

## **CONDITIONS**

### **TIME LIMIT**

1. Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of 3 years from the date of this permission. The development hereby permitted shall begin no later than the expiration of 2 years from the date of approval of the last of the reserved matters to be approved.

**Reason:** As required by Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

### **DRAWINGS**

2. The development shall conform with the details shown in the approved plans and reports listed below, unless variations are agreed by the Local Planning Authority in order to discharge other conditions attached to this decision (provided no new or materially different or likely significant environmental effects arise from such update):

- Location Plan – Drawing 4345-014 Rev.P2, received on 12.12.2018
- Parameters Plan – Drawing 4345-006 Rev.P14, received on 07.06.2019
- Design and Access Statement – Rev.P6. May 2019
- Planning Statement – December 2018
- Environmental Statement, received on 12.12.2018 save for transport related matters
- LVIA April 2019, received on 02.10.2019
- Supplementary Environmental Information May 2019, received on 07.06.2019
- Environmental Statement – Non-Technical Summary May 2019, received on 07.06.2019 save for transport related matters
- Supplementary Environmental Information December 2019, received on 18.12.2019
- Environmental Statement – Non-Technical Summary December 2019, received on 18.12.2019
- Agricultural Land Classification Report – November 2019 (SES/MCD/CP/#1), received on 21.11.2019 save for transport related matters
- Arboricultural Impact Assessment – BMD.18.023.RP.903. November 2018, received on 12.12.2018
- Landscape Strategy & Design Code – April 2019. BMD.18.023.RPT.001 Rev.A, received on 10.09.2019
- Land Use Compatibility Statement – April 2019, received on 07.06.2019
- Topographical Survey – Drawing 24561\_T-PHASE-2 Rev.0, received on 12.12.2018
- Economic Impact Report – November 2018, received on 12.12.2018
- Economic Case for Developing New Warehouse and Office Space, received on 18.12.2019
- Employment Land Statement – May 2019 / Updated December 2019, received on 18.12.2019
- Report of Community Engagement – November 2018, received on 12.12.2018
- Sustainability and Utilities Statement – December 2018, received on 12.12.2018
- Ventilation and Extraction Statement – December 2018
- [Technical Note – 1807-03/TN/01, received on 12.02.2020 ] [delete if relates to transport]

**Reason:** For clarity and to ensure a suitable form of development in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

### **RESERVED MATTERS TO BE SUBMITTED PRIOR TO BUILDING CONSTRUCTION**

3. Reserved matters may be submitted and approved on a phased basis (in accordance with the Phasing Plan to be approved under condition 4) and details of all the reserved matters for any relevant phase shall be submitted to and approved in writing by the Local Planning Authority before any development within that phase is commenced:

- a. Scale
- b. Access
- c. Appearance
- d. Landscaping, and
- e. Layout

The development shall thereafter be carried out in accordance with the approved details.

**Reason:** This is an outline permission only and these matters have been reserved for the subsequent approval of the Local Planning Authority.

4. Prior to or alongside the submission of any reserved matters application, a Phasing Plan for the development as a whole shall be submitted to and agreed in writing by the Local Planning Authority. This Phasing Plan shall identify phases and sub-phases of the development and the zone(s) under the approved Parameter Plan to which they relate and:

- Site remediation works and associated earthworks for the creation of development platforms and infrastructure works may form its own phase (the "Site Preparation Phase"), with all works comprising of the construction of buildings falling within subsequent, numbered phases;
- There shall be at least four phases including buildings and each phase shall have a minimum floorspace of [20,000] square metres provided always that the final phase of the development will comprise of the remaining floorspace permitted notwithstanding whether or not it is more than [20,000] square metres.
- The first phase shall not exceed [205,000] square metres but shall not be required by the Local Planning Authority to be any less than [205,000] square metres

The Phasing Plan, with any updates and amendments, will be submitted for approval in writing by the Local Planning Authority in consultation with the Local Highways Authority prior to or alongside the submission of reserved matters in respect of each Phase. The development shall be implemented in accordance with the latest approved Phasing Plan.

**Reason:** To ensure the timely development of the works and coordination with the associated highway works.

5. Each reserved matters application shall comply with the approved Site Parameters Plan Drawing 4345-006 Rev.P14.

**Reason:** In the interests of clarity, to ensure a high standard of development, and to ensure that the development will meet the objectives of Policy 8 of the North Northamptonshire Core Spatial Strategy.

#### SHARED LORRY PARKING

6. Prior to the commencement of development of any phase or sub-phase including a building, a scheme for the provision of shared lorry parking waiting spaces within that phase or sub-phase or for the development as a whole shall be submitted to and approved in writing with the Local Planning Authority. The waiting spaces, shall be provided in accordance with the approved scheme prior to the occupation of the phase or sub-phase to which they relate and shall be retained at all times.

**Reason:** To ensure the site meets its own needs, convenient space and a management scheme for shared lorry waiting areas must be shown consistent with Policy 18 of the North Northamptonshire Joint Core Strategy 2016.

#### GROUND CONDITION AND SITE PREPARATION

7. No development shall take place within a phase or sub-phase, other than that required to be carried out as part of the approved scheme of remediation, until parts A to C as necessary for that phase or sub-phase (or part thereof) have been complied with, unless otherwise agreed by the Local Planning Authority:

##### *A. Site Characterisation*

A further site investigation and risk assessment must be completed in accordance with the details approved under this application and submitted to the Local Planning Authority for its prior written approval. This investigation and risk assessment will assess the nature and extent of any contamination on the phase or sub-phase of the site and whether or not it originates on the site. It must be undertaken by competent persons and a written report of findings must also be produced and submitted to the Local Planning Authority for its prior written approval. This written report of findings must include:

- (i) a survey of the extent, scale and nature of contamination;
- (ii) an assessment of the potential risks to:
  - human health,
  - property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
  - adjoining land,

- groundwaters and surface waters,
  - ecological systems,
- (iii) an appraisal of remedial options, and proposal of the preferred option(s)
- (iv) traffic and transport movements associated with site remediation

*This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11 (or any model procedures revoking and replacing those model procedures with or without modification)'.*

#### **B. Submission of Remediation Scheme**

If required under part A, a detailed remediation scheme to bring that phase or sub-phase of the site to a condition suitable for the approved use by removing unacceptable risks to human health, buildings and other property and the natural environment must be prepared, and submitted to and approved by the Local Planning Authority in writing. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the approved use of the land after remediation.

#### **C. Implementation of Approved Remediation Scheme**

The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out the remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks' prior written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced and submitted for the prior written approval of the Local Planning Authority.

**Reason:** To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

8. In the event that contamination is found at any time when carrying out the development hereby approved that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of part A of condition 7, and where remediation is necessary, a remediation scheme must be prepared, submitted to and approved in writing by the Local Planning Authority in accordance with the requirements of part B of condition 7. Following completion of measures identified in the approved remediation scheme a verification report must be prepared submitted to and approved in writing by the Local Planning Authority in accordance with part C of condition 7.

**Reason:** To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

9. No infiltration of surface water drainage into the ground is permitted other than with the written consent of the Local Planning Authority. The development shall be carried out in accordance with the approved details.

**Reason:** To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants in line with paragraph 170 of the National Planning Policy Framework.

#### **LANDSCAPING AND ECOLOGY**

10. No development shall take place, including groundworks and vegetation clearance, until a Biodiversity Monitoring Strategy (BMS) has been submitted to and approved in writing by the Local Planning Authority. The content of the BMS shall include the following:
- a) Aims and objectives of monitoring to match the stated purpose;
  - b) Identification of adequate baseline conditions prior to the start of development;
  - c) Appropriate success criteria, thresholds, triggers and targets against which the effectiveness of the various conservation measures being monitored can be judged;

- d) Methods for data gathering and analysis;
- e) Location of monitoring;
- f) A timetable for the submission of monitoring reports
- f) Responsible persons and lines of communication; and
- g) A timetable for review, and where appropriate, publication of results and outcomes.

A report describing the results of monitoring shall be submitted to the Local Planning Authority at intervals identified in the strategy. The report shall also set out (where the results from monitoring show that conservation aims and objectives are not being met) how contingencies and/or remedial action will be identified, agreed with the Local Planning Authority, and then implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The monitoring strategy will be implemented in accordance with the approved details.

**Reason:** To ensure that the development makes a contribution towards a net gain in biodiversity across the plan period, in accordance with Policy 4 of the North Northamptonshire Joint Core Strategy.

11. No development shall take place within a phase or sub-phase (including demolition, groundworks, vegetation clearance) until a Construction Environmental Management Plan (CEMP: (Biodiversity)) for that phase, sub-phase or the development as a whole, has been submitted to and approved in writing by the Local Planning Authority. The CEMP (Biodiversity) for that phase or sub-phase or the development as a whole shall include the following:
- a) Risk assessment of potentially damaging construction activities;
  - b) Identification of 'biodiversity protection zones';
  - c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements);
  - d) The location and timing of sensitive works to avoid harm to biodiversity features;
  - e) The times during construction when specialist ecologists need to be present on site to oversee works;
  - f) Responsible persons and lines of communication;
  - g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person; and
  - h) Use of protective fences, exclusion barriers and warning signs.

The approved CEMP (Biodiversity) shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

**Reason:** To ensure that the development makes a contribution towards a net gain in biodiversity across the plan period, in accordance with Policy 4 of the North Northamptonshire Joint Core Strategy.

12. A Landscape and Ecological Management Plan (LEMP) for each phase or sub-phase shall be submitted to and be approved in writing by the Local Planning Authority prior to the commencement of development within each phase or sub-phase of the development (excluding the Site Preparation Phase). The content of the LEMP shall include the following:
- a) Description and evaluation of features to be managed;
  - b) Ecological trends and constraints on site that might influence management;
  - c) Aims and objectives of management;
  - d) Appropriate management options for achieving aims and objectives;
  - e) Prescriptions for management actions;
  - f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period);
  - g) Details of the body or organisation responsible for implementation of the plan; and
  - h) Ongoing monitoring and remedial measures.

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management bodies responsible for its delivery. The LEMP shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the aims and objectives of the originally

approved plan. The approved plan will be implemented in accordance with the approved details.

**Reason:** To ensure that the development makes a contribution towards a net gain in biodiversity across the plan period, in accordance with Policy 4 of the North Northamptonshire Joint Core Strategy.

13. No works or activity affecting any existing Great Crested Newts (GCN) within a phase or sub-phase shall commence in relation to that phase or sub-phase, until the Local Planning Authority has been provided with either:
  - a) a licence issued by Natural England pursuant to Regulation 55 of The Conservation of Habitats and Species Regulations 2017 authorizing the specified activity/development to go ahead; or
  - b) written confirmation from Natural England that the application site has been registered with the Great Crested Newt Low Impact Class Licence scheme; or
  - c) a statement in writing from a suitably qualified ecologist to the effect that they do not consider that the specified activity/development will require a licence.
14. No works or activity affecting the existing dormouse within a phase or sub-phase shall commence in relation to that phase or sub-phase until the Local Planning Authority has been provided with either:
  - a) a licence issued by Natural England pursuant to Regulation 55 of The Conservation of Habitats and Species Regulations 2017 authorizing the specified activity/development to go ahead; or
  - b) written confirmation from Natural England that the application site has been registered with the Dormouse Low Impact Class Licence scheme; or
  - c) a statement in writing from a suitably qualified ecologist to the effect that they do not consider that the specified activity/development will require a licence.
15. The approved details for soft landscaping, and other landscaping details approved under Condition 3 above (reserved matters) shall be carried out in the first planting and seeding season following the completion of development on the relevant phase or sub-phase to which it relates and any trees or plants which, within a period of five years from occupation die, are removed, or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species, unless otherwise agreed in writing by the Local Planning Authority. The approved details shall be thereafter retained.

**Reason:** To ensure that the appearance of the development is satisfactory in accordance with Policies 3 and 8 of the North Northamptonshire Joint Core Strategy.

#### MONITOR AND MANAGE: PHASING CONDITION

##### 16 SUBMISSION OF PHASE 1 TRANSPORT ASSESSMENT

16.1 Prior to the commencement of any development in the first phase including construction of a new building ("Phase 1"), a scope for the Phase 1 Transport Assessment shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Local Highway Authority. A full 'Phase 1 Transport Assessment' in accordance with the approved scope shall be submitted to and approved by the Local Planning Authority prior to the commencement of any development in Phase 1. Such Phase 1 Transport Assessment shall include but shall not be limited to:

- I. Trip rates for the uses proposed;
- II. Network modelling and traffic assignment using the County Council's Northamptonshire Strategic Transport model or such other agreed strategic model as may be agreed in writing by the Local Planning Authority in consultation with the Local Highway Authority;";
- III. Detailed junction and link capacity assessments at (but not limited to) the junctions listed in condition 23B informed by such modelling;
- IV. The necessary junction and network mitigation including walking, cycling and public transport enhancements and links to and from the site (the 'Phase 1 Mitigation Works');
- V. Site access or accesses details as may be proposed (the 'Phase 1 Site Access(es) Works');
- VI. Construction details of the Phase 1 Site Access(es) and Phase 1 Mitigation Works;
- VII. Road Safety Audits for the Phase 1 Mitigation Works;
- VIII. Road Safety Audits for the Phase 1 Site Access(es) Works.

16.2 Prior to the commencement of any development in Phase 1, full engineering, drainage, lighting and construction details of the Phase 1 Access(es) Works approved pursuant to Condition 16.1 shall be submitted to and be approved in writing by the Local Planning Authority in consultation with the Local Highway Authority.

16.3 Prior to the occupation of any part of Phase 1, the means of access or accesses approved under

- Condition 16.1 shall be completed in accordance with details approved under Condition 16.2
- 16.4 Prior to the commencement of any development in Phase 1, full engineering, drainage, lighting and construction details of the Phase 1 Mitigation Works approved pursuant to Condition 16.1 shall be submitted to and be approved in writing by the Local Planning Authority in consultation with the Local Highway Authority.
- 16.5 Prior to the occupation of any part of Phase 1, the Phase 1 Mitigation Works approved under Condition 16.1 shall be completed in accordance with details approved under Condition 16.4

**Reason:** In the interests of traffic safety and convenience in accordance with the sustainable development policies as set out in Policies 10 of the North Northamptonshire Joint Core Strategy 2016.

#### 17. POST PHASE 1 OCCUPATION MONITORING AND SURVEY

- 17.1 Subsequent to six continuous months of full (or not less than 90%) occupation of floorspace in Phase 1 of the development hereby permitted comprehensive traffic counts and surveys of junctions and links assessed under the Phase 1 Transport Assessment shall be undertaken in accordance with a scope (including an agreed level of capacity(s) or agreed assumptions of capacity(s) of utilisation of Phase 1 of the development) format and at times and for a duration that shall have first been agreed in writing by the Local Planning Authority in consultation with the Local Highway Authority in writing prior to commencement. Such surveys shall include but shall not necessarily be limited to video surveys, manual traffic counts and pneumatic loop counts. The survey results shall be presented in a report in a format that shall first be agreed with the Local Planning Authority in consultation with the Local Highway Authority (the 'Phase 1 Monitoring Report'). The Phase 1 Monitoring Report shall calculate and evidence trip rate generation and trip distribution from the phase of the development hereby permitted.
- 17.2 Such surveys, counts and reports shall be repeated at frequencies of no less than six months in accordance with the scope, format, at times and for a duration approved under Condition 17.1 and shall be submitted to the Local Planning Authority and the Local Highway Authority.
- 17.3 Unless otherwise agreed in writing by the Local Planning Authority in consultation with the Local Highway Authority having regard to the completed Phase 1 Mitigation Works there shall be no occupation of any subsequent phase unless or until the Phase 1 Monitoring Report has been approved by the Local Planning Authority in consultation with the Local Highway Authority.

**Reason:** In the interests of traffic safety and convenience in accordance with the sustainable development policies as set out in Policies 10 of the North Northamptonshire Joint Core Strategy 2016.

#### 18. SUBMISSION OF PHASE 2 TRANSPORT ASSESSMENT

- 18.1 Prior to the commencement of any development in the second phase including construction of a new building (Phase 2), a scope for the Phase 2 Transport Assessment shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Local Highway Authority which scope shall reflect the requirement to use the most up to date local trip data available at the point of submission and . A full 'Phase 2 Transport Assessment' in accordance with the approved scope shall be submitted to and approved by the Local Planning Authority in consultation with the Local Highway Authority prior to commencement of any development in Phase 2. Such Phase 2 Transport Assessment shall include but shall not be limited to:
- I. Trip rates for the uses proposed including (where available) data obtained from the Phase 1 Monitoring Report for the same uses as for Phase 1 and otherwise using proposed trip rates for uses not included within Phase 1;
  - II. Network modelling and traffic assignment based on distribution evidenced by the Phase 1 Monitoring Report (where available) and added to the County Council's Northamptonshire Strategic Transport Model or such other strategic model as may be agreed in writing by the Local Planning Authority in consultation with the Local Highway Authority;
  - III. Detailed junction and link capacity assessments at (but not limited to) the junctions listed in condition 23B including (if complete) assessment of Phase 1 Mitigation Works and Phase 1 Access(es) Works;
  - IV. The necessary junction and network mitigation including walking, cycling and public transport enhancements and links to and from the site (the 'Phase 2 Mitigation Works');
  - V. Site access or accesses details as may be proposed (the 'Phase 2 Site Access(es) Works');
  - VI. Construction details of the Phase 2 Site Access(es) and Phase 2 Mitigation Works;

- VII. Road Safety Audits for the Phase 2 Mitigation Works;
- VIII. Road Safety Audits for the Phase 2 Site Access(es) Works.

18.2 Prior to the commencement of any development in Phase 2, full engineering, drainage, lighting and construction details of the Phase 2 Access(es) Works approved pursuant to Condition 18.1 shall be submitted to and be approved in writing by the Local Planning Authority in consultation with the Local Highway Authority.

18.3 Prior to the occupation of any part of Phase 2, the means of access or accesses approved under Condition 18.1 shall be completed in accordance with details approved under Condition 18.2

18.4 Prior to the commencement of any development in Phase 2, full engineering, drainage, lighting and construction details of the Phase 2 Mitigation Works approved pursuant to Condition 18.1 shall be submitted to and be approved in writing by the Local Planning Authority in consultation with the Local Highway Authority.

18.5 Prior to the occupation of any part of Phase 2, the Phase 2 Mitigation Works approved under Condition 18.1 shall be completed in accordance with details approved under Condition 18.4

**Reason:** In the interests of traffic safety and convenience in accordance with the sustainable development policies as set out in Policies 10 of the North Northamptonshire Joint Core Strategy 2016.

## 19. POST PHASE 2 OCCUPATION MONITORING AND SURVEY

19.1 Subsequent to six continuous months of full (or not less than 90%) occupation of floorspace in Phase 2 of the development hereby permitted comprehensive traffic counts and surveys of junctions and links assessed under the Phase 2 Transport Assessment and Phase 1 Transport Assessment shall be undertaken in accordance with a scope (including an agreed level of capacity(s) or agreed assumptions of capacity(s) of utilisation of Phase 2 of the development) format and at times and for a duration that shall have first been agreed in writing by the Local Planning Authority in consultation with the Local Highway Authority in writing prior to commencement. Such surveys shall include but not necessarily limited to video surveys, manual traffic counts and pneumatic loop counts. The survey results shall be presented in a report in a format that shall first be agreed with the Local Planning Authority in consultation with the Local Highway Authority, the 'Phase 2 Monitoring Report'. The Phase 2 Monitoring Report shall calculate and evidence trip rate generation and trip distribution from the development hereby permitted.

19.2 Such surveys, counts and reports shall be repeated at frequencies of no less than six months in accordance with the scope, format, at times and for a duration approved under Condition 19.1 and shall be submitted to the Local Planning Authority and the Local Highway Authority.

19.3 Unless otherwise agreed in writing by the Local Planning Authority in consultation with the Local Highway Authority having regard to the completed Phase 1 and Phase 2 Mitigation Works, there shall be no occupation of any subsequent phases until the Phase 2 Monitoring Report has been approved by the Local Planning Authority in consultation with the Local Highway Authority.

**Reason:** In the interests of traffic safety and convenience in accordance with the sustainable development policies as set out in Policies 10 of the North Northamptonshire Joint Core Strategy 2016.

## 20. SUBMISSION OF PHASE 3 TRANSPORT ASSESSMENT

20.1 Prior to the commencement of any development in the third phase including construction of a new building ("Phase 3"), a scope for the Phase 3 Transport Assessment shall have been submitted to and approved in writing by the Local Planning Authority in consultation with the Local Highway Authority which scope shall reflect the requirement to use the most up to date local trip data available at the point of submission. A full 'Phase 3 Transport Assessment' in accordance with the approved scope shall be submitted to and approved by the Local Planning Authority prior to commencement any development in Phase 3. Such Phase 3 Transport Assessment shall include but shall not be limited to:

- I. Trip rates for the uses proposed including (where available) data obtained from the Phase 1 Monitoring Report and / or Phase 2 Monitoring Report for the same uses as in Phase 1 and /or Phase 2; and otherwise using proposed trip rates for uses not included within Phase 1 or Phase 2;
- II. Network modelling and traffic assignment based on distribution evidenced by the Phase 1 Monitoring Report and / or Phase 2 Monitoring Report (where available) and added to the County

Council's Northamptonshire Strategic Transport Model or such other strategic model as may be agreed in writing by the Local Planning Authority in consultation with the Local Highway Authority;

- III. Detailed junction and link capacity assessments at (but not limited to) the junctions listed in condition 23B informed by such modelling including (if complete) assessment of Phase 1 Mitigation Works and Phase 2 Mitigation Works and Phase 1 Access(es) Works and Phase 2 Access(es) Works;
- IV. The necessary junction and network mitigation including walking, cycling and public transport enhancements and links to and from the site (the 'Phase 3 Mitigation Works');
- V. Site access or accesses details as may be proposed (the 'Phase 3 Site Access(es) Works');
- VI. Construction details of the Phase 3 Site Access(es) and Phase 3 Mitigation Works;
- VII. Road Safety Audits for the Phase 3 Mitigation Works;
- VIII. Road Safety Audits for the Phase 3 Site Access(es) Works.

20.2 Prior to the commencement of any development in Phase 3, full engineering, drainage, lighting and construction details of the Phase 3 Access(es) Works approved pursuant to Condition 20.1 shall be submitted to and be approved in writing by the Local Planning Authority in consultation with the Local Highway Authority.

20.3 Prior to the occupation of any part of Phase 3, the means of access or accesses approved under Condition 20.1 shall be completed in accordance with details approved under Condition 20.2

20.4 Prior to the commencement of any development in Phase 3, full engineering, drainage, lighting and construction details of the Phase 3 Mitigation Works approved pursuant to Condition 20.1 shall be submitted to and be approved in writing by the Local Planning Authority in consultation with the Local Highway Authority.

20.5 Prior to the occupation of any part of Phase 3, the Phase 3 Mitigation Works approved under Condition 20.1 shall be completed in accordance with details approved under Condition 20.4

**Reason:** In the interests of traffic safety and convenience in accordance with the sustainable development policies as set out in Policies 10 of the North Northamptonshire Joint Core Strategy 2016

## 21. POST PHASE 3 OCCUPATION MONITORING AND SURVEY

21.1 Subsequent to six continuous months of full (or not less than 90%) occupation of floorspace in Phase 3 of the development hereby permitted comprehensive traffic counts and surveys of junctions and links assessed under the Phase 3 Transport Assessment and Phase 2 Transport Assessment and Phase 1 Transport Assessment shall be undertaken in accordance with a scope (including an agreed level of capacity(s) or agreed assumptions of capacity(s) of utilisation of Phase 3 of the development) format and at times and for a duration that shall have first been agreed in writing by the Local Planning Authority in consultation with the Local Highway Authority in writing prior to commencement. Such surveys shall include but not necessarily limited to video surveys, manual traffic counts and pneumatic loop counts. The survey results shall be presented in a report in a format that shall first be agreed with the Local Planning Authority in consultation with the Local Highway Authority, the 'Phase 3 Monitoring Report'. The Phase 3 Monitoring Report shall calculate and evidence trip rate generation and trip distribution from the development hereby permitted.

21.2 Such surveys, counts and reports shall be repeated at frequencies of no less than six months in accordance with the scope, format, at times and for a duration approved under Condition 21.1 and shall be submitted to the Local Planning Authority and the Local Highway Authority.

21.3 Unless otherwise agreed in writing by the Local Planning Authority in consultation with the Local Highway Authority having regard to the completed Phase 1, Phase 2 and Phase 3 Mitigation Works, there shall be no occupation of any subsequent phase unless or until the Phase 3 Monitoring Report has been approved by the Local Planning Authority in consultation with the Local Highway Authority

**Reason:** In the interests of traffic safety and convenience in accordance with the sustainable development policies as set out in Policies 10 of the North Northamptonshire Joint Core Strategy 2016.

## 22. SUBMISSION OF PHASE 4 TRANSPORT ASSESSMENT

22.1 Prior to the commencement of any development in the fourth phase including construction of a new building ("Phase 4"), a scope for the Phase 4 Transport Assessment shall have been submitted to

and approved in writing by the Local Planning Authority in consultation with the Local Highway Authority which scope shall reflect the requirement to use the most up to date local trip data available at the point of submission and . A full 'Phase 4 Transport Assessment' in accordance with the approved scope shall be submitted to and approved by the Local Planning Authority prior to commencement of any development in the fourth phase. Such Phase 4 Transport Assessment shall include but shall not be limited to:

- I. Trip rates for the uses proposed including (where available) data obtained from the Phase 1 Monitoring Report and / or Phase 2 Monitoring Report and /or Phase 3 Monitoring Report for the same uses as in Phase 1 and /or Phase 2 and/or Phase 3; and otherwise using proposed trip rates for uses not included within Phase 1 or Phase 2 or Phase 3;
- II. Network modelling and traffic assignment (where available) based on distribution evidenced by the Phase 1 and Phase 2 and Phase 3 Monitoring Reports and added to the County Council's Northamptonshire Strategic Transport Model or such other strategic model as may be agreed in writing by the Local Planning Authority in consultation with the Local Highway Authority;
- III. Detailed junction and link capacity assessments at (but not limited to) the junctions listed in condition 23B informed by such modelling including (if complete) assessment of Phase 1 Mitigation Works and Phase 2 Mitigation Works and Phase 3 Mitigation Works and Phase 1 Access(es) Works and Phase 2 Access(es) Works and Phase 3 Access(es) Works;
- IV. The necessary junction and network mitigation including walking, cycling and public transport enhancements and links to and from the site (the 'Phase 4 Mitigation Works');
- V. Site access or accesses details as may be proposed (the 'Phase 4 Site Access(es) Works');
- VI. Construction details of the Phase 4 Site Access(es) and Phase 4 Mitigation Works;
- VII. Road Safety Audits for the Phase 4 Mitigation Works;
- VIII. Road Safety Audits for the Phase 4 Site Access(es) Works.

22.2 Prior to the commencement of any development in Phase 4, full engineering, drainage, lighting and construction details of the Phase 4 Access(es) Works approved pursuant to Condition 22.1 shall be submitted to and be approved in writing by the Local Planning Authority in consultation with the Local Highway Authority.

22.3 Prior to the occupation of any part of Phase 4, the means of access approved under Condition 22.1 shall be completed in accordance with details approved under Condition 22.2

22.4 Prior to the commencement of any development in that phase, full engineering, drainage, lighting and construction details of the Phase 4 Mitigation Works approved pursuant to Condition 22.1 shall be submitted to and be approved in writing by the Local Planning Authority in consultation with the Local Highway Authority.

22.5 Prior to the occupation of any part of Phase 4, the Phase 4 Mitigation Works approved under Condition 22.1 shall be completed in accordance with details approved under Condition 22.4  
**Reason:** In the interests of traffic safety and convenience in accordance with the sustainable development policies as set out in Policies 10 of the North Northamptonshire Joint Core Strategy 2016.

### 23. POST PHASE 4 OCCUPATION MONITORING AND SURVEY

23.1 Subsequent to six continuous months of full (or not less than 90%) occupation of floorspace in fourth phase of the development hereby permitted comprehensive traffic counts and surveys of junctions and links assessed under the Phase 4 Transport Assessment, Phase 3 Transport Assessment, Phase 2 Transport Assessment and Phase 1 Transport Assessment shall be undertaken in accordance with a scope (including an agreed level of capacity(s) or agreed assumptions of capacity(s) of utilisation of Phase 4 of the development) format and at times and for a duration that shall have first been agreed in writing by the Local Planning Authority in consultation with the Local Highway Authority in writing prior to commencement. Such surveys shall include but not necessarily limited to video surveys, manual traffic counts and pneumatic loop counts. The survey results shall be presented in a report in a format that shall first be agreed with the Local Planning Authority in consultation with the local highway authority, the 'Phase 4 Monitoring Report'. The Phase 4 Monitoring Report shall calculate and evidence trip rate generation and trip distribution from the development hereby permitted.

23.2 Such surveys, counts and reports shall be repeated at frequencies of no less than six months in

accordance with the scope, format, at times and for a duration approved under Condition 23.1 and shall be submitted to the Local Planning Authority and the Local Highway Authority

23.3 Unless otherwise agreed in writing by the Local Planning Authority in consultation with the Local Highway Authority (having regard to the full suite of mitigation works carried out under the Phase 1, Phase 2, Phase 3 and Phase 4 Transport Assessments) there shall be no occupation of any subsequent phase(s) unless or until the Phase 4 Monitoring Report has been approved by the Local Planning Authority in consultation with the Local Highway Authority

**Reason:** In the interests of traffic safety and convenience in accordance with the sustainable development policies as set out in Policies 10 of the North Northamptonshire Joint Core Strategy 2016.

### 23A. MONITORING FOR SUBSEQUENT PHASES

23A. If the Phasing Plan approved under condition 4 contains more than 4 phases which contain buildings the iterative monitor and manage process set out in conditions 16-23 above shall apply *pari passu* to any later phases including buildings.

**Reason:** In the interests of traffic safety and convenience in accordance with the sustainable development policies as set out in Policies 10 of the North Northamptonshire Joint Core Strategy 2016.

### 23B. JUNCTION AND LINK CAPACITY ASSESSMENTS

The transport assessments referred to in conditions 16, 18, 20 and 22 shall assess the capacity and consider measures (if necessary) for the mitigation and management of the following junctions and links (and any other junctions and links agreed as part of the scope of the relevant transport assessment):

- The realigned Stamford Road priority junction
- A43/A6116/A4300/Long Croft Rd junction (800 two-way flow at A43 arm)
- A427/A6086 junction (100 two-way flow at A6086 South arm)
- A427/A43/Corby Rd junction (40 two-way flow at A43 South arm)
- A43/A6003 junction (400 two-way flow at A43 North arm)
- Crucible Road priority junction
- Gainsborough Road priority junction
- A43/A6116/ Long Croft Rd junction
- A427/A6086 junction
- A427/A43/Corby Rd junction
- A43/A6003 junction
- A14 junction 12 with A6116
- A43/ Prologis Park / Weekley Wood Avenue
- A43/ Rockingham Road/ A6183
- A14 Junction 7
- A43/A6116 Arnsley Road
- A6116 junctions between the A43/A4300 and the A14

**Reason:** In the interests of traffic safety and convenience in accordance with the sustainable development policies as set out in Policies 10 of the North Northamptonshire Joint Core Strategy 2016.

### TRAVEL PLAN

24. No building or use hereby permitted shall be occupied or the use commenced on any phase until a Travel Plan for that phase comprising immediate, continuing and long-term measures to promote and encourage alternatives to single-occupancy car use has been prepared, submitted to and been approved in writing by the Local Planning Authority. The Travel Plan must include consideration of the public transport/walk cycle strategy. The approved Travel Plan shall then be implemented, monitored and reviewed in accordance with the agreed Travel Plan targets to the satisfaction of the Local Planning Authority.

**Reason:** to ensure access arrangements to the development are sufficient and adequate in accordance with Policies 8 and 15 of the North Northamptonshire Joint Core Strategy.

## CONSTRUCTION TRAFFIC MANAGEMENT PLAN

25. Prior to the commencement of any phase or sub-phase of the development, a Construction Traffic Management Plan (CTMP) for that phase or sub-phase shall be submitted to and approved in writing by the Local Planning Authority. The CTMP shall provide for:

- i. Detailed work programme/timetable.
- ii. Site HGV delivery/removal hours to be limited to between 10:00-16:00 unless otherwise approved as part of the CTMP.
- iii. Detailed routeing for demolition, excavation, construction and abnormal loads.
- iv. Supply of pre-journey information on routing and site restrictions to contractors, deliveries and visitors.
- v. Detailed plan showing the location of on-site stores and facilities including the site compound, contractor & visitor parking and turning as well as un/loading point, turning and queuing for HGVs.
- vi. Breakdown of number, type, size and weight of vehicles over demolition & construction period.
- vii. Details of debris management including location of wheel wash, programme to control debris spill/tracking onto the highway to also include sheeting/sealing of vehicles and dust management.
- viii. Details of public impact and protection to include road, footway, cycleway and PRoW.
- ix. Details of TROs and road/footway/cycleway/PRoW closures and re-routeing as well as signage, barriers and remediation.
- x. Public liaison position, name, contact details and details of public consultation/liaison.
- xi. Route details as required covering culverts, waterways, passing places, tracking of bends/junctions and visibility splays.
- xii. Pre and post works inspection of the highway between points A and B as requested to identify remediation works to be carried out by the developer. Inspections are to be carried out in the presence of a member of the Highway Authorities Inspection team. To also include the removal of TROs, temporary signage, barriers and diversions.
- xiii. Details of temporary construction accesses and their remediation post project.
- xiv. Provision for emergency vehicles.

The approved Construction Management Plan shall be adhered to throughout the construction period of the phase or sub-phase to which it relates and the approved measures shall be retained for the duration of the construction of the phase or sub-phase.

**Reason:** In the interests of safe operation of the highway in the lead into development both during the demolition and construction phase of the development in accordance with Policies 8 and 15 of the North Northamptonshire Joint Core Strategy 2016.

## RIGHTS OF WAY

26. 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.

**Reason:** To ensure the development has a suitable relationship with the highway network in accordance with Policies 8 and 15 of the North Northamptonshire Joint Core Strategy.

## SCHEME OF HIGHWAY WORKS

27. Prior to the commencement of development a scheme of highway works and / or associated measures, including a timetable for their implementation, to discourage routing through Weldon shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Local Highway Authority. The works shall be completed in accordance with the approved details.

**Reason:** To ensure access arrangements to the development are sufficient and adequate.

## MATERIALS MANAGEMENT PLAN

28. Prior to the commencement of development within any phase or sub-phase, an earthworks and material management plan for that phase or sub-phase shall be submitted to and approved in writing by the Local Planning Authority. The approved measures for that phase or sub-phase shall be implemented as approved.

**Reason:** Earthworks and the creation of development platforms will involve large material volumes and the LPA wish to be assured as satisfactory the details of the site preparation works that may impact on local amenity, highways, hydrology and ecology is addressed.

## FLOOD RISK AND SURFACE WATER DRAINAGE

29. No development within any phase or sub-phase, other than the Site Preparation Phase, shall take place until a surface water drainage scheme for that phase or sub-phase, based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development in accordance with the principles outlined in the approved Flood Risk Assessment (incorporated in the approved Environmental Statement), has been submitted to and approved in writing by the Local Planning Authority. The drainage strategy should demonstrate the surface water run-off generated up to and including the 1% (1 in 100 chance of occurring in any year) critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event.

**Reason:** To reduce the risk of flooding both on and off site in accordance with the NPPF and Policy 5 of the Core Strategy for North Northamptonshire by ensuring the satisfactory means of surface water attenuation and discharge from the site.

30. No infiltration of surface water drainage into the ground is permitted other than in accordance with details that have been approved in advance by the Local Planning Authority, and such details will have to demonstrate that there will be no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approved details and a timetable for implementation.

**Reason:** To reduce the risk of flooding both on and off site in accordance with the NPPF and Policy 5 of the Joint Core Strategy for North Northamptonshire by ensuring the satisfactory means of surface water attenuation and discharge from the site.

## FOUL DRAINAGE

31. No building works which comprise the erection of a building required to be served by water services shall be undertaken in connection with any phase or sub-phase of the development hereby permitted until full details of a scheme including any required phasing, for the provision of mains foul sewage infrastructure on and off site in respect of that phase or sub-phase has been submitted to and approved in writing by the Local Planning Authority. No building in that phase or sub-phase shall be occupied until the works in respect of that building in that phase or sub-phase have been carried out in accordance with the approved scheme.

**Reason:** To prevent flooding, pollution and detriment to public amenity through provision of suitable water infrastructure

## ENVIRONMENTAL CONTROLS

32. No development within any phase or sub-phase shall take place until a Construction Environmental Management Plan (CEMP) for that phase or sub-phase has been submitted to and been approved in writing by the Council. The plan must demonstrate the adoption and use of the best practicable means to reduce the effects of noise, vibration, dust and site lighting. The plan should include, but not be limited to:

- a) Procedures for maintaining good public relations including complaint management, public consultation and liaison;
- b) Arrangements for liaison with the Council's Pollution Control Team;
- c) All works and ancillary operations which are audible at the site boundary, or at such other place as may be agreed with the Local Planning Authority, shall be carried out only between the following hours: 08 00 Hours and 18 00 Hours on Mondays to Fridays and 08 00 and 13 00 Hours on Saturdays and; at no time on Sundays and Bank Holidays;
- d) Deliveries to and removal of plant, equipment, machinery and waste from the site must only take place within the permitted hours detailed above;
- e) Mitigation measures as defined in BS 5528: Parts 1 and 2 : 2009 Noise and Vibration Control on Construction and Open Sites shall be used to minimise noise disturbance from construction works;
- f) Procedures for emergency deviation of the agreed working hours.
- g) CBC encourages all contractors to be 'Considerate Contractors' when working in the borough by being aware of the needs of neighbours and the environment.
- h) Control measures for dust and other air-borne pollutants. This must also take into account the need to protect any local resident who may have a particular susceptibility to air-borne pollutants.
- i) Measures for controlling the use of site lighting whether required for safe working or for security purposes.

The approved CEMP shall be adhered to and implemented throughout the construction period of the phase or sub-phase to which it relates, strictly in accordance with the approved details, unless otherwise agreed

in writing by the local planning authority.

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

#### NOISE ASSESSMENT

33. Each reserved matters application including a building, shall be accompanied by an assessment demonstrating compliance for all building services plant with the design targets established in Chapter 8 of the Environmental Statement. Details of any scheme of acoustic control should be included in each submission including measures for sound insulation against internally generated noise. The development shall be built in accordance with the approved scheme and any mitigation shall be installed prior to the commencement of use of the relevant building, retained thereafter and maintained in accordance with the agreed scheme.

**Reason:** In the interests of residential and commercial amenity, highway safety and visual amenity in accordance with Policy 8 of the North Northamptonshire Core Spatial Strategy (2016), and to secure adherence to the mitigation principles expressed in Chapter 8 of the Environmental Statement.

#### FIRE HYDRANT AND SPRINKLERS

34. No development shall take place until a scheme and timetable detailing the provision of the fire hydrants, sprinkler systems and their associated infrastructure has been submitted to and approved in writing by the Local Planning Authority. The fire hydrants, sprinkler systems and associated infrastructure shall thereafter be provided in accordance with the approved scheme and timetable.

**Reason:** To ensure adequate water infrastructure provision is made on site for the local fire service to tackle any property fire.

*Informative: With reference to Condition above, the developer will be expected to meet the full costs of supplying and installing the fire hydrant, sprinkler system and associated infrastructure.*

#### BOUNDARY TREATMENT

35. No building construction in any phase or sub-phase shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the position, design, materials and type of boundary treatment and fencing to be erected in that phase or sub-phase. The approved scheme shall be implemented and retained as such.

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

#### LIGHTING FOR CONSTRUCTION

36. Prior to the commencement of development in any phase or sub-phase, a construction lighting strategy for that phase or sub-phase shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved strategy.

**Reason:** To ensure compliance with the principles expressed in the Environmental statement in the interest of public amenity and ecology.

#### LIGHTING FOR COMPLETED DEVELOPMENT

37. Each reserved matters application which includes lighting shall be accompanied by a lighting strategy (including full specification) for the relevant phase or sub-phase which shall be submitted to and approved by the Local Planning Authority. The development shall be implemented in accordance with the approved strategy.

**Reason:** To ensure compliance with the terms of the application.

#### SUSTAINABILITY AND ENERGY

38. Each reserved matters application which including a building, shall be accompanied by a Sustainability and Energy Statement which shall be submitted to and approved in writing by the Local Planning Authority. This sustainability statement shall be accompanied by a 'BREEAM' low and zero carbon assessment to recommend the most appropriate renewable energy technologies to be implemented within the building(s). The approved details shall then be implemented in accordance with the approved statement and retained as operational thereafter, unless otherwise agreed in writing by the Local Planning Authority.

**Reason:** In accordance with the expectations of Policy 9 of the North Northamptonshire Core Spatial Strategy 2016 that aspire to BREEAM performance of at least 'very good' and require demand for energy to be met onsite and/or renewably and/or from a decentralised supply.

39. Prior to the occupation of each building within a phase or sub-phase, the following information shall be

provided to the Local Planning Authority in respect of that building, unless otherwise agreed in writing: a BREEAM post construction report to confirm that BREEAM very good (2011), (or the equivalent standard which replaces the British Research Establishment Environmental Assessment Method which is to be the assessment when the buildings concerned are to be assessed) that the carbon emissions from regulated energy will be at least 40% better than that required by Part L2a 2006, and that the recommended Low and Zero Carbon technologies have been installed.

**Reason:** In accordance with the expectations of Policy 9 of the North Northamptonshire Core Spatial Strategy 2016 that aspire to BREEAM performance of at least 'very good' and require demand for energy to be met onsite and/or renewably and/or from a decentralised supply.

40. Within six months of completion of any building a copy of the Final BREEAM Certificate shall be provided to the Local Planning Authority to demonstrate that the scheme has been completed in accordance with the Sustainability Report and that the development has achieved the relevant BREEAM levels.

**Reason:** In accordance with the expectations of Policy 9 of the North Northamptonshire Core Spatial Strategy 2008 that aspire to BREEAM performance of at least 'very good'.

#### REGULATORY CONDITIONS/ CONTROL ON BUILDING FORM AND USE RETENTION OF PARKING

41. All spaces for vehicles, bus, taxi, cycle parking, lorry waiting areas, footpaths and cycle paths shall be retained for their designated use.

**Reason:** To ensure compliance with the terms of the application. TOTAL

#### FLOORSPACE MAXIMA

42. The total floor space of the development hereby approved shall not exceed 404,100m<sup>2</sup> including mezzanine floors.

**Reason:** To ensure that the level of visual and highways impact is comparable to that which has been assessed, and to reflect the terms of the application with restricted main use office space.

#### BUILDING HEIGHTS

43. Finished floor levels shall not exceed the following:

Zone 1 103.0m AOD,

Zone 2a 103.0m AOD

Zone 2b 103.0m AOD

Zone 3a 99.50m AOD

Zone 3b 99.5m AOD and

Zone 4 94.0 AOD

No building in the development hereby approved shall exceed 36m in height above finished floor levels.

**Reason:** In the interest of the visual quality of the area and to ensure consistency with the visual assessment of the development.

#### OFFICE B1 FLOORSPACE

44. The total combined office floor space (Use class B1) in the development hereby approved shall not exceed 10,061m<sup>2</sup>

Note: This restraint does not apply to offices that are ancillary to the B2 or B8 use of the buildings to which they are related.

**Reason:** To ensure the development is consistent with planning policies to direct main use offices to town centres.

#### B2 FLOORSPACE MAXIMA

45. The total combined industrial floor space (Use class B2) in the development hereby approved shall not exceed 97,252m<sup>2</sup>

Note: This restraint does not apply to B2 industrial activities that are ancillary to the principal B8 use of the buildings to which they are related.

**Reason:** To preserve the site for predominant distribution uses, and to ensure consistency with the highway impact statement.

PERMITTED DEVELOPMENT RIGHTS

46. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revising, revoking and re-enacting that Order with or without modification) or provisions of the Use Classes Order (England) 1987 (as amended), no other uses other than those hereby approved (B1, B2 and B8) shall be carried out at the application premises. No extensions, new buildings or structures or additional hard surfaced areas shall be constructed or erected without further planning permission.

**Reason:** In the interest of amenities and retaining employment floor space in accordance with Policy 22 of the North Northamptonshire Joint Core Strategy 2016.

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