



Planning Committee Report

Application Number: 2023/7794/MAF

Location: Plot 4 Northampton Gateway SRFI Northampton

Development: Construction of a storage and distribution building (B8 use), including ancillary office space, together with ancillary buildings with associated access, parking, service and yard areas, drainage, landscaping and associated infrastructure.

Applicant: Segro (Junction 15) Limited

Agent: Oxalis Planning Ltd

Case Officer: Nicky Scaife

Ward: Bugbrooke

Reason for Referral: Major Application

Committee Date: 20 February 2024

EXECUTIVE SUMMARY OF PROPOSALS AND RECOMMENDATION

RECOMMENDATION: GRANT PERMISSION SUBJECT TO DELEGATED POWERS TO THE ASSISTANT DIRECTOR FOR PLANNING AND DEVELOPMENT TO RESOLVE ANY OUTSTANDING MATTERS IN RESPECT OF DRAINAGE TO THE SATISFACTION OF THE LOCAL PLANNING AUTHORITY AND SUBJECT TO THE FOLLOWING:

1. **THE CONDITIONS AS SET OUT IN THIS REPORT WITH DELEGATED POWERS TO THE ASSISTANT DIRECTOR FOR PLANNING AND DEVELOPMENT FOR ANY AMENDMENTS TO THOSE CONDITIONS AS DEEMED NECESSARY**
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 Section 106 without which the Planning Permission would not be issued.**

Proposal

Construction of a storage and distribution building (B8 use), including ancillary office space, together with ancillary buildings with associated access, parking, service and yard areas,

drainage, landscaping and associated infrastructure.

The application is submitted as the proposed occupier requires a bespoke building which exceeds the maximum height parameter set by the Development Consent Order (DCO) which applies to the wider Northampton Gateway Strategic Rail Freight site (NGSRF).

With the exception of the height increase, the application fits within the overarching framework provided by the DCO.

Consultations

The following consultees have raised **objections** to the application:

- None.

The following consultees have raised **no objections** to the application:

- WNC Highways, WNC Environmental Health, NNC Archaeology, Northamptonshire Police, Anglian Water, Ramblers Association, North Northamptonshire Development Management.

No letters of objection have been received and no letters of support have been received.

The comments of the Lead Local Flood Authority are awaited and will be reported within the updates to this Agenda.

Conclusion

The application has been assessed against the relevant policies in the NPPF, the adopted Local Plan and other relevant guidance as listed in detail at Section 8 of the report.

The key issues arising from the application details are:

- Principle of Development
- Design and Impact on Landscape Character of the Area
- Socio/ Economic Benefits
- Highway Matters
- Flood Risk and Drainage
- Ecology
- Noise
- Sustainability Measures
- Lighting
- Section 106 Matters

The report looks into the key planning issues in detail, and Officers conclude that the proposal is acceptable subject to conditions.

Members are advised that the above is a summary of the proposals and key issues contained in the main report below which provides full details of all consultation responses, planning policies, the Officer's assessment and recommendations, and Members are advised that this summary should be read in conjunction with the detailed report.

MAIN REPORT

1 APPLICATION SITE AND LOCALITY

- 1.1 The application site relates to Plot 4 situated within Zone A2 (a and b) of the wider Northampton Gateway Rail Freight Interchange (NGRFI) site and is some 20.41 hectares in size.
- 1.2 The site is situated towards the north-west of the wider site and located at the northern end of the existing estate road which runs through the Northampton Gateway site from the wider site access off the A508.
- 1.3 To the immediate south-west of the application site is the Rail Freight Interchange which has now been constructed and completed on site and is ready for operation. To the immediate north-east and south-east/south of the site are the other development plots within the NGFRI Main site.
- 1.4 The Northampton Loop Railway (NLR) is situated to the west of the overall NGFRI site beyond which is open countryside. To the east beyond the M1 is the urban fringe of Northampton, including Collingtree and Grange Park with the existing commercial development to the south east corner of M1 Junction 15. The A508 defines the eastern boundary of the wider site.
- 1.5 The NGRFI development overall extends to some 290 hectares. The NGRFI Main site comprises 219 hectares and includes the Rail Freight Interchange Terminal and associated rail served warehousing (Use Class B8) on adjacent land.
- 1.6 Construction of the NGRFI main site scheme is underway. Ground works for site preparation and the provision of site wide infrastructure are well advanced, this includes site boundary earthworks to provide the structural landscaping mitigation, implementation of drainage and highways with some areas already completed and ready for development. A number of off-site highway works including works to Junction 15 of the M1, access from the A508 and Roade bypass are complete. In addition, the rail terminal is now completed and ready to become operational.
- 1.7 There are no designated heritage assets within or adjoining the application site. The northern boundary of Courteenhall Historic Park & Garden is located some 400m to the south east on the opposite side of the A508.
- 1.8 Public footpath KX017 previously crossed the Main Site. The NGRFI DCO authorises the diversion of this footpath.

2 DESCRIPTION OF PROPOSED DEVELOPMENT

- 2.1 The application is submitted outside of the DCO process as the intended occupiers of the building, (Yusen Logistics) require a bespoke distribution building which exceeds the maximum height parameter set by the DCO.
- 2.2 The proposal is for a bespoke and high-tech cross-docked distribution facility comprising a building footprint of 109,154.2 sqm of ground floor space, with ancillary office space (a 3-storey office, 2-storey hub, 1-storey hub), and two mezzanine levels of 30,960 sqm in total.
- 2.3 As a result, the building would have a total floorspace of 141,813.4 sqm of storage and distribution (B8) use. There is also an additional 253.7 sqm of floor area for the pallet store and a gatehouse of 28 sqm.

- 2.4 The DCO Parameters Plan for Zone A2 (a and b) permits up to 152,000 sqm of development floorspace before any mezzanine is taken into account. As such, the total floor area proposed for Plot 4 would be below the maximum allowed under the DCO in Zone A2 (a and b).
- 2.5 In respect of building heights, the DCO Parameters Plan allows for a maximum building height of 109.50m AOD (above ordinance datum) within Zone A2 (a and b). The proposed building would be 21.155m with a ground floor level of 91.00m AOD meaning the building would have a parapet height of 112.155m AOD, equating to 2.655m above the maximum height permitted in the DCO.
- 2.6 Access to the wider NGRFI site is from the A508 from a newly constructed roundabout to serve the site. Access to Plot 4 would be taken from the northern Northampton Gateway estate road roundabout, with the access road including a separate left-hand lane for incoming private vehicles which leads to the main car parking area to the north of the site with 864 car spaces (including EV charging and accessible spaces), 220 cycle spaces, 20 van spaces and 34 motorcycle spaces. An additional car park is located to the east of the main building which is accessed from the estate road and provides 60 car spaces (including EV charging and accessible spaces) and 10 cycle parking spaces.
- 2.7 The HGV access continues from the access road past the main parking area to the north-west of the building with a total 258 HGV spaces in the yard areas to the west and eastern of the building. HGVs will move round the building in an east-west circular motion.
- 2.8 Within the yard areas of the building there will be the typical associated facilities and infrastructure such as sprinkler tanks, waste/recycling area, generators, plant, transformers and chiller compound.

3 RELEVANT PLANNING HISTORY

- 3.1 The NGRFI is Nationally Significant Infrastructure development authorised by a Development Consent Order (DCO) granted by the Secretary of State for Transport on 9 October 2019.

Application Ref.	Proposal	Decision
TR050006	Northampton Gateway Rail Freight Interchange	DCO Granted
S/2020/1554/DCOR	Requirement 12 - Construction Environmental Management Plan - ecological mitigation for GCN. [Approval of details pursuant to Schedule 2 of The Northampton Gateway Rail Freight Interchange Order 2019].	Approved
S/2020/1555/DCOR	Requirement 19 Flood Risk - Courteenhall Brook Floodplain Compensation Assessment Report. [Approval of details pursuant to Schedule 2 of The Northampton Gateway Rail Freight Interchange Order 2019].	Approved
S/2020/1647/DCOR	Requirement 8 (2) [Works No.5 - Main Site Estate Roads details. [Approval of details pursuant to Schedule 2 of The Northampton Gateway Rail Freight Interchange Order 2019]	Approved

S/2020/1663/DCOR	Requirement 20 - Foul Water Drainage. Foul Water Drainage Strategy details. [Approval of details pursuant to Schedule 2 of The Northampton Gateway Rail Freight Interchange Order 2019].	Approved
S/2020/1665/DCOR	Requirement 12 -Construction Environmental Management Plan (CEMP) for Approved Works 1-6, for groundworks and other Components on the Main Site. [Approval of details pursuant to Schedule 2 Requirement of The Northampton Gateway Rail Freight Interchange Order 2019].	Approved
S/2020/1750/DCOR	Requirement 25 Contamination Risk - Risk Assessment for all Components of Works 1-6 (The Main Site). [Approval of details pursuant to Schedule 2 Requirement of The Northampton Gateway Rail Freight Interchange Order 2019].	Approved
S/2020/1781/DCOR	Requirement 13 Earthworks. & Requirement 8 Detailed design parts (2)(b) & (2)(h); for Component (a) earthworks for Works 1 to 6 (Main Site), [Approval of details pursuant to Schedule 2 Requirement of The Northampton Gateway Rail Freight Interchange Order 2019].	Approved
S/2020/1842/DCOR	Requirement 8 Detailed design approval - Component 3(d), surface water and foul drainage. [Approval of details pursuant to Schedule 2 Requirement of The Northampton Gateway Rail Freight Interchange Order 2019].	Approved
S/2020/2284/DCOR	Requirement 10 - Provision of Landscaping and Requirement 11(2) - Landscape and Ecological Management Plan- management and maintenance proposals [Approval of details pursuant to Schedule 2 Requirement of The Northampton Gateway Rail Freight Interchange Order 2019].	Approved
S/2021/0040/DCOR	Requirement 13 Earthworks and Requirement 8 Detailed design ((2) b, and h) - the southern part of the Main Site only – south of the Courteenhall Brook and west of the A508 [Approval of details pursuant to Schedule 2 Requirement of The Northampton Gateway Rail Freight Interchange Order 2019].	Approved
S/2021/0130/DCOR	Requirement 23 (1) Noise during the operational phase [Approval of details pursuant to Schedule 2 Requirement of The Northampton Gateway Rail Freight Interchange Order 2019].	Approved
S/2021/0343/DCOR	Requirement 8 Detailed design approval (8 2(d) (surface and foul drainage) [Approval of details pursuant to Schedule 2 Requirement of The Northampton Gateway Rail Freight Interchange Order 2019].	Approved
S/2021/0568/DCOR	Requirement 8 (2)(c),(q)(r) Detailed design. Works No's 1-6 Component 3(1)(f). Details of hard landscaping, inc. cycle tracks & footways access points and surfacing and fencing and other means of enclosure within the Main Site	Approved

	[Approval of details pursuant to Schedule 2 Requirement of The Northampton Gateway Rail Freight Interchange Order 2019]	
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3.2 The NGRFI DCO 2019 authorises the construction of a rail freight interchange facility, including a rail freight terminal, up to 468,000 sqm (gross internal area) of rail served warehousing and ancillary service buildings, (additional floorspace of up to 155,000 sqm. may be provided in the form of mezzanines), and associated infrastructure, e.g. drainage, roads, landscaping, required for the development.

3.3 The DCO authorised development includes:

- An intermodal freight terminal capable of accommodating up to 16 freight trains per day of up to 775m long and including container storage and HGV parking areas.
- Up to 468,000 sqm floorspace (gross internal area) of rail served warehousing and ancillary service buildings, with additional internal mezzanine floorspace of up to 155,000 sqm.
- A new rail line connecting the terminal to the Network Rail WCML Northampton Loop (with new north and south facing connections).
- New road infrastructure and works to connect the existing road infrastructure including bus stands & stops.
- Demolition of existing structures and structural earthworks to create development plots and landscape zones.
- Earthworks and demolition of existing structures on the Main Site, the Main Site comprising that part of the proposed development for the intermodal freight terminal, warehousing, HGV parking, and related landscaping and earthworks to form Strategic landscaping and open space, including diversions and alterations to routes of Public Rights of Way.
- Construction of the A508 relief road for Roade village and highway improvement works to M1 J15, M1 J15A and to other surrounding local public highways.

3.4 The Parameters Plan approved by the DCO identifies the Zones within the NGRFI Main site and includes the schedule of approved parameters to constrain the authorised development. The parameters in respect of Zone A2 (a and b) are referred to in paragraphs 2.4 and 2.5 above.

3.5 The DCO is subject to a number of Requirements in respect of matters such as highways, drainage, archaeology, a number of which have been discharged and works have commenced on site in respect of major earthworks, landscaping and the completion of the Rail Freight terminal.

4 RELEVANT PLANNING POLICY AND GUIDANCE

Statutory Duty

4.1 Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.

4.2 Development Plan

The Development Plan comprises the West Northamptonshire Joint Core Strategy Local Plan (Part 1) which was formally adopted by the Joint Strategic Planning Committee on 15th December 2014 and which provides the strategic planning policy framework for the District to 2029 and the adopted South Northamptonshire Local Plan (Part 2). The relevant planning policies of the statutory Development Plan are set out below:

West Northamptonshire Joint Core Strategy Local Plan (Part 1) (LPP1)

4.3 The relevant policies of the LPP1 are:

- SA – Presumption in Favour of Sustainable Development
- S1 – Distribution of Development
- S7 – Provision of jobs
- S8 – Distribution of jobs
- S10 – Sustainable Development Principles
- S11 – Low carbon and renewable energy
- C1 – Changing behaviour and achieving modal shift
- C2 – New developments
- C3 – Strategic connections
- BN2 – Biodiversity
- BN7A – Water supply and quality, wastewater infrastructure
- BN7 – Flood risk
- BN9 – Planning for pollution control
- INF1 – Approach to infrastructure delivery
- INF2 – Contributions to infrastructure requirements
- R1 – Spatial strategy for the rural areas
- R2 – Rural economy
- R3 – A transport strategy for the rural areas

South Northamptonshire Local Plan 2011-2029 (Part 2) (LLP2)

4.4 The relevant policies of the LPP2 are:

- SS1 – The settlement hierarchy
- SS2 – General development and design principles
- EMP1 - Supporting skills
- EMP3 – New employment development
- INF1 – Infrastructure delivery and funding
- INF4 – Electric vehicle charging points
- HE3 – Historic parks and gardens
- NE3 – Green infrastructure corridors
- NE4 – Trees, woodlands and hedgerows
- NE5 – Biodiversity and geodiversity
- NE6 – SSSI and protected species

Material Considerations

4.5 Below is a list of the relevant Material Planning Considerations

Northampton Gateway Rail Freight Interchange Order 2019
National Planning Policy Framework (NPPF)
Planning Practice Guidance (PPG)

5 RESPONSE TO CONSULTATION

5.1 Below is a summary of the consultation responses received at the time of writing this report. Responses are available to view in full on the Council's website.

Consultee Name	Position	Comment
WNC Highways (LHA)	No objection	The LHA, having reviewed the submitted Transport Assessment is satisfied with the parking provision provided.
WNC Environmental Health	No objection	Recommend safeguarding condition in respect of noise for approval of details of any unidentified plant prior to installation not previously identified in the submitted noise impact assessment and a condition prohibiting HGVs with chillers being used on site.
NNC Archaeology	No objection	Archaeological investigations within the site have been completed and post-excavation analysis is under way. No comments to make on the proposal.
WNC Lead Local Flood Authority	Comments awaited	
Anglian Water	No objection	The foul drainage is within the catchment area of Great Billing Water Recycling Centre which will have capacity. The proposed method of surface water drainage does not relate to AW assets. Refer to Lead Local Flood Authority.
Northamptonshire Police	No objection	No objection but some concern about potential for crime: Neither of staff car parks are secured with a perimeter treatment and rely on soft landscaping and a height restriction barrier to deter criminals. No reference to CCTV coverage of either car park – smaller car park may be more vulnerable to crime adjacent to the main route through the site and with minimal overlooking. How is CCTV scheme across estate? Staff car parking should be covered by a monitored CCTV and entrance secured with perimeter landscaping augmented by low fence. Cycle storage should be relocated

		within the secure fence line.
Ramblers Association	No objection	No objection to application.
North Northamptonshire Council Development Management	No objection	Recommends the installation of appropriate fibre broadband connectivity

6 RESPONSE TO PUBLICITY

Below is a summary of the third party and neighbour responses received at the time of writing this report.

- 6.1 There have been no objections/letters of support in respect of the application.

7 APPRAISAL

Principle of Development

- 7.1 The principle for development is established by the Northampton Gateway Rail Freight Interchange Order 2019, (DCO), which grants the planning permission for Rail Freight Interchange and for the erection of buildings for distribution and storage uses (Use Class B8) on the application site. The DCO and the associated Environmental Statement is a key material consideration in respect of the development of the site.
- 7.2 The DCO includes approved parameters which limit the scale and height of the authorised storage buildings . Within Zone A2 (a & b) the parameters are as follows:
- Maximum number of units – 4
 - Maximum development floor space 152,000m²
 - Minimum finished floor level – Zone A2a – 90m AOD, Zone A2b – 89.50 AOD
 - Maximum building height to roof ridge/ highest point – 109.50 AOD
- 7.3 The proposed building for Plot 4 would have a parapet height of 21.16m with a ground floor level of 91.00m AOD, meaning the building will have a parapet height of 112.16m AOD, 2.66m above the maximum height permitted in the DCO, hence the requirement for the submission of a full planning application.
- 7.4 The proposal in all other regards sits within the parameters set out by the DCO. The impact of the increase in height is therefore the focus of the determination of this application.

Design and Impact on the Landscape Character of the Area

- 7.5 The landscape and visual impacts of the proposal for Plot 4 to be considered relate to the increase in height of the building by 2.655m above the maximum height permitted in the DCO. The proposed building would have a maximum height overall of 21.16m. The building footprint would remain within the parameters set out in the DCO.
- 7.6 The DCO for the wider site was subject to an Environmental Statement that included a Landscape and Visual Impact Assessment. As part of the wider development of the NGRFI site the DCO sets out a number of Requirements in respect of landscaping,

landscaping and ecological management and green infrastructure a number of which have been approved.

- 7.7 The amendment to the proposed building height should be considered in the changing context of the wider site and the development context permitted by the DCO. The landscape within the wider NGRFI site has changed significantly as a result of significant earthworks including bunding around the perimeter of the overall NGRFI site and the creation of development plateaus carried out within the parameters of the DCO.
- 7.8 Plot 4 is situated within the north western part of the Main NGRFI site. The conserved existing woodland (Churchill Wood) lies close to the southern edge of Plot 4 with the completed Rail Terminal situated immediately south west of Plot 4. The proposed perimeter mounding as part of the overall NGRFI site lies close to the north and west of Plot 4. This mounding is currently being constructed and is nearing completion.
- 7.9 The submitted Landscape and Visual Appraisal assesses the construction landscape effects in respect of Plot 4 to be a marginal increase in the overall landscape effects as detailed within the Environmental Statement for the NGRFI. In respect of the operational landscape effects once Plot 4 is constructed the proposed increase in height would only marginally increase the landscape effects. The landscape proposals for Plot 4 include areas of tree planting and structural planting as envisaged at the DCO stage and the overall visual impacts both during construction and operation remain within the assessed levels of harm for the wider site as set out within the Environmental Statement.
- 7.10 Whilst the proposal would result in some increased landscape and visual impact to that consented under the DCO, in the context of the wider site development and altered landscape it is not considered that the proposed increase in height of the building would result in any notable or unacceptable changes to the overall landscape and visual impact of the building to that permitted within the existing DCO parameters. Views of Plot 4 from the south of the NGRFI are unlikely to result in any notable difference in visual impact. Similarly with views from the west, north and east of Plot 4 there is unlikely to be a discernible difference in respect of visual impacts. The plot would still be afforded some visual screening by proposed development, altered land forms and planting. Details of landscaping will be secured by condition.
- 7.11 The Design and Access Statement sets out the wider design context for the site advising of the use of a common architectural language used throughout the wider NGRFI site. The warehouse areas of each building will be treated with a profiled horizontal cladding panel with a graduated colour scheme becoming gradually lighter towards the parapet of the building with the principle of seeking to help the warehouse merge into the skyline while breaking up the height horizontally into coloured bands. Office and ancillary cores are designed in a flatter cladding panel and glazing to break up the spans of gradated cladding.
- 7.12 The building has been specifically designed to meet the bespoke functional requirements of the occupier whilst according with the principles of the Design and Access Statement approved under the DCO.
- 7.13 Overall, the design and appearance of the building would sit within the context of the design parameters of the wider NGRFI site and the visual and landscape impacts as a result of the increase in height of the building would not result in any significant adverse visual impact when viewed in the context of the wider site.

Socio/ Economic Benefits

- 7.14 The proposed building is for a specific global logistics occupier (Yusen Logistics). The submitted details advise that the building would be the company's largest warehouse globally.
- 7.15 The proposed occupier has confirmed the site would initially deliver in the region of 400 jobs as part of a wider workforce of 1400 in Northampton and Milton Keynes.. The facility will deliver a variety of job roles across a range of skill sets such as warehouse operative, management, IT servicing and administration support with the intention that the building will become a headquarters for some UK wide functions.
- 7.16 The proposal therefore accords with the principals set out in the NPPF to support economic growth and productivity and would make a positive contribution towards the provision of jobs within the area and the Council's employment provision objectives as set out in the Joint Core Strategy.

Highway Matters

- 7.17 The principle of access to the highways network for the wider site has been established through the DCO.
- 7.18 The Transport Assessment submitted with the application advises that the proposals for Plot 4 fall within the trip generation (traffic and person) parameters assessed in the Transport Assessment that accompanied the DCO.
- 7.19 In respect of phased construction works associated with the DCO, the new site access roundabout on the A508 Northampton Road, dualling of the A508 between the new site access roundabout and M1 Junction 15, the enlargement and reconfiguration works of M1 Junction 15 and the Road Bypass are now complete and open to traffic. Works for the upgrade of M1 Junction 15A associated with the DCO are ongoing.
- 7.20 The main access to Plot 4 for vehicles will be via the Northampton Gateway estate road roundabout, with the access road including a separate left-hand lane for incoming private vehicles which leads to the main parking area to the north elevation of the proposed building. This main car park will comprise of 864 car spaces (including EV charging and 88 accessible spaces), 220 cycle spaces, 20 van spaces and 34 motorcycle spaces.
- 7.21 There is an additional car park to the east elevation of the building, accessed from the estate road, comprising 60 car spaces (including EV and 4 accessible) and 10 cycle spaces.
- 7.22 HGV access continues from the access road past the main parking area to the north-west of the building to a parking area providing 258 HGV spaces in the yard areas adjacent to the west and east elevations of the building including 85 docks and 10 level access spaces. In addition to this, the proposal includes 20 van/ shunter spaces and 22 tractor spaces. HGVs would move around the building in an east-west circular motion.
- 7.23 The proposal would include the provision of 185 electric vehicle charging spaces equating to 20% of the total car parking provision.
- 7.24 In respect of sustainable transport provision, in addition to the proposed cycle parking spaces indicated above, as part of the overall DCO for the wider Northampton Gateway site, walking and cycling strategies were put in place for the wider site including new

shared footway/ cycleways alongside the new and adapted road infrastructure to provide connectivity to the wider area. The proposed unit for Plot 4 includes the provision of showers, with changing areas and lockers for employee use to encourage use of such sustainable transport modes.

- 7.25 In addition, the public transport strategy for the SFRI includes the introduction of a new bus service specifically serving the SRFI site as well as building on the existing local bus network and providing additional bus stops on the A508 to the north and south of the A508/sit access roundabout giving access to the 33/33A and the X6 bus services between Milton Keynes and Northampton.
- 7.26 Toucan crossings have been provided on the A508 on the northern arm of the new SRFI roundabout to provide access to the new bus stops on either side of the A508.
- 7.27 The proposed scheme for Plot 4 includes the provision of a bus stop on the estate road directly adjacent to the main footway access to Plot 4. A new bus service to/ from the Northampton Gateway SRFI is proposed to be introduced in four phases with the initial phase involving the introduction of the service at key shift times, likely to be around 0600-1400-22 hours but flexible to end user requirements. A requirement of the DCO prior to the construction of any warehousing is that a Sustainable Transport Working Group is established who will have oversight of the Framework Travel Plan and Public Transport Strategy. Part of the remit of this group will be to investigate the opportunity of continuing the bus service between peak periods once the initial first phase bus service has been established to develop a regular bus service for users throughout the day as demand grows.
- 7.28 The SFRI was subject to a Framework Travel Plan and a condition is proposed for the submission, approval and implementation of a detailed Travel Plan in respect of Plot 4 prior to occupation of the development to accord with the requirements of the overarching SFRI Travel Plan.
- 7.29 WNC Highway Authority have reviewed the submitted details and raise no objection to the proposal. A condition is proposed to ensure the development is carried out and retained in accordance with the access and parking arrangements as shown on the submitted plans.

Flood Risk and Drainage

- 7.30 Requirement 18 of the DCO has regard to surface water drainage and requires that a plot specific surface water drainage scheme is provided.
- 7.31 The overall sustainable drainage strategy for the NGRFI Main site was approved in the Northampton Gateway Rail Freight Interchange Order (DCO). The details of the surface water drainage infrastructure for the NGRFI Main site have subsequently been approved by the Local Planning Authority pursuant to Requirement 18 of the DCO. The site wide drainage strategy comprises a series of SuDs measures to control the rate and quality of storm water discharge. The surface water drainage from the proposed development for Plot 4 would flow into the wider site sustainable drainage infrastructure.
- 7.32 The amendments to the proposals for Plot 4 in the context of the DCO relate to an increase in building height. The footprint of the building would remain within the context and limits set by the DCO and, as such, it is not considered this would impact on the approved drainage details for the wider site.

- 7.33 In addition, Requirement 18 requires that a plot specific surface water drainage is provided. Site specific drainage details have been submitted with the application for the development of Plot 4.
- 7.34 Anglian Water have been consulted and advise that the foul drainage is within the catchment area of Great Billing Water Recycling Centre which will have capacity and raise no objection in this regard.
- 7.35 The Lead Local Flood Authority have been consulted on the submitted surface water drainage details in respect of Plot 4 and their comments are awaited and will be reported to Committee for consideration.

Ecology

- 7.36 The DCO sets out Requirements in respect of ecology matters. All Requirements in respect of ecology matters for Zone A2 (a and b) have been discharged and preparatory work is progressing on site.

Noise

- 7.37 Requirement 23 of the DCO relates to operational noise and requires that details are submitted for approval prior to the development being brought into use.
- 7.38 The operation of the site would be 24/7 7 days a week.
- 7.39 The application is supported by a Noise Impact Assessment which assesses the impacts from a range of likely sources of operational noise on the nearest sensitive receptors (NSRs). The Assessment sets out that the predicted rating levels arising from Plot 4 at all receptors during the peak period of both the day and night do not exceed the modal or sensitivity background sound levels, irrespective of wind direction. This indicates that there would be at worst a low impact and therefore no adverse effect would be expected. The Assessment concludes that the potential operational effects of Plot 4 are consistent with the consented SFRI scheme.
- 7.40 The submitted Noise Impact Assessment has been subject to consultation with Environmental Health who raise no objection in principle but suggest a condition to protect noise sensitive receptors from potential future plant installations not accounted for in the noise assessment and a condition prohibiting HGV's with chillers from being used on site. Conditions to this effect are proposed.

Sustainability Measures

- 7.41 Requirement 16 of the DCO requires a BREEAM pre-assessment to be undertaken for individual buildings to demonstrate that the building will achieve a BREEAM rating of 'very good'.
- 7.42 The building has been designed to meet BREEAM 'Excellent' rating, above the DCO Requirement minimum. The application is supported by an Energy Strategy which sets out the proposed measures to achieve this:
- High efficiency heating and cooling systems.
 - High efficiency LED lighting to reduce electrical consumption and heat gains lighting
 - Energy sub-metering to BREEAM standards to enable monitoring of energy usage.

- 20% of total car parking spaces will be EV charging spaces, with the car park designed to facilitate future works to enable EV charging points to all car parking spaces if required.
- 10,000 sqm of Photovoltaic panels (PV) will be initially provided with an additional provision of 15,000 sqm indicated should this be required in the future;
- Provision for Air Source Heat Pumps (ASHP) built into the scheme.

Lighting

- 7.43 Requirement 15 of the DCO requires plot specific lighting details to be submitted. An External Lighting Assessment has been submitted with the application and subject to consultation with Environmental Health who raise no objection.
- 7.44 The report advises that whilst the lighting has been designed to meet operational and security requirements it has been designed to restrict glare and limit impact on the surrounding area. A condition is proposed to ensure the development is carried out in accordance with the submitted details.

Section 106 Matters

- 7.45 The NGRFI DCO was subject to a Section 106 Agreement which includes obligations in respect of the following matters:
- Air Quality Mitigation Contribution
 - Bus Services Fund
 - Community Fund Contribution
 - Establishment of a Community Liaison Group
 - Highway Mitigation Measures
 - Framework Travel Plan
- 7.46 A Section 106 has been drafted and agreed with the Council for the application for Plot 4 and is currently out for engrossments and would ensure that the obligations set out within the DCO S106 Agreement remain relevant to the development of Plot 4.

Other Matters

- 7.47 In respect of concerns raised by the Northamptonshire Police in respect of security of the car park and cycle storage areas, the agent has advised that the proposed CCTV system for the site has not been finalised, but the occupier has confirmed that CCTV will be installed on the site. Below ground duct provision from the building to the soft landscaping areas and gatehouse will also be provided to assist the occupier with the installation of CCTV. A condition is proposed to ensure the submission, agreement and implementation of details of appropriate security measures and monitoring.
- 7.48 Provision for waste storage and waste recycling is located around the site and a condition is proposed for the submission and approval of a waste management plan for the site.

8 FINANCIAL CONSIDERATIONS

- 8.1 CIL is not applicable to the development.

9 PLANNING BALANCE AND CONCLUSION

- 9.1 The Northampton Gateway Rail Freight Interchange Order 2019 establishes the principle of development for the application site as this authorises the development on the site of a storage and distribution facility and building.
- 9.2 The DCO is a significant material consideration which effectively overrides Development Plan policy considerations with respect to the distribution of development and the appropriateness of the location for employment development.
- 9.3 The key issue remaining is the appropriateness of the proposed development in terms of its design, form and sustainability with respect to the context of the location. This requires consideration of factors such as scale, layout, appearance and landscaping of the proposed development and the assessment of the impact of these with regard to the location and surroundings, the environment and for amenity, including visual impact.
- 9.4 The DCO is also material to this consideration however as it provides site wide infrastructure for proposed developments on the development plots and through the approved parameters it defines the site layout and the scale of the development that is assessed as being appropriate to the NGRFI site within the environmental assessment undertaken in the supporting Environmental Statement.
- 9.5 The full application has been submitted only by virtue of the increased height of the proposed building for Plot 4 which falls outside of the DCO parameters. As referred to in the earlier in this report, whilst the proposal would result in some increased landscape and visual impact to that consented under the DCO, in the context of the wider site development and altered landscape it is not considered that this would result in any notable or unacceptable changes to the overall landscape and visual impact of the building to that permitted within the existing DCO parameters.
- 9.6 In view of the above considerations, Officer opinion is that the proposal is acceptable subject to the recommendations set out in this report.

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:

NGW4-PHP-04-00-DR-A-4054-005-P20 - Plot 4 - Site Plan;
NGW4-PHP-04-00-DR-A-4054-011-P07 - Plot 4 - Site Location Plan;
NGW4-PHP-04-00-DR-A-4054-012-P02 - Plot 4 - External Finishes Plan;
NGW4-PHP-04-00-DR-A-4054-013-P03 - Plot 4 - Red line Plan;

NGW4-PHP-HO-XX-DR-ARC-2027-P05 Planning - Hub A - GA Plans;
 NGW4-PHP-HO-XX-DR-ARC-2028-P05 Planning - Hub B - GA Plans;
 NGW4-PHP-OF-XX-DR-ARC-2025-P04 Planning - Main Office GA Plans;
 NGW4-PHP-PS-XX-DR-ARC-2040-P04 Planning - Palletstore Drawing;
 NGW4-PHP-WH-00-DR-ARC-2020-P05 Planning - GA Plan - Level 00;
 NGW4-PHP-WH-02-DR-ARC-2022-P05 Planning - GA Plan - Mezz Level 1;
 NGW4-PHP-WH-03-DR-ARC-2023-P05 Planning - GA Plan - Mezz Level 2;
 NGW4-PHP-XX-RF-DR-ARC-2024-P07 Planning - Roof Plan;
 NGW4-PHP-XX-ZZ-DR-ARC-3003-P09 Building Elevations - Planning Elevations;
 NGW4-PHP-XX-ZZ-DR-ARC-3004-P04 Office Elevations – Planning;
 NGW4-PHP-XX-ZZ-DR-ARC-4002-P05 Planning - Building GA Sections;
 NGWP4-RPS-SI-XX-DR-C-1300_P03 Surface Foul Water Drainage Layout - Overall Plan;
 NGWP4-RPS-SI-XX-DR-C-1301_P03 Surface and Foul Water Drainage Layout - Sheet 1;
 NGWP4-RPS-SI-XX-DR-C-1302_P03 Surface and Foul Water Drainage Layout - Sheet 2;
 NGWP4-RPS-SI-XX-DR-C-1600_P04 Overall Proposed Finished Levels;
 NGWP4-RPS-SI-XX-DR-C-1601_P04 Proposed Finished Levels Sheet 1;
 NGWP4-RPS-SI-XX-DR-C-1602_P04 Proposed Finished Levels Sheet 2;
 NGWP4-RPS-SI-XX-DR-C-1610_P02 External Construction;
 NGW-BCA-ELS-XX-DR-L-2346-23-01-S5-P1-Landscape-Proposals-Plan_Sheet 1of2;
 NGW-BCA-ELS-XX-DR-L-2346-23-02-S5-P1-Landscape-Proposals-Plan_Sheet 2of2;
 NGW-BWB-GEN-XX-SK-C-SK402-S2-P02_Plot 4 Access Visibility and Contours;
 NGW-BWB-GEN-XX-SK-C-SK403-S2-P01_Plot 4 Accesses and Bus Stop Overview;
 23LP104-MBA-EX-SP-DR-E-0001_PL2 Indicative External Lighting Layout.

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

Construction Environmental Management Plan (CEMP)

3. Prior to the commencement of works above the development plateau ground level, a Construction Environment 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 approved Framework CEMP (ref Doc 5.2 Environmental Statement Appendix 2.1) and the phase specific CEMP approved for Works No's 1 to 6 specified in Schedule 1 Part 1, pursuant to the Northampton Gateway Rail Freight Interchange Order 2019 (SI No. 1358). The approved CEMP shall be adhered to at 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 Part 2 and guidance contained within the National Planning Policy Framework.

BREEAM

4. The development hereby permitted shall be constructed to at least a BREEAM Very Good standard in accordance with the strategy set out in MBA Consulting Engineers 'BREEAM UK New Construction 2018 Pre-Assessment for Plot 4 Northampton Gateway, Rev 2.

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

Fire Hydrants

5. 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 their associated infrastructure 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 Policy SS2 of the South Northamptonshire Local Plan Part 2 and guidance contained within the National Planning Policy Framework.

Cycle Shelters

6. 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 and in the interests of security accordance with Policy S10 of the West Northamptonshire Joint Core Strategy.

Landscape Management

7. 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 plan shall include details of the arrangements and responsibilities for the implementation of the LMMP. The development shall be carried out in accordance with the approved plan.

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

Highway and parking works

8. 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, comprising 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 in full, and
 - (b) The Further Works as described in Schedule 1, Part 2, Further Works (1)(b), namely the internal estate roads, maintenance accesses and footways to connect the permitted development 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 Part 2 and the guidance in Section 10 of the National Planning Policy Framework.

9. Prior to the occupation of the development hereby permitted the site accesses, service yards, car parking areas, and cycle shelter facilities shall be provided in accordance with the approved plans. The access, service yard, and cycle shelters 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 Part 2 and Government guidance in Section 10 of the National Planning Policy Framework.

10. Prior to occupation of the development full details for the provision of electrical vehicle charging points/ spaces to allow for a minimum of 10% of the total parking provision for Plot 4 shall be submitted for approval in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details prior to occupation.

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

11. 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 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 all reasonable endeavours to maximise the use of Euro VI compliant vehicles in respect of:
 - (a) any delivery vehicle 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 interest of sustainable development and to ensure suitable access to the development by sustainable modes of transport to minimise journeys by private car in accordance with Policy SS2 of the south Northamptonshire Local Plan Part 2 and guidance in the National Planning Policy Framework.

CCTV

12. Prior to occupation of the development hereby permitted details for the provision, maintenance and monitoring of CCTV for Plot 4 shall be submitted for approval in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details prior to occupation and retained throughout the life of the development.

Reason: In the interests of ensuring a secure and safe environment in accordance with Policy S10 of the West Northamptonshire Joint Core Strategy and the aims of the National Planning Policy Framework.

Occupier Employment and Skills Plan

13. Prior to the occupation of the development hereby permitted, and any subsequent change in occupation of the development, an Employment and Skills Plan, in respect of employees to be employed in that warehouse, must be submitted to and approved in writing by the relevant planning authority. The approved Occupier Employment and Skills Plan, and any subsequent Plan approved, must be implemented and complied with at all times.

Reason: To accord with the aims and objectives of Policy E6 of West Northamptonshire Joint Core Strategy.

CONDITIONS TO BE COMPLIED WITH AT ALL TIMES

14. **Levels**

The development shall be carried out in accordance with the approved levels plans:

NGWP4-RPS-SI-XX-DR-C-1600_P04 Overall Proposed Finished Levels;
NGWP4-RPS-SI-XX-DR-C-1601_P04 Proposed Finished Levels Sheet 1;
NGWP4-RPS-SI-XX-DR-C-1602_P04 Proposed Finished Levels Sheet 2;

Reason: In the interests of visual amenity and to ensure a satisfactory standard of development in accordance with Policy S10 of the West Northamptonshire Joint Core Strategy and guidance in the National Planning Policy Framework.

Materials

15. The materials and finishes for the external cladding provided to the external walls and roofs of the warehouse building, office building, Palletstore and for the surfacing of the site access roads, service yards, and car parking areas, shall be completed in accordance with the following submitted plans:

NGW4-PHP-XX-ZZ-DR-ARC-3003-P09 Building Elevations - Planning Elevations
NGW4-PHP-XX-ZZ-DR-ARC-3004 P04 Office Elevations
NGW4-PHP-PS-XX-DR-ARC-2040 P04 Palletstore Drawing
NGW4-PHP-04-00-DR-A-4054-012-P02 - Plot 4 - External Finishes Plan.

Reason: To ensure the satisfactory appearance of the completed development to safeguard amenity in accordance with Policy SS2 of the South Northamptonshire Local Plan Part 2 and guidance in the National Planning Policy Framework.

Landscaping

16. (a)The hard and soft landscaping for the development hereby permitted shall be developed in accordance with approved landscaping scheme:

NGW-BCA-ELS-XX-DR-L-2346-23-01-S5-P1-Landscape-Proposals-Plan_Sheet 1of2;
NGW-BCA-ELS-XX-DR-L-2346-23-02-S5-P1-Landscape-Proposals-Plan_Sheet 2of2;
NGW4-PHP-04-00-DR-A-4054-012-P02 – Plot 4 External Finishes Plan
NGWP4-RPS-SI-XX-DR-C-1610_P02 External Construction.

(b)The management and maintenance of the approved landscaping scheme shall be carried out in accordance with the submitted Written Landscape Scheme, ref. NGWP4-BCA-ELS-XX-RP-L-2346-23-RP01-S4-P1.

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 Part 2 and Government guidance contained within the National Planning Policy Framework.

Contamination

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

Reason: To ensure the site is safe and suitable for the proposed use and to ensure that any ground and water contamination is identified and adequately addressed to ensure the safety of the development, receptors and the environment, and to comply with Policy SS2 of the South Northamptonshire Local Plan Part 2, Policy BN9 of the West Northamptonshire Joint Core Strategy, Local Plan Part 1.

Lighting

18. No external lighting shall be installed, other than the external lighting as detailed on the approved plan 23LP104-MBA-EX-SP-DR-E-0001_PL2 Indicative External Lighting Layout, and detailed in the External LED Lighting Assessment Report by MBA Consulting Engineers Rev 2, unless details of the proposed external lighting, including details of the luminaires, the mounting arrangements and position, and the illuminance provided, have first been submitted to and approved in writing by the Local Planning Authority.

Reason : In order to safeguard amenity and to comply with Policy SS2 of the South Northamptonshire Local Plan Part 2 and guidance in the National Planning Policy Framework.

External plant and machinery

19. No mechanical or ventilation plant or machinery that will exceed the Mechanical Services Plant Sound Power Level Data within Table 5.1 of the approved Northampton Gateway – Plot 4 Noise Impact Assessment (ref. 0059261-VAN-XX-XX-RP-YA-0001-02) dated 3 November 2023 Rev P02 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 amenity and to minimise the risk of a nuisance and to comply with Policy SS2 of the South Northamptonshire Local Plan Part 2.

20. No mechanical 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 amenity and to minimise the risk of a nuisance and to comply with Policy SS2 of the South Northamptonshire Local Plan Part 2.

HGV Chillers

21. No HGV chillers will be permitted to operate on site until a further noise assessment has been submitted and approved in writing by the Local Planning Authority to determine the noise impact from these vehicles.

Reason : In order to safeguard amenity and to minimise the risk of a nuisance and to comply with Policy SS2 of the South Northamptonshire Local Plan Part 2.

Outside storage

22. No goods or materials shall be stored or displayed outside the buildings, other than in the external Pallet Storage Area and Refuse Area shown on approved plan NGW4-PHP-04-00-DR-A-4054-005-P20 - Plot 4 - Site Plan, unless details have first been submitted to and approved in writing by the Local Planning Authority.

Reason: In order to safeguard visual amenity and to comply with Policy SS2 of the South Northamptonshire Local Plan Part 2.

Development Restrictions

23. 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 to increase the floor space available within the building hereby permitted shall be carried out without the prior grant of planning permission of the Local Planning Authority.

Reason : To enable the Local Planning Authority to determine a proposal for the provision of additional floorspace in order to safeguard highway safety and to sustain a satisfactory overall level of parking provision and servicing on the site and to comply with Policy SS2 of the South Northamptonshire Local Plan Part 2.

24. 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 grant of planning permission of the Local Planning Authority.

Reason: To enable the Local Planning Authority to determine a proposal for further development on this site in order to safeguard amenity and highway safety and to sustain a satisfactory overall level of parking provision and servicing on the site, and to comply with Policy SS2 of the South Northamptonshire Local Plan.
