

Application Details:	Item No.
<p>Case Officer: Andrew Longbottom</p> <p>Presenting Officer (if different)</p> <p>Parish Towcester</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>10</h1>

Report Clarifications

There is an error in the report and the ward the application site is located within should have been updated to Towcester and Roade Ward.

For clarity, the time delays set out in paragraph 5.12 are over and above the time delays set out in paragraph 5.5 of the report.

Further details on progress on outstanding matters

To update members on the progress on the outstanding matters, further submissions following negotiations with officers have been received relating to sustainability, landscaping, lighting, HGV movements, roundabout design, layby

proximity and B8 usage. A further submission relating to the Framework Travel Plan is expected shortly.

In addition, significant progress has been on the proposed conditions for the development and the negotiations on the S106 agreement have reached an advance stage.

Further Representations

New objections have been received from the applicants for part of the AL1 site and raise the following points

- 1) There are still outstanding issues which should be considered by the committee as part of the determination of the application.
- 2) We have sought to engage with the other applicants for AL2 and AL3
- 3) DHL are supportive of the principle of development on site AL3
- 4) DHL remain committed to working with the applicant for AL3.
- 5) There should not be inconsistencies between the Environmental Statement and the Transport Assessment
- 6) The opening year for the assessment of the development should not be 2021. As the application states that the completion date of the development is 2025 an updated Transport Assessment with a more realistic completion date should be required.
- 7) Advice given within Circular 02/2013 states that any need for related works to the Strategic Road Network needs to be assessed at the point which the final phase of development is completed.
- 8) The opening year assessment is not constrained to 2021 and 2031 future years.
- 9) Government advice requires the traffic from the development and already committed development or development allocated in the local plan to be taken into account in the opening year assessment and the original Transport Assessment and adding the traffic from the other sites will result in the traffic forecasts in the Transport Assessment being grossly exceeded.
- 10) The Northamptonshire Strategic Transport Model used in the Transport Assessment is not fit for purpose.

Officer Comment:

With regard to whether the opening year assessment should be amended to 2025, the Transport Assessment submitted models up to 2031 so the increased traffic from 2021 to 2025 is already captured.

It is considered that all the committed development is already covered in the Transport Assessment up to 2031 using “blanket growth”. Despite this referring to increased journey times this did not result in any objections from either highway authority.

Three additional letters have been received from local residents and raise the following objections

- The development will result in unacceptable additional traffic through the Tove roundabout.
- The height of the buildings is excessive and out of scale with other nearby built developments.
- The A43 was subject to flooding in December 2020 and the issues that caused this have not been addressed.
- Building Control’s opinion that the site is not considered a flood risk is naive.
- It is not clear if the developers have the right to use the National Highways drainage ditch
- The submission in relation to the addendum to the Transport Assessment which models the use of the site for 70% B8 (Warehouse and Distribution) use is inconsistent and unclear.

Officer Comments

With regard to the Tove roundabout, the application does not have a severe impact on the roundabout on its own and the purpose this report is, in part, to consider the cumulative impact of all the AL development on the Tove roundabout and therefore I would direct the members to the conclusions in the report.

The heights of the buildings were considered when the application was first reported to the Council and as part of the planning balance were considered acceptable. The proposals in relation to the massing of the buildings have not changed since that time.

With regard to flooding, the application was submitted with a full flood risk assessment and the Environment Agency and the Lead Local Flood Authority were consulted on the application and raised no objections subject to the imposition of safeguarding conditions. The flood risk associated with the site was considered when the application was placed before the South Northamptonshire Planning Committee in January 2021 and the impacts were considered to be acceptable.

The Transport Assessment submitted with the application assumed the 100,000 square metres of commercial floor space would be developed entirely for B2 (General Industrial) use, as out of all the development scenario possible on the site this would produce the largest number of traffic movements and therefore present a worst-case scenario. The impacts of this were considered at the committee meeting in January 2021 and it was the view of the Committee that there were no severe highway impact resulting from this.

However, officers wanted to examine a different possible development scenario with 70% of the site developed for B8 use and 30% of the site developed for B2 use, whilst as this would result in less traffic overall it would result in a larger number of HGV movements.

In response the applicants have submitted information on revised traffic flows which shows that the revised scenario would result in considerably less traffic overall and only generate an additional 48 HGV movements over a 24-hour period.

The Local Highway Authority and National Highways were consulted on the revised traffic flows and both concluded that they would not have a severe impact on the local or strategic highway network.

Further Consultation Responses

A further letter has been received from National Highway, raises no objections and makes the following points;

- The request for the cumulative traffic assessment came from the Local Planning Authority and is not a requirement of National Highways
- As the remaining allocated development sites progress there will be a need for each site to assess the level of growth and that this can be accommodated.
- The traffic assessment for the site has used outputs from the Northamptonshire Strategic Transport Model and we consider this methodology to be appropriate. The assessment requirements of other sites will be considered on their own merits.
- National Highways note that there are issues on the A5 and A43 and these need to be considered in partnership with the local Planning Authorities in the area.

Officer Comments

The further confirmation that National Highways have no objections to the development is useful.