servicing on the site in accordance with Policy SS2 of the South Northamptonshire Local Plan (Part2) and Government guidance contained within the National Planning Policy Framework.

20. Notwithstanding the provisions of Part 7, Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking or re-enacting or amending that order) the approved buildings shall not be extended without the prior planning permission of the Local Planning Authority.

Reason : To enable the Local Planning Authority to retain planning control over the development of this site in order to safeguard the amenities of the area and to sustain a satisfactory overall level of parking provision and servicing on the site in accordance with Policy SS2 of the South Northamptonshire Local Plan (Part2).

21. No goods or materials shall be stored, repaired, operated or displayed outside the buildings unless otherwise approved in writing by the Local Planning Authority.

Reason : In order to safeguard the visual amenities of the area in accordance with Policy SS2 of the South Northamptonshire Local Plan (Part2).

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