
Application for Planning Permission

20/00455/DPA**Crematorium including memorial gardens, car parking, a new vehicle access onto the Corby Road, Gretton and ancillary works At Corby Road, Gretton.**

1. Site surroundings

- 1.1 The subject site is situated in the open countryside outside the Gretton Village settlement boundary. The topography of the application site is relatively flat with gentle slopes. West side of the site forming the highest part by the boundary of woodlands and the landscape falls down to east towards Corby Road. There is an embankment along southern boundary beyond which the land drops into an old quarry lake.
- 1.2 Access to the site is gained off Corby road that is defined by mature hedging and occasional trees. The application site consists 3.4ha area and is approximately 1.2 km to the south of Gretton.

2. The Proposal

- 2.1 Applicant seeks planning consent for erection of a crematorium including memorial gardens, car parking, a new vehicle access onto the Corby Road, Gretton and ancillary works.

3 Site History

- 3.1 There is no relevant site history.

4 Policy Context

- 4.1 The key parts of the NPPF (2019) in relation to this proposal are as follows:
- NPPF Section 2- Achieving sustainable development
 - NPPF Section 9- Promoting sustainable transport
 - NPPF Section 11- Making effective use of land
 - NPPF Section 12- Achieving well-designed places
 - NPPF Section 15- Conserving and enhancing the natural environment
- 4.2 In July the North Northamptonshire Joint Core Strategy (JCS) was adopted by the Joint Committee representing the District Councils of Corby, East Northamptonshire, Kettering and Wellingborough, as well as Northamptonshire County Council. The following policies are considered relevant for this application:
- Policy 1 (Presumption in favour of Sustainable Development)
 - Policy 3 (Landscape Character)
 - Policy 4 (Biodiversity and Geodiversity)
 - Policy 5 (Water Environment, Resources and Flood Risk Management)
 - Policy 8 (North Northamptonshire Place Shaping Principles)
 - Policy 9 (Sustainable Buildings)
 - Policy 10 (Provision of Infrastructure)
 - Policy 11 (The Network of Urban and Rural Areas)
 - Policy 13 (Rural Exceptions)
 - Policy 15 (Well-connected Towns, Villages and Neighbourhoods)
 - Policy 25 (Rural Economic Development and Diversification)
- 4.3 'Saved' Policies Corby Local Plan (1997)
- 4.4 Emerging Local Plan Part 2
- 4.5 Gretton Neighbourhood Plan

5 Consultation

Internal

Local Plans Section:

- 5.1 (04.11.2020) Local Plans Section was consulted on this application and provided the following comments-

The proposal is for a crematoria development located on a site between Gretton and Corby in a rural area classed as open countryside for planning policy purposes. The proposal involves the creation of a single storey building which will accommodate a chapel, a crematorium and administrative space.

Policy 11 of the North Northamptonshire Joint Core Strategy seeks to carefully manage development to safeguard the intrinsic character and beauty of the countryside and to sustainably focus growth to the most accessible areas. In the rural areas, development will be limited to that required to support a prosperous rural economy or to meet a locally arising need, which cannot be met more sustainably at a nearby larger settlement. Policy H2 in the emerging Gretton Neighbourhood Plan similarly seeks to carefully control development in the open countryside.

The planning application is accompanied by an assessment of need by Montagu Evans that identified a gap in the provision of crematoria. This is broadly consistent with a report to Local Plan Committee on 14 April 2010 and the Open Space Assessment Report published in November 2017 that identified continuing measures should be made to provide additional provision in the future.

It is considered that a local need for crematorium development to the north of Corby has been established by the applicant. However limited information has been submitted to demonstrate why this countryside location has been selected for development.

The planning application is accompanied by a planning statement by Plan IT Planning & Development that briefly explains why crematorium developments are not well suited to urban sites within built up areas. Reference is made to Crematorium Act 1902 and the nature of crematoriums. Whilst these are important considerations, the legislative framework and design considerations do not preclude crematorium development being accommodated more sustainably at the nearby larger settlement of Corby and the applicant has not demonstrated that it is essential to have an open countryside location for such development.

Advice was provided at pre-application stage that a sequential analysis of all alternative sites which have been considered, with reasons for rejection, will help understand the justification for development in the open countryside and prove that no suitable alternative sites exist to meet any evidenced need more sustainably at a nearby larger settlement, recognising that locations with access to local services and facilities by foot, cycle or public transport provide the greatest opportunity for sustainable rural development.

- 5.2 (29.01.2021)- Council's Local Plans Section was re-consulted on the additional information provided by the applicant. The Officer confirms their satisfaction by stating that - *the applicants have demonstrated through reasonable means that sequentially preferable sites have been considered and discounted.*

CBC Environmental Services

- 5.3 (05.11.2021)- Senior Environment Health Officer (EHO) has been consulted on this application. The summary of the response are as follows:

- In terms of 'Air Quality' the EHO recommended the applicant reviews the EMAQN document and follows the 'screening checklist' and 'air quality and emission mitigation assessment checklist' to ascertain whether the development requires an emissions assessment to be submitted, in addition to determining whether additional assessment

is required to assess the impact on public health and/or the local environment as well as the significance of a development on local air quality and what mitigation measures are required to make the development acceptable on air quality grounds.

- EHO has reviewed the report reference LNC-BWB-ZZ-XX-RP-YE-0001_Ph1 'Phase 1 Geo-Environmental Assessment' dated 29th July 2019 by BWB Consulting and advised that it is accepted. Planning conditions have been recommended to control matters related to contamination.
- In terms of lighting strategy, an additional condition has been suggested to minimize impact due to proposed scheme.

5.4 (15.02.2021) Revised Air Quality Assessment report has been submitted by the applicant for further assessment and EHO provided the following comments-

I have reviewed report reference 32629/R1/2 'Air Quality Assessment' dated 9th February 2021 by NEMS and advise it does still not contain the information I would anticipate seeing. In accordance with the EMAQN document, the report states that the proposed development is classed as medium, therefore I would expect to see the details of the Type 1 and type 2 mitigation that the developer intends to provide, rather than those that could be considered.

I would also expect to see more detail with regard to good construction practice: for example no reference is made to the 'IAQM Guidance on the assessment of dust from demolition and construction' or equivalent.

I note the reference to DeNox technology however I would anticipate the design and operation of the cremator(s) and any abatement plant to be discussed fully during the application process for an Environmental Permit.

5.5 Applicant has provided additional information in regards to Type 1 and Type 2 mitigation by way of an email which demonstrates that Type 1 mitigation will include provision of electric vehicles charging points, controlled emission from construction traffic and incorporation of technology within the cremator to minimise the emission of oxides of nitrogen. In terms of Type 2 mitigation the applicant has referred to provision of on site cycle storage facility.

Sustainability Officer

5.6 (30.12.2020) Council's Sustainability Officer has been consulted on this application and provided the following comments:

I have reviewed the planning statement dated Oct 2020, sustainable design checklist SPD, air quality assessment dated Sept 2020, and the flood assessment dated Oct 2020.

More information is needed with regard to carbon and green house gas emissions. I would recommend that the adopted East Midlands Air Quality and Emissions guide for developers is referred to. This includes guidance on air quality as well as the need for developments to outline mitigation measures for low carbon emissions where appropriate.

Further comments relate to the following; Policy 9 Sustainable Buildings of the NNJCS is still relevant although the building size is less than 1000 sqm.

The SDP checklist 3.3, 3.5 and 3.5 is still relevant as the site is in a remote location so the application is lacking on detail to allow more sustainable forms of transport rather than the private vehicle which is the only form of transport. SPD checklist 5.3 requires further information on sustainable building design for heat and power. SPD 5.5 requires further information as the site is located adjacent to a transport route which has been affected by seasonal historic flooding to the north of the site (is highlighted on fig 3.3) and to the south of the site (main access) (highlighted on figure 2.1) Corby Road at the junction with Grettton Brook Road, and these are not referred to as a risk in the flood assessment.

Tree Officer

- 5.7 (19.02.2021)- Council's Tree officer has assessed the submission and concluded his comments as follows:

I have no objection to the construction of the site from a Tree Landscape Perspective, as an Ecology Plan, and proposed Landscape Plan have been submitted.

However, as a planning condition I would recommend that a Method Statement is produced on how proposed Landscape in to be Maintained until establishment is achieved.

Also, as this site is complex, sensitive site and involves a lot of Landscaping and construction, once planting is underway and completed it should be inspected that Landscaping is to specified standard. (Council Officer should Inspect.)

External

Crime Prevention Officer

- 5.8 (13.11.2021)- Crime Prevention Officer was consulted on the proposal and provided the following observation:

On behalf of Northamptonshire Police I have no objection with respect to crime and disorder with regards this application as proposed. However, without details of any specific crime prevention measures referenced in the DAS I would like to make the following recommendations which would if implemented reduce the likelihood of crime occurring and help ensure the development is in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

- *All openings, doors and windows, should be certified to minimum security requirements BS PAS24:2016.*
- *Glazing – All glazing, including any windows without lockable hardware, should include one pane of laminated safety glass meeting the requirements of BS EN 356:2000 class P1A (minimum).*
- *The administration office should be protected by an intruder alarm which has the capability to summon a response should an activation occur.*
- *Lighting – Whilst the facility is open to the public or specific staff areas when open to employees only the external lighting should be designed for safety and security. A lighting plan should be submitted for all areas and agreed in writing by the LPA. The overall lighting can give a low level of illumination but the uniformity required is around 0.4 but a min of 0.25.*

Lead Local Flood Authority (LLFA)

- 5.9 (16.11.2020)- The Lead Local Flood Authority has been consulted on the proposed scheme. The drainage engineer reviewed the *Flood Risk Assessment* ref LNC-BWB-ZZ-XX-RP-YE-0002 FRA rev P02 dated 23rd October 2020 prepared by BWB and *Sustainable Drainage Statement* ref LNC-BWB-ZZ-XX-RP-CD-0001 SDS rev P02 dated 24th October 2020 prepared by BWB; and requested further information to fully assess the proposal.
- 5.10 (02.03.2021)- Applicant has provided Sustainable Drainage Statement Addendum Note and revised plan and a set of calculations showing how the site attenuation can function for 2l/s in order to address raised concerns by LLFA. The Officer provided the following comments:

Having reviewed the applicant's submitted information located within,

- 1) *Flood Risk Assessment ref LNC-BWB-ZZ-XX-RP-YE-0002 FRA rev P02 dated 23rd October 2020 prepared by BWB.*
- 2) *Drawing LNC-BWB-ZZ-XX-DR-CD-0001 rev P02 entitled Illustrative Drainage Strategy dated 1st March 2021 prepared by BWB*
- 3) *Various photographs*

4) *MicroDrainage File Attenuation Basin 100+40% FEH dated 1st March 2021*

We would advise that if the following planning conditions are included as set out below, the impacts of surface water drainage will have been adequately addressed at this stage. Without these conditions, the proposed development on this site may pose an unacceptable risk of surface water flooding.

Local Highways Authority (LHA)

5.11 (18.11.2020)- County Highways Authority has been consulted on the proposed scheme. The officer requested further information to fully assess the proposal and provided the following observation:

- 1) *No technical drawing of the parking layout is supplied, the illustrative masterplan details the incorrect layout of disabled spaces and parking dimensions.*
 - a) *Car parking spaces should be a minimum of 2.5m wide, widened to 3.3m where a solid side boundary exists.*
 - b) *Car parking spaces should be a minimum of 5m long,.*
 - c) *6m is required behind perpendicular car parking bays in order to access & egress the spaces*
 - d) *Disabled parking bays should have an overall dimension of 6.2m long by 3.6m wide.*
 - e) *Motorcycle / scooter parking bays area to be 2.4m deep by 1.4m wide or with a security rack giving 0.9m centres.*
 - f) *Cycle parking should be covered, secure, overlooked and easy to use, laid out in accordance with the diagram below, with a minimum 1.2m clear access including gate widths. No lifting of cycles should be required.*
- 2) *There is no regular bus service passing the site. The TS notes that it is anticipated that the large majority of public visitors are expected to attend by private vehicle and, even so, it is difficult to justify a request for a bus service or infrastructure contribution from this site alone although this does limit the ability for staff members, in particular, to access the site sustainably. The LPA should decide whether they wish to procure any bus infrastructure.*
- 3) *The TS has used CrashMap for PiC data. CrashMap continues to not be accepted by the LHA. PiC data should be obtained from SMills@kierwsp.co.uk.*
- 4) *The LHA requested that ATCs were obtained and they were carried out on the September 10th – 16th. The results showed an 85th percentile of 44.5mph southbound (requiring a visibility y splay of 123m) and a northbound of 50.2mph (requiring a visibility y splay of 150.7m). This will require 80m of hedge and one tree to be removed.*
- 5) *The right turn lane is acceptable in principle, the exact layout will need to be approved, post planning by the LHA's Audit Team.*
- 6) *The applicant proposes a 6m radii, 5.5m wide road, however, the usage is commercial and as such it requires a 6m wide access with a radius of 10.5m.*
- 7) *There has been requests for a combined footway and cycleway (CFC) from Gretton village to link to Corby. This would significantly improve the sustainability of this site. It is requested that the LPA bear this in mind and inform the LHA whether they wish to procure any of this from this application.*
- 8) *PRoW - There is a public footpath (GN20) which is located just to the northern boundary of the development site and is outside of the development area. The proposals do not impact on the public right of way directly however if any works are undertaken which may pose a danger to the users of the public right of way the usual requirement for an application for a temporary Traffic Regulation Order (TRO) would need to be adhered to.*

5.12 (22.02.2021)- Re-consultation has been carried out with the Highways Officer on the additional information provided by the applicant. The officer provided the following observations:

Recommendations:

Presently the LHA cannot support the application and require further information to fully assess the proposals.

LHA Observations for the LPA:

- 1) The TA states that there will be 10 members of staff and 13 two-way trips in both the am and pm peaks every day.*
- 2) There is no regular bus service passing the site. The TS notes that it is anticipated that the large majority of public visitors are expected to attend by private vehicle and, even so, it is difficult to justify a request for a bus service or infrastructure contribution from this site alone although this does limit the ability for staff members, in particular, to access the site sustainably. The LPA should decide whether they wish to procure any bus infrastructure.*
- 3) The developer suggests that 1 cycle parking space is to be provided, which will not promote sustainability, however the site layout plans detail 4 hoops – parking for 8 cycles. The applicant should ensure correlation across all of it's documents.*
- 4) The LHA requested that ATCs were obtained and they were carried out on the September 10th – 16th. The results showed an 85th percentile of 44.5mph southbound (requiring a visibility y splay of 123m) and a northbound of 50.2mph (requiring a visibility y splay of 150.7m). This will require 80m of hedge and one tree to be removed.*
- 5) The right turn lane is acceptable in principle, the exact layout will need to be approved, post planning by the LHA's Audit Team.*
- 6) The applicant states that refuse collections would be outside of visitor hours and so tracking in opposition is not required. The LHA refute this argument as site staff could be in opposition with the track, the LHA explained this standard requirement to the developers agent at length during a recent telephone call.*
- 7) There has been requests for a combined footway and cycleway (CFC) from Gretton village to link to Corby. This would significantly improve the sustainability of this site. It is requested that the LPA bear this in mind and inform the LHA whether they wish to procure any of this from this application.*
- 8) The footway exiting the site will be within the highway boundary and must, therefore meet highway adoptable standards. Highway footway must be no less than 2m in width.*
- 9) PRow*

There is a public footpath (GN20) which is located just to the northern boundary of the development site and is outside of the development area. The proposals do not impact on the public right of way directly however if any works are undertaken which may pose a danger to the users of the public right of way the usual requirement for an application for a temporary Traffic Regulation Order (TRO) would need to be adhered to.

County Ecologist

- 5.13 (24.11.2020) County Ecologist was consulted in relation to the proposed development. The officer provided the following comments:

I'm writing in response to your consultation on the above application for a crematorium on land at Corby Road Gretton. My main concern with this application is the apparent lack of a full great crested newt survey. The 2019 eDNA survey identified GCN presence in one of the nearby ponds, and a GCN was found under one of the tiles during the reptile survey. The eDNA survey report stated that a full GCN survey would be needed to identify the population class. This does not appear to have been submitted with the application therefore the council currently does not have sufficient information to determine this application.

Broadly speaking I don't see any major ecological constraints to the proposal (although the GCN survey does need to be done pre-determination). However there are a number of potential issues which would need to be resolved:

- The site is located next to Brookfield Plantation Cutting LWS: the applicant should therefore contact the Wildlife Trust to discuss potential impacts to the site and any mitigation which might be required. As custodians of the local sites network the Trust will have the best knowledge of the site and its surroundings, including other nearby designated sites.*
- As highlighted in the 2020 badger survey report the applicant's ecologists need to see the most current plans for the site to determine whether a badger licence (and therefore a licence condition) is required.*
- I would like to see in the soft landscaping plan more consistency with the ecological recommendations. The landscape schedule (dwg SCARP_1955_P_205 rev P0) does not appear fully to incorporate the species recommended for biodiversity enhancement. Given the site's location next to a LWS I would like to see more native species planting, reflective of the composition of both Brookfield Plantation Cutting and other local woodlands. In my view the soft landscaping should be secured by condition to ensure it obtains sufficient attention for biodiversity.*

Once the GCN survey report is received I will be in a better position to recommend appropriate conditions for this application. Corby is entering into a district licence for great crested newts. This is expected to launch in spring and might be a quicker licensing option for the applicant, so I would suggest they discuss this with their ecologists.

- 5.14 (10.02.2021) Applicant have engaged with County Ecologist to address concerns previously raised in relation to biodiversity. The officer has confirmed a GCN avoidance/mitigation plan would be sufficient in this instance and a license would not be required. A compliance condition has been suggested to control this matter.

Environment Agency

- 5.15 (24.11.2020)- No objection.

Anglian Water

- 5.16 (14.02.2021)- No objection/comment.

Northamptonshire County Council Key Services (Broadband) and Northamptonshire Fire & Rescue Service (NFRS)

- 5.17 (25.11.2020)- No objection.

Gretton Parish Council

- 5.18 (23.11.2020 and 24.02.2021)- Objection. Comments are as follows:

Thank you for advising us of the additional and amended documents which I can advise that Gretton Parish Council has considered, and wishes to submit the comments below, which should be read in conjunction with, and supplementary to, the original letter dated 23rd November 2020.

1. Site drainage.

It is noted that, due to the unsuitable nature of the soil for the use of on site soakaways to disperse surface drainage, it is now proposed to direct surface water to existing field ditches. However, it should be pointed out that there have been a number of recent flooding incidents on Corby Road, and on occasions these have necessitated the closure of the road. There is concern, therefore, at the adequacy and state of maintenance of existing drainage systems in this area. It is requested that a full survey of the drainage system in this area should be undertaken, including the state of the pipes underneath the road and the carrier ditches both alongside the road and across the field on the opposite side of the

road. All necessary drainage repairs and any improvements should be identified and completed before any development is allowed on the site.

2. Vehicle access.

The access to the site requires the inclusion of a ghost lane, and which will necessitate a total road width of 9m at that point and also visibility spays that run beyond the boundary of the site. We would like to see that full plans are reviewed and agreed by the Highways Authority before the matter is considered further.

3. Footpath and Cycleway

It is noted that a financial contribution has been offered towards a combined footpath and cycleway linking the site with Gretton and Corby. However, it should be pointed out that there has been no firm proposal, or even any investigation into the feasibility of such a scheme, and it cannot be accepted, at this stage, that such a contribution could realistically mitigate or overcome the objections on these grounds of lack of access.

Gretton Parish Council reiterates the objections set out in the previous letter and which have not been addressed by these amended documents. In summary, the objections continue to be made to the application on the following grounds:

- 1. Not compliant with national or local strategic planning policies.*
- 2. Not a sustainable location.*
- 3. No consideration of other potentially suitable sites in more sustainable locations.*
- 4. Impact of traffic generation on inadequate local and village road network, with lack of access to main roads, will have a significant and detrimental effect on both social and environmental conditions, including air quality, in the local rural community.*
- 5. Impact of emissions has not fully considered the impact of air quality on sensitive receptors in the village and potentially detrimental effects.*

5.19 Details comments are accessible in the following link:

<https://publicaccess.corby.gov.uk/publicaccess/applicationDetails.do?activeTab=documents&keyVal=QI19QCFFMUW00>

6 Advertisement

6.2 Site Notice – Site notice posted on 04.11.2020.

6.3 Notice: (ET) – Published on Evening Telegraph on 05.11.2020.

7 Representation

7.2 Neighbour Letters – Letters were sent to 36 neighbouring units with representation date expiring on 24.11.2020

7.3 Summary of Representations – LPA have received 36 letters of objections.

7.4 The main objections to the proposal can be summarised as follows:

- Possible damage to the local environment
- Possible pollution implications (traffic, noise, light)
- Impact on air quality
- Possible impact on health and wellbeing
- Impact on Open Countryside
- Impact on character and appearance of the area
- Impact on the living condition of the local residents
- Impact on highway safety and traffic movement
- Compliance with Sustainability criteria
- Conflict with Local and Neighbourhood Plan
- Loss of amenity

- Flood risk
- Impact on existing sewage system
- Overdevelopment of the site
- Greenfield site
- Parking
- Access issue
- Whether there is a need for a crematorium
- Could be located on brownfield site
- Impact on Conservation Area
- Insufficient Information provided by the applicant
- Impact on biodiversity
- Effect on listed building

8 Officer's Assessment

- Principle of Development
- Design and Scale
- Landscape and Visual Impact
- Ecology and Nature Conservation
- Highways and Traffic Issues
- Flood Risk and Drainage
- Air Quality
- Other Issues

Principle of Development

- 8.1 Key material considerations in this case include the National Planning Policy Framework (2019), Planning Practice Guidance (as amended), North Northamptonshire Joint Core Strategy (2016), Saved Local Policies (1997) and Emerging Local Plan Part 2. It should be noted that given the stage the Local Plan Part 2 has reached in its preparation, it is allocated very limited weight in the determination of the application.
- 8.2 National Planning Policy Framework (NPPF) 2019 clearly states that the Local Planning Authority (LPA) should make decisions that contribute to and enhance the natural and local environment by protecting landscapes, geology, and soils; considering the economic and other benefits of *Best and Most Versatile agricultural land*, and try to use areas of poorer quality land instead of higher quality land; and preventing soil, air, water, or noise pollution, or land instability from new and existing development.
- 8.3 Policy 11 of the North Northamptonshire Joint Core Strategy states amongst other things that development will be resisted in the open countryside unless special circumstances, including identified need, apply.
- 8.4 The application site is in the countryside. Policy 11 of the Joint Core Strategy sets out the types of development that will be supported in the Countryside provided the proposals respect the intrinsic character of their surroundings, would be of an appropriate scale to its location and would not involve a significant loss of the best and most versatile agricultural land. The supporting text to the policy sets out that consideration will be given to how the proposal relates to the built and landscape character of the surrounding area and the impact on the local road network. These issues will be considered in subsequent sections.
- 8.5 A crematorium by its nature is considered to be a community service providing for wider needs of the community. Community facilities are supported by Policy 7 seeks to support community services and facilities and supports new services and facilities which meet the needs of residents. In particular the nature of a crematorium is a community use which is particularly appropriate to a rural area by requiring an open, peaceful setting and to be located a minimum distance from residential properties.

- 8.6 The application has been accompanied by a Need Statement. This identifies that there are two nearest crematoria which are currently located at Warren Hill in Kettering and Great Glen in Leicester. Different methods are contained within the report to establish the likely numbers of services that would be carried out at each site. The Need Statement concludes that there is a cogent need for a crematorium in the region.
- 8.7 The Crematorium Act 1902 requires the location of crematoria to be at least 200 yards from the closest existing house. In practice this precludes urban locations, and means that such facilities need to be built in the countryside. In this case, the subject site is situated off Corby Road c.1.2 km to the south of Gretton is situated outside the settlement boundary in the open countryside. Additional information have been provided by the applicant in regards to alternative sites, Local Plans Section confirms their satisfaction by way of an email stating the following:

‘the applicants have demonstrated through reasonable means that sequentially preferable sites have been considered and discounted.’

- 8.8 In planning terms there is no requirement for any form of sequential test, nor would there be a need to compare the merits of this site with any of the other sites identified in the submitted reports. This application falls to be considered entirely on its own merits against the relevant policies of the development plan. The land use merits of this proposal do not require any viability testing and concerns about the financial viability of the proposal and how this compares with other sites is not material to the determination of this application.

Design and Scale

- 8.9 Policy 8 of the Joint Core Strategy seeks high quality design and this is reinforced by both national planning policy and guidance which reflects recent statements from Government as to the importance of design. The siting of crematoria is controlled by the Cremation Act 1902 which requires crematoriums to not be built within 182.88 metres (200 yards) of a dwelling house without the consent of owner or occupier or 45.72m (50 yards) of a public highway. The Design and Access Statement submitted with the application demonstrates how this applies to the application site and has informed the siting of the building, along with the archaeological aspects of the site. The parts of the building used for cremation are 183m from the house at North Farm, while the easternmost hall is 147m from the house.
- 8.10 The overall layout of the site is considered to be well designed and responsive to the needs of the users with the provision of waiting rooms and facilities separate to the main building and the function suite and maintenance yard set away from the main building and waiting areas. The Garden of Remembrance is located in what would be the more tranquil area of the site. The car parking would be provided in the south-west corner of the site, with an overflow carpark and landscaping around the boundaries.
- 8.11 The main crematorium building would be single storey, with the height of the building and the associated equipment being set by the functional requirements of the equipment within the building. The building will occupy a gross external area of 574.4sqm, which will include a chapel, crematorium and administrative space. The chapel will accommodate around 120 people and the facility will be equipped with a 43” cremator. The chimney to the cremator will rise approximately 1.6 metres above the main roof level. An external service area is provided adjacent the crematory that is screened by a 3.5 m high timber wall. This will contain plant and equipment including coolers for the cremator and air handling equipment for the chapel.
- 8.12 The flat roof to the crematorium is designed to ‘visually float’ above the perimeter and flank walls. The height to the underside of the eaves is approximately 4.5 metres from finished floor level. It is proposed that the main roof of the building will have a ‘green roof’ with sedum planting.
- 8.13 The layout of the building has been designed around the functional requirements of the use, particularly with regard to circulation of mourners. Indicative materials are set out in the Design and Access Statement, with use of local stones shown for the crematorium building in a light

shade, and mixture of hard landscaping around it. The elevations facing onto the Courtyard Garden would have large areas of glazing facing onto water features. Landscaping is shown around the building.

- 8.14 The buildings, due to their low profile, location within the site and the use of subtle colours are considered to be of an appropriate scale and to respect the intrinsic character of the area as required by Policy 8 of the Core Strategy.

Landscape and Visual Impact

- 8.15 The application site is located on the open countryside. In anticipation of future developments within the open countryside, Local Plan recognises that change will inevitably occur at some point. In identifying this, the Local Plan is very explicit in requiring that any development within open countryside must be subject to the highest possible standards of design and environmental performance through maximising the use of sustainable design and construction techniques.
- 8.16 Policy 8 stresses the need for creating distinctive local character by responding to the site's immediate and wider context and local character to create new streets, spaces and buildings which draw on the best of that local character without stifling innovation.
- 8.17 The Framework suggests that planning decisions should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils. Paragraph 170 of NPPF also suggests the need for minimising the impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are most resilient to current and future pressures. This approach is further supported by Policy 3 in the adopted plan which requires significant weight to be given to the conservation and enhancement of natural beauty.
- 8.18 The site is located within the open countryside. The land use consists of mainly arable open agricultural land with generally large fields and little woodland. Due to the limited scale of the development, it would not be unduly prominent, even in this flat landscape. Extensive landscaping is fundamental to the development and would lessen the effects of the development further.
- 8.19 A landscaping layout plan and management plan has been submitted with the application. This shows extensive areas of tree planting along the boundaries of the site, with fewer trees and more wildflower planting along the central area. This is considered appropriate as it will allow views of the wider landscape for users of the memorial garden. There would be considerable planting around the buildings and parking area which would lessen their visual impact of the development further.
- 8.20 A Tree Survey Report was submitted with the application. The report recognises that trees at the site are located around the perimeter within the hedgerows. Council's Tree Officer has reviewed the report and raised no objection. However, recommended condition requiring a Method Statement to be produced on how proposed landscape is to be maintained until establishment is achieved.

Ecology and Nature Conservation

- 8.21 Policy 4 of the North Northamptonshire Joint Core Strategy protects existing biodiversity and geodiversity assets, including refusing development proposals where significant harm to an asset cannot be avoided, mitigated or, as a last resort, compensated. This includes sites of Special Scientific Interest.
- 8.22 The NPPF in paragraph 170 suggests that recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland. It also states that minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.

- 8.23 The application has been accompanied by a Habitat Survey and Preliminary Ecological Appraisal. The County Ecology Officer is satisfied that this shows the site is of limited ecological value. The Landscape Plan makes provision for bird and bat boxes and hedgehog houses, while the accompanying management plan makes a number of recommendations regarding construction working practices to minimise the effect on biodiversity.
- 8.24 The Ecology Officer has raised some concerns in relation to soft landscaping plan and requested more consistency with the ecological recommendations. After careful consideration of the submitted landscape schedule (dwg SCARP_1955_P_205 rev P0), the Officer states that this does not fully incorporate the species recommended for biodiversity enhancement. Given the site's location next to a LWS, more native species planting, reflective of the composition of both Brookfield Plantation Cutting and other local woodlands is recommended. It is considered appropriate that provision of these features can be secured by condition to ensure sufficient attention for biodiversity.
- 8.25 Applicant have engaged with County Ecologist to address concerns previously raised in relation to biodiversity. The officer has confirmed a GCN avoidance/mitigation plan would be sufficient in this instance and a license would not be required. A compliance condition would be appropriate to control this matter.

Highways and Traffic Issues

- 8.26 Policy 8 of the Joint Core Strategy supports development that ensure a satisfactory means of access and provision for parking, servicing and manoeuvring in accordance with adopted standards. The above policy also recognises prioritising the needs of pedestrians, cyclists and public transport users and resisting developments that would prejudice highway safety.
- 8.27 The NPPF promotes sustainable transport and confirms at paragraph 109 that development should only be refused on highways grounds if there would be an unacceptable impact on highway safety or the residual cumulative impacts on the road network would be severe.
- 8.28 Vehicular access to the site would be off Corby Road immediately to the east of the site via a ghost island right turn lane junction form with a 3m ghost island and 3m through lane. The access is proposed to be designed with a 6m wide road with 10.5m corner radii which would accommodate appropriately sized two-way vehicle movements.
- 8.29 The submitted layout proposes 106 parking spaces and details 4 hoops – parking for 8 cycles. This level of parking is in accordance with the requirements of the Local Highways Authority.
- 8.30 The County Highways Officer is satisfied that the proposed access arrangements, however, suggests that the exact layout will need to be approved, post planning by the LHA's Audit Team. The DAS states that the majority of services take place between 9am and 5pm with 1 hour intervals, meaning that much of the traffic generated by the development will not be at peak times, when the highest number of vehicular movements associated with the residential and employment developments. The trip generation assessment forecast a total of 13 two-way trips for vehicle in the morning peak hour (08:00 – 09:00) and a total of 13 two-way trip in the evening peak hour (17:00 – 18:00).
- 8.31 It is recognised that the subject site is poorly served by public transport, and there is no bus stop in proximity to the site. Corby Road does not have a pavement to provide safe access by foot, nor would the provision of footpaths be practicable given the distance of the site from settlements. The development proposals would provide for 106 car parking spaces within the site and as such it is expected that due to the nature of the service there would be a heavy reliance on journeys made by private car.
- 8.32 The submitted Transport Statement recognises that car sharing is common in respect of services and visits to memorial gardens. Moreover, car sharing is recognised in the NPPF as a sustainable transport mode. It is considered reasonable that in the absence of alternative public transport options for this development, the implementation of a travel plan for the site would assist in ensuring that car sharing would be encouraged. County Highway Officer also

suggested Cycle to Work scheme to the staff and supply of electric car charging points would enhance the overall sustainability of the site.

- 8.33 Significant concern has been raised by the residents of Gretton regarding the impact of the proposed development would have on the Corby Road. Taking into account County Highways recommendations and subject to appropriate conditions in place, the LPA considers that the proposed scheme would not compromise highway safety or the satisfactory operation of the highway network. Paragraph 103 of NPPF also recognises that opportunities to maximise sustainable transport solutions will vary between urban and rural areas
- 8.34 Overall, it is considered that the proposal would not cause any detrimental harm in terms highway safety and therefore accord with JCS Policies and the NPPF which seek to ensure new development meets the need of the area without compromising the safe and satisfactory operation of the highway network subject to planning conditions.

Flood Risk and Drainage

- 8.35 Policy 5 (Water Environment, Resources and flood risk management) of Joint Core Strategy reflects how development should contribute to reducing the risk of flooding and also protecting the quality of the water environment. The above policy also states that *'development should be designed from the outset to incorporate Sustainable Drainage Systems wherever practicable, to reduce flood risk, improve water quality and promote environmental benefits'*. This consideration is reiterated in the NPPF, which states that development should ensure that flood risk is not increased elsewhere.
- 8.36 The site is in flood zone 1 and therefore has a low probability of flooding. The flood risk assessment (FRA) submitted with the application acknowledges that the proposed development is not at significant flood risk, subject to the recommended flood mitigation strategies being implemented. It is proposed that infiltration techniques are used to dispose of surface water from the site, with appropriate storage provided on site up to and including the 100-year plus climate change event, to ensure no increase in third party flood risk as a result of the development. It is proposed that appropriate provisions are made on site for a cesspool, to safely dispose of foul water.
- 8.37 The submitted drainage strategy indicates that the proposed attenuation ponds can function if restricted to 2l/s (it requires an increase in storage of around 60m³). Therefore, the application would provide an acceptable drainage solution for the proposed development and would not increase flood risk elsewhere.
- 8.38 The mitigation and enhancement measures have been identified and all the affects have been considered which are related to various stages of the design life. The Lead Local Flood Authority have assessed the submission and has not raised any objections to this subject to conditions. The Environment Agency have noted that an Environmental Permit may be required in relation to foul drainage and an informative could be attached to any permission. At this stage based on all the information provided by the applicant, it is considered that the drainage strategy, hydrology and flood risk mitigation is aligned with the policy requirements.

Air Quality

- 8.39 The proposals have the potential to cause air quality impacts and road traffic exhaust emissions associated with vehicles travelling to and from the site during operation. As such, an Air Quality Assessment is vital in order to determine baseline conditions and assess potential effects as a result of the scheme.
- 8.40 The NPPF requires the LPA (Local Planning Authority) should conduct site analysis to 'ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development.'

- 8.41 Policy 8 'Northamptonshire Place Shaping Principles' which prevents any development that would result in adverse impacts due to unacceptable levels of air pollution and noise.
- 8.42 The applicant has aligned the Air Quality Assessment with The East Midlands Air Quality Network/Corby Borough Council Air Quality and Emissions Mitigation, Draft Guidance for Developers (EMAQN guidance). Environmental Health Officer has assessed the report and requested further information on the details of the Type 1 and type 2 mitigation that the applicant intends to provide and reference to the 'IAQM Guidance on the assessment of dust from demolition and construction' or equivalent.
- 8.43 Applicant has provided additional information in regards to Type 1 and Type 2 mitigation by way of an email which demonstrates that Type 1 mitigation will include provision of electric vehicles charging points, controlled emission from construction traffic and incorporation of technology within the cremator to minimise the emission of oxides of nitrogen. In terms of Type 2 mitigation the applicant has referred to provision of on site cycle storage facility.
- 8.44 The objection letters received from the Parish Council and residents of Gretton have been considered, however following consultation with CBC Environmental Health Officer and assessing the circumstances, the proposal is considered to be acceptable, subject to compliance condition.
- 8.45 In addition to the above, emissions from the crematorium is controlled by the crematorium's Environmental Permit, which will ensure emissions from cremations operate within industry-wide environmental standards.

Other Issues

- 8.46 Objections have been raised in terms of impact upon heritage assets. The proposals would not have an adverse effect upon the significance of the Gretton Conservation Area or listed buildings within this settlement, as derived by their setting. The proposed development is of sufficient distance away from these assets and overall, in respect of character and appearance, landscaping as part of the scheme would ensure that the rural setting of these assets is maintained.

9 Conclusion

- 9.5 Policy 11 of the Joint Core Strategy sets out criteria for allowing development in the countryside. It is considered that this is a well-designed scheme which would be of an appropriate scale for its location and would respect the intrinsic character of the surroundings. There would be some loss of agricultural land, however this would not be significant.
- 9.6 There is no dispute that within Corby there is a qualitative and quantitative need for further provision as at the current time, as no crematoria currently operate in the District. The Need Statement submitted by the applicant also evidence the above need and the proposed development would overall be a benefit for residents of Corby to have easier access to crematorium facilities.
- 9.7 The proposal would not cause harm to highway safety due to the limited number of additional highway movements it would create in the peak times, and that there is no evidence that the proposal would have a negative impact on highway safety.
- 9.8 The officers have assessed the acceptability of the development applied substantial weight to the impact on the open countryside. Alongside this they have considered any other harm from the development and consider that the substantial benefits of the development are sufficient to clearly outweigh this harm. Therefore, it is the Officer's recommendation that the considerations in support of the development outweigh the potential harms and allow this development to be supported when assessed against local and national planning policy.

10 Recommendation

- 10.5 It is therefore recommended that the application be Approved subject to conditions as set out below.

CONDITIONS

1. The development hereby permitted shall begin before the expiration of three years from the date of this permission.

Reason: As required by 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 conform in all aspects with the plans and details shown in the application as listed below, unless variations are agreed by the Local Planning Authority in order to discharge other conditions attached to this decision:

- SITE LOCATION PLAN, Dwg. No.- SCARP_1955_P_102
- Proposed East / West Elevations and Transverse Section A-A, Dwg. No.- 19.04.22A
- Proposed North / South Elevations and Transverse Section B-B, Dwg. No.- 19.04.23A
- Proposed Building Plan, Dwg. No.- 19.04.20F
- Proposed Roof Plan, Dwg. No.- 19.04.21C
- ILLUSTRATIVE MASTERPLAN, Dwg. No.- SCARP_1955_P_100, Rev-P0
- Design and Access Statement, September 2020
- Planning Statement, October 2020
- TYPICAL CAR PARKING DIMENSIONS, Dwg. No.- SCARP_1955_P_103, Rev-P0, dated 9th February 2021
- LANDSCAPE GENERAL ARRANGEMENT PLAN, Dwg. No.- SCARP_1955_P_101, Rev- P1, dated 9th February 2021
- PLANTING PLANS- SHEET 01, Dwg. No.- SCARP_1955_P_200_P0
- PLANTING PLANS- SHEET 02, Dwg. No.- SCARP_1955_P_201_P0
- PLANTING PLANS- SHEET 03, Dwg. No.- SCARP_1955_P_202_P0
- PLANTING PLANS- SHEET 04, Dwg. No.- SCARP_1955_P_203_P0
- PLANTING PLANS- SHEET 05, Dwg. No.- SCARP_1955_P_204_P0
- PROPOSED ACCESS ARRANGEMENTS, Dwg. No.- LNC-BWB-HML-XX-DR-TR-102_S2_P10, 5th February 2021
- Transport Statement, LNC-BWB-GEN-XX-RP-TR-0001_TS_S2_V3, 10th February 2021
- Air Quality Assessment Proposed Crematorium, prepared by NEMS, dated 9th February 2021
- PLANTING PLANS – SCHEDULE, Dwg. No.- SCARP_1955_P_205, Rev-P0
- Landscape and Ecological Management Plan, dated 4th August 2020
- Preliminary Ecological Appraisal (PEA) Report, September 2020
- Great Crested Newt Barrier Fence Location Plan, Dwg. No.- 329.18.11
- Great Crested Newt Barrier Fence Construction Detail, Dwg. No.- 329.18.12
- Great Crested Newt Mitigation Statement, prepared by Red Kite
- Great Crested Newt Habitat Suitability Index (HSI) Report, May 2019
- Reptile Presence/Absence Survey Report, November 2019
- Update Badger Presence/Absence Survey Report, August 2020
- Ground Level Tree Assessment Report for Bats & Breeding Birds, November 2019
- Phase 1- Geo Environmental Assessment, LNC-BWB-ZZ-XX-RP-YE-0001 Ph1 rev P01, July 2019
- Tree Survey Report, August 2019
- TYPICAL PLANTING BED DETAILS, Dwg. No.- SCARP_1955_P_705
- TYPICAL TREE PIT IN HARD DETAIL, Dwg. No.- SCARP_1955_P_704
- TYPICAL TREE PIT IN SOFT DETAIL TYPE 01, Dwg. No.- SCARP_1955_P_701
- TYPICAL TREE PIT IN SOFT DETAIL TYPE 02, Dwg. No.- SCARP_1955_P_702
- TYPICAL TREE PIT IN SOFT DETAIL TYPE 03, Dwg. No.- SCARP_1955_P_703

- Flood Risk Assessment ref LNC-BWB-ZZ-XX-RP-YE-0002 FRA rev P02 dated 23rd October 2020 prepared by BWB.
- Illustrative Drainage Strategy , Dwg. No.- LNC-BWB-ZZ-XX-DR-CD-0001 rev P02, dated 1st March 2021 prepared by BWB
- MicroDrainage File Attenuation Basin 100+40% FEH dated 1st March 2021
- Sustainable Drainage Statement, LNC-BWB-ZZ-XX-RP-CD-0001_SDS, October 2020
- ARCHAEOLOGICAL DESK-BASED ASSESSMENT, October 2020
- BUILT HERITAGE STATEMENT, October 2020
- Need Statement, dated 6th October 2020

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

CONTAMINATION

3. Unless otherwise agreed by the Local Planning Authority, development other than that required to be carried out as part of an approved scheme of remediation must not commence until parts A to C have been complied with.

A Site Characterisation

An investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

- (i) a survey of the extent, scale and nature of contamination;
- (ii) (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,
 - archaeological sites and ancient monuments;

(iii) an appraisal of remedial options, and proposal of the preferred option(s). This must be conducted in accordance with DEFRA and the Environment Agency's 'Land Contamination: Risk Management' (or any guidance revoking and replacing this guidance with or without modification)'.

B. Submission of Remediation Scheme

A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the Local Planning Authority. 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 intended 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 remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must

be given two weeks 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 is subject to the approval in writing of the Local Planning Authority.

D. Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development 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, and where remediation is necessary, a remediation scheme must be prepared in accordance with the requirements of part B, which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with part C.

Reason (common to all): 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.

AIR QUALITY

4. Prior to commencement of development, details must be provided, and are subject to the approval in writing of the Local Planning Authority, of a scheme of mitigation measures that will be implemented in accordance with the Air Quality Assessment for Proposed Crematorium, Corby Road, Gretton, reference: 32629/R1/3 dated 9th February 2021 by NEMS and applicants email dated 1st March 2021 that are consistent with the requirements of the Air Quality and Emissions Mitigation Guidance for Developers produced by EMAQN and Corby Borough Council (or any guidance revoking and replacing this guidance with or without modification).

Reason: In the interest of public health and to prevent a cumulative increase in background levels of air pollution.

EXTERNAL ILLUMINATION

5. There shall be no external illumination on the site at any time other than in accordance with a detailed scheme which shall first have been submitted to and approved by the LPA. The scheme shall include an assessment of the impact of the lighting on the vertical facades of sensitive properties and the measures necessary to reduce the impact. Once approved the scheme shall be implemented in full before first use according to this approval and thereafter maintained in this approved state.

Reason: In the interest of residential amenity.

LANDSCAPE

Landscaping Implementation

6. No building or use hereby permitted shall be occupied or the use commenced until there has been submitted to and approved in writing by the Local Planning Authority a scheme of hard and soft landscaping. All soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation or use of any part of the development or in accordance with a programme to be agreed in writing with the Local Planning Authority. Any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species as those originally planted, unless the Local Planning Authority gives written approval to any variation.

Reason: To protect and enhance the character of the site and the area, and to ensure its appearance is satisfactory in accordance with Policies 3 and 8 of the North Northamptonshire Joint Core Strategy.

Landscape Maintenance

7. Prior to the occupation of the development a landscape maintenance scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall provide for the maintenance of all landscaped areas for a minimum period of 5 years and specify the maintenance responsibilities and arrangements for its implementation. The landscape maintenance scheme shall be carried out as approved.

Reason: To protect and enhance the character of the site and the area, and to ensure its appearance is satisfactory in accordance with Policies 3 and 8 of the North Northamptonshire Joint Core Strategy.

Landscape Management

8. A landscape management plan including long term design objectives, management responsibilities, management and maintenance schedules for all landscape areas, other than small privately owned, domestic gardens, shall be submitted to and approved by the Local Planning Authority prior to the occupation of any part of the buildings or any phase of the development, whichever is the sooner, for its permitted use. The landscape management plan shall be carried out as approved.

Reason: To protect and enhance the character of the site and the area, and to ensure its appearance is satisfactory in accordance with Policies 3 and 8 of the North Northamptonshire Joint Core Strategy.

HIGHWAYS

9. The footway in the highway verge will need to be 2m wide in accordance with adoptable standards.

Reason: To ensure highway safety.

10. Prior to commencement of the development hereby permitted, a full CTMP (Construction Traffic Management Plan) shall be submitted to and be approved in writing by the Local Planning Authority. The Plan is to include the following elements;
 - a) Detailed work programme / timetable.
 - b) Site HGV delivery / removal hours to be limited to between 09:15 - 16:30 unless otherwise approved as part of the CTMP.
 - c) Detailed routeing for demolition, excavation, construction and abnormal loads.
 - d) Supply of pre-journey information on routeing and site restrictions to contractors, deliveries and visitors.
 - e) 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.
 - f) Breakdown of number, type, size and weight of vehicles over demolition & construction period.
 - g) 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
 - h) Details of public impact and protection to include road, footway, cycleway and PRow. Details of TROs and road / footway / cycleway / PRow closures and re-routeings as well as signage, barriers and remediation.
 - i) Public liaison position, name, contact details and details of public consultation/liaison.

- j) Route details as required covering culverts, waterways, passing places, tracking of bends/junctions and visibility splays.
- k) 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.
- l) Details of temporary construction accesses and their remediation post project.
- m) Provision for emergency vehicles.

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

11. The approved car parking and cycle parking facilities hereby approved shall be implemented prior to the commencement of the use of the development hereby approved and thereafter retained.

Reason: To ensure the provision and availability of adequate cycle and car parking facilities in accordance with Policies 8 and 15 of the North Northamptonshire Joint Core Strategy.

12. No development shall commence until a scheme for the provision of electric vehicle charging points has been submitted to, and approved in writing by, the local planning authority. The development hereby permitted shall not be occupied until the electric vehicle points have been provided and are available for use in accordance with the approved scheme.

Reason: To ensure the provision and availability of adequate EV charging facilities in accordance with Policies 8 and 15 of the North Northamptonshire Joint Core Strategy

13. No development shall commence until a travel plan to encourage car sharing by persons attending the site has been submitted to and approved in writing by the Local Planning Authority. The development hereby permitted shall not be occupied until the approved travel plan has been implemented.

Reason: To promote sustainable transport mode

FLOOD RISK AND DRAINAGE

14. Prior to commencement of the development full engineering, construction and drainage plans for the off-site works along with an RSA 1/2 shall be submitted and approved in writing by the LHA.

Reason: To ensure highway safety in accordance with Policies 8 and 15 of the North Northamptonshire Joint Core Strategy.

15. Vehicular visibility splays of 2.4m from the carriageway edge along the centre of the vehicular access by a distance of 123m southbound and 150.7m northbound measured from the centre of the vehicular access along the carriageway edge. The splays shall thereafter be permanently retained and kept free of all obstacles to visibility over 0.9m in height above carriageway level.

Reason: To ensure highway safety in accordance with Policies 8 and 15 of the North Northamptonshire Joint Core Strategy.

FLOOD RISK AND DRAINAGE

16. No above ground work shall take place until full details of the surface water drainage scheme for the site, based on the approved Drawing LNC-BWB-ZZ-XX-DR-CD-0001 rev P02 entitled Illustrative Drainage Strategy dated 1st March 2021 prepared by BWB have been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be

implemented in accordance with the approved details before the development is completed. The scheme shall include,

- i) Details (i.e. designs, diameters, invert and cover levels, gradients, dimensions and so on) of all elements of the proposed drainage system, to include pipes, inspection chambers, outfalls/inlets and attenuation structures (if required).
- ii) Details of the drainage system are to be accompanied by full and appropriately cross-referenced supporting calculations
- iii) Cross sections of the control chamber (including site specific levels mAOD) and manufacturers' hydraulic curves should be submitted for the hydrobrake.
- iv) A qualitative examination of what would happen if any part of the system fails. It should be demonstrated that flood water will have flow routes through the site without endangering property and where possible maintaining emergency access/egress routes

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

17. No above ground work shall take place until full details of the management and maintenance of the surface water drainage system has been submitted to and approved by the Local Planning Authority. Details are required of the organisation or body responsible for vesting and maintenance of individual aspects of the drainage system. The maintenance and/or adoption proposal for every element of the surface water drainage system proposed on the site should be considered for the lifetime of the development and a maintenance schedule setting out which assets need to be maintained, at what intervals and what method is to be used including details of expected design life of all assets with a schedule of when replacement assets may be required, should be submitted.

A maintenance schedule should be accompanied by a site plan to include access points, maintenance access easements and outfalls. Maintenance operational areas to be identified and shown on the plans, to ensure there is room to gain access to the asset, maintain it with appropriate plant and then handle any arising's generated from the site.

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.

18. No Occupation shall take place until a Verification Report for the installed surface water drainage system for the site based on the approved detailed design drawings at Discharge of Condition stage has been submitted in writing by a suitably qualified independent drainage engineer and approved by the Local Planning Authority The details shall include:
- a) Any departure from the agreed design is keeping with the approved principles
 - b) As-Built Drawings and accompanying photos
 - c) Results of any Performance testing undertaken as a part of the application process (if required / necessary)
 - d) Copies of any Statutory Approvals, such as Land Drainage Consent for Discharges etc.
 - e) CCTV Confirmation that the system is free from defects, damage and foreign objects.

Reason: To ensure the installed Surface Water Drainage System is satisfactory and in accordance with the approved reports for the development site.

19. All ecological measures and/or works shall be carried out in accordance with the details contained in 'Mitigation statement in respect of great crested newts, Corby Road Gretton (the site)' and 'Great crested newt barrier fence location plan' (drawing no. 329.18.11) by Red Kite Network Limited and dated March 2021 as already submitted with the planning application and agreed in principle with the local planning authority prior to determination.

Reason: To comply with development plan.

11 Informative

- a. In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework 2019 to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the 'Saved' Local Plan Policies 1997, Joint Core Strategy Adopted July 2016, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

Human Rights Act 1998

Officers have considered the Human Rights Act 1998 in reaching a recommendation to grant planning permission, subject to conditions. Officers have considered the potential interference with the rights of the owners/occupiers of surrounding properties under Article 8 and/or Article 1 of the First Protocol of the Act and consider that it is proportionate.

Officers have also considered the interference with the human rights of the applicant under Article 8 and/or Article 1 of the First Protocol caused by imposing conditions. Officers consider that the conditions are necessary to protect the rights and freedoms of others and to control the use of property in accordance with the general interest. The interference is therefore justifiable and proportionate.

Section 17 of the Crime and Disorder Act 1998

Officers have considered, with due regard, the likely effect of the proposal on the need to reduce crime and disorder as part of the determination of this application, in accordance with section 17 of the Crime and Disorder Act 1998. In reaching a recommendation to approve, Officers consider that the proposal will not undermine crime prevention or the promotion of community safety.

Officer to Contact:

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