

## ADDENDUM REPORT

Application Reference: 20/00260/DPA

Erection of a self-storage building (Class B8) (4,466 sqm GIA) with independent Office use (Class B1) of 200sqm within the self-storage unit, 9 Units in flexible use Class B1(b, c), B2 and/or B8 uses with ancillary Trade/retail Counter amounting to 879 sqm GIA, Class A1/A3/A5 Coffee Drive Thru (168sqm) with new access, associated car parking and landscaping.

Page 10- Paragraph 5.26 to be added:

Little Stanion Parish Council:

(08.01.2021) Little Stanion Parish Council objects to the proposal and the following comments were made:

*At a meeting held on Tuesday 5th January 2021, Little Stanion Parish Council would like to formally acknowledge their support for Sudborough and Weldon Parish Councils opinions and responses to this application. Little Stanion Parish Council Planning Sub Committee cannot support this application for the following reasons which are in no order of preference:*

*1. The 71-meter merging lane is felt inadequate for traffic re-joining the A43 to either turn right or do a U-turn at the roundabout back towards Corby. With the constant increase of HGV's using this stretch of the A43, vehicles turning will have to force their way across a busy dual carriage way in a very short distance before the roundabout, which could lead to an increase of road traffic accidents.*

*As an alternative, what if the lengths of the entry/exit slip roads are reversed to offer more of a chance to traffic leaving the proposed development to get across safely to the righthand carriageway?*

*2. This roundabout is already experiencing a growing number of road traffic accidents (see attached PDF), which only lists the accidents that have been reported! With these proposed new industrial type units and a drive through coffee establishment it is going to increase the pressure on this roundabout coupled with the additional traffic from the Midlands Logistics Park which is not yet running at full capacity and the Cowthick development looming, is a recipe to cause a major road traffic accident.*

*3. The proposed placement of a drive through coffee establishment will produce an increase of casual traffic to the area. There is a drive through coffee establishment at next roundabout further along the A43 at the BP garage, furthermore, what is of great concern to Little Stanion Parish Council, is, when the drivers have purchased their coffee/food they will be looking for somewhere to consume it. The nearest easy parking would be on the approach to Little Stanion on Longcroft Road. This road is the only entrance/exit to both the Euro Hub and a primary school and already suffers with HGV's parking up sometimes overnight. We already have a litter and public health hazard due to the waste being discarded on this road will bring more blight to the residents of Little Stanion.*

*4. We are given to understand that the last traffic assessment was conduct on the 19th March 2020, has this taken in account this application and Cowthick development? We therefore feel granting an application on a traffic assessment of this date would be flawed.*

5. It is also apparent from the application the provision for public transport or cycleways are not evident. With a lack of bus stops or cycle paths this puts members of the public unable to reach the site other than within their own vehicle at risk of accessing for work purposes in danger crossing the A43.

6. It is also clear there is a lack of provision of storm water discharge. We understand that this is a concern of the Northamptonshire County Council lead local flood authority, the possibility of flooding on the A43 and the roundabout, a situation that cannot be allowed to happen. Soakage testing was undertaken in general accordance with BRE Digest 365 at two locations across the site, TP04 and TP05. During each test the fall in head of water was not sufficient to calculate a rate of infiltration. As a result, it is considered that conventional soakaways discharging into the Oadby Member will not function effectively. Disposal of stormwater via a deep bored soakaway discharging into the underlying Grantham Formation may be possible but permeability testing in these strata shows varying results. Discharge or infiltration of storm water to the ground in the vicinity of the boundary slope should be avoided due to the increased risk of inducing slope instability.

### **Officer's Comment:**

In relation to the highways impacts, as set out in the Main Report, extensive consultation has been carried out with the Local Highways Authority (LHA). Firstly, no concerns have been raised by LHA in regards to inadequacy of the 71m long merging lane and the changes proposed by the PC although worthy of consideration cannot be undertaken without Approval of the LHA. The key concerns in relation to the proposed access LHA has highlighted is the visibility issue and requested full technical plans detailing how the visibility splays are provided to LHA standards for vehicles exiting the site onto the A43. Condition 7 is emplaced to control the above matter.

Secondly, in terms of intensification of the roundabout and possible increase in accident due to the proposed scheme, officers have followed LHA's guidance on this matter. It should be noted that the Roundabout is an existing Road Infrastructure, which is not built by the Applicant and not in the control of the Applicant to alter. The scale and size of the scheme is not a major development to warrant the imposition of conditions on the Applicant to make changes to the Highway network.

The proposed drive-thru establishment is no different from other similar coffee establishment and Local Planning Authority cannot control/enforce matters where the consumer chose to consume their coffee/drink.

The Transport Assessment conducted by the Applicant meets the standard required by the LHA and LHA has not insisted that the TA is inadequate or unacceptable. LHA is also aware of all committed development within the vicinity of the proposed development.

Other matters related to highway safety due to the proposed scheme includes the need for emplacing a controlled crossing for pedestrians and cyclists with links from the site to the existing provision on Geddington Road and a footpath from the southern section of the site to the drive-thru / café, within the site. It is considered appropriate that the above matters would be controlled and regulated via conditions 9 and 10.

In terms of drainage issue, the Lead Local Flood Authority has confirmed their satisfaction on the SUDs details submitted by the applicant. The officers, therefore, considers that the scheme is sound and sustainable.