

Application Reference: 18/00817/OUT

Development of land for employment use (use classes B1 / B2 and B8) with ancillary parking highway infrastructure engineering works (ALL MATTERS RESERVED) at Cowthick Plantation, Stamford Road, Stanion, Corby

Representations received since Committee on 29 June 2020 - as at 1 October 2020

From & Date	Summary of Concern	Response ¹
<p>CPRE Northamptonshire 1 August 2020</p>	<ul style="list-style-type: none"> • Impact on open countryside • Creates precedent south of Weldon which is within A43/4300 road system • Development at the head of a green infrastructure corridor renders the designation meaningless • Visual impact and insufficient screening • Increased vehicular movements with adverse effects on existing settlements • Adverse effect on existing natural habitats and linkages to other habitats • Urban sprawl • No need for new industrial buildings or for large logistics storage 	<ul style="list-style-type: none"> • Open countryside – MR 8.19 – 8.31, MR 8.100 • Weldon precedent – MR 5.77 plus planning condition discouraging routing through Weldon • Green infrastructure – MR 8.38 and discussion of Policy 19 in A2 para 11 • Visual impact – Revised LVIA requested; MR 8.19-8.31; reserved matters to conform with LVIA; planning conditions restricting size and scale • Traffic – MR 88.66; A2 para 8; monitor and manage conditions • Scale – planning conditions restricting floorspace and height • Habitats - planning conditions securing LEMP, CEMP and BMS; additional enhancement secured under s106 • Sprawl – MR 1.5 • Employment need – see consideration of Employment Land Review in e.g. MR 8.8-8.10 and MR 8.39-8.48
<p>Julian Taylor 18 August 2020</p>	<ul style="list-style-type: none"> • Lack of consultation with residents in villages close to or on A43 • Unacceptable increase in traffic and the subsequent impact on residents in surrounding settlement • Environmental, safety and noise impacts 	<ul style="list-style-type: none"> • Two rounds of public consultation prior to Committee on 29 June; further site and press notice after Committee, in line with DMPO, Direction and Council's SCI • Traffic – MR 88.66; A2 para 8; monitor and manage conditions to assess impacts and secure necessary mitigation works • Highway safety - monitor and manage conditions and associated transport assessments and mitigation works secure LHA approval of highway safety matters • Noise - MR 8.82-8.84 etc. • Environment – Environmental Statement, planning conditions and s106 (discussion of impacts and proposed mitigation throughout MR)
<p>Duddington-with-Fineshade PC 19 August 2020</p>	<ul style="list-style-type: none"> • Not included in statutory consultee process 	<ul style="list-style-type: none"> • Consultation - consultation in line with DMPO • Traffic - as above • Noise - as above

¹ Paragraph references are to the Committee Reports as follows: Main Report (**MR**), Addendum 1 (**A1**), Addendum 2 (**A2**)

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	<ul style="list-style-type: none"> • Concerns about increase in HGV movements and traffic on A43, A14 and A6116 • Traffic impacts on A43 together with those generated by Wakerley Quarry • Noise issues • Substandard junctions • Request for review of and upgrades to road junctions 	<ul style="list-style-type: none"> • Junction impacts – will be assessed in connection with reserved matters approvals under transport assessments to be submitted and approved before commencement of any phase under the monitor and manage conditions (also refer to Appendices 2 and 3 for detailed comment) • Junction upgrades - will be secured (as necessary) under monitor and manage conditions and related s106 obligations (also refer to Appendices 2 and 3 for detailed comment) • List of junctions has been updated in consultation with LHA (refer to commentary in Appendix 3)
<p>Stanion PC 21 August 2020 (with attachment dated 24 June 2020)</p>	<ul style="list-style-type: none"> • New notices to correct procedural error under DMPO • Concern that SoS consultation requirement communicated at Committee rather than in officer report • Councillor who seconded the motion to approve the application left meeting without prior notice or permission – length of time is irrelevant • Lack of empirical information behind proposed highway / junction improvements • Not clear how highway improvements will be resourced or funded • Failure to draw Members' attention to CIL Reg 122 and the fact that a reserved matters application is not a planning permission (attaching email from 24 June 2020, which criticises the HoT for "phased highways infrastructure and junction improvement contributions") • Request for new meeting of DCC to discuss matters raised 	<ul style="list-style-type: none"> • New notices - the Council re-advertised the Development using a form of notice at Schedule 3 of the DMPO which specified that the development is EIA development and does not accord with every provision in the development plan and reviewed and evaluated all representations received in response prior to SoS referral • SoS consultation – officers were aware of requirement to consult the Secretary of State under the Direction and Members were informed of consultation requirement under the Direction; furthermore, this Update Report provides full visibility in relation to this process • Absent Councillor - Councillor had a swift comfort break; duration is relevant • Empirical information – for detailed discussion of the monitor and manage conditions, refer to A2 para 8. Also refer to Appendix 3. The basic premise is that transport impacts are modelled and mitigation is agreed before development commences on any given phase; and that the required mitigation measures are completed before occupation of that phase. Following occupation, the transport effects of the development are subject to monitoring and the information obtained through this monitoring informs the assessment and mitigation secured in connection with subsequent phases. Additional safeguards are introduced through the s106. Refer to Appendix 2. • Resourcing of highway improvements – it is anticipated that the developer will enter into a s278 highway agreement with the LHA to secure the mitigation works specified by the transport assessments to be approved under the monitor and manage planning conditions. This agreement will govern the funding of the works and will provide safeguards (a security mechanism in the form specified by the LHA) against developer default. A parallel security mechanism for residual impacts ascertained through intra phase monitoring is also provided under the s106 - refer to Appendix 2 • CIL Reg 122 <ul style="list-style-type: none"> ○ Planning obligations can be lawfully secured in connection with outline planning applications before approval of reserved matters with reference to approved parameters ○ The Heads of Terms set out in A2 were simply that – they allowed officers latitude to discuss the detailed operation of the monitor and manage conditions and what if any additional highway mitigation was required by the LHA (as the relevant authority to enforce Transport mitigation) to be secured under s106

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		<ul style="list-style-type: none"> ○ Following Committee on 29 June 2020, detailed s106 obligations have been discussed and agreed with the Applicant and the LHA – refer to Appendix 2. It has been agreed that the lion's share of the highway mitigation will be secured under s278 agreements to be entered into under the monitor and manage conditions, as s278 agreements represent the LHA's preferred vehicle for documenting and securing highway improvement works – see above. The s106 will simply secure residual mitigation which may be required pursuant to intra phase monitoring required under the s106 – refer to Appendix 2. ○ The s106 obligations secured in the form of Section 106 Agreement at Appendix 2 have been assessed against the Council's S106 SPD and for CIL Reg 122 compliance
Robert Dixon 21 August 2020	<ul style="list-style-type: none"> • Concern about press notice after Committee • Traffic generation especially HGV • Effects on A6116, and A43 which are unsuitable for HGV • Insufficient highway information provided to County • Concern about monitor and manage approach and linked s106 obligations to secure phased highways infrastructure and junction improvements being approved by Committee without Committee knowing the details of the improvements • Concern that s106 contributions cannot be CIL Reg 122 compliant as quantum should be known now rather than at reserved matters stage 	<ul style="list-style-type: none"> • See above re additional publicity, traffic generation and operation of monitor and manage conditions • Note additional junctions "A6116 junctions between the A43/A4300 and the A14 in condition 23B (junction and link capacity assessments) inserted at the request of the LHA • As above, refer to Appendix 2