

15/00111/DPA	Proposed New Class A1 Food Retail Store, With Associated Car Parking, Servicing And Landscaping – Land Off Saxon Way West, Corby
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Background

The application site is a 1.318 hectare piece of land bounded by Saxon Way West to the west, Oakley Hay Roundabout to the south-west, Headway to the north and A6014 Oakley Road to the south-east. Corby town centre lies around 4 kilometres to the north-east. It is therefore out of centre in retail planning terms.

The surrounding area is characterised by a mix of commercial and residential uses. Immediately opposite the site to the south-east lies a fuel filling station, hotel, public house and a B1 Use business unit. Beyond this is a recent housing scheme accessed off Headway (Conyger Close). To the north of the site is an industrial site which has recently been cleared of buildings. To the west is Headway Business Park comprising of office buildings.

The site is allocated in the Corby Borough Local Plan as employment site for business use under 'Saved' Policy J11.

The application is presented to the Committee because of the level of representation received to the application and also because it is a departure from the Local Plan.

Description

The application proposes the erection of a Class A1 foodstore with a net retail area of 1,254 square metres with associated access from Saxon Way West.

The proposed store is single storey building with a sloping roof from front to back. The architectural detailing includes glazing to the entrance and main facades, with terracotta rain-screen cladding, silver and anthracite cladding and glazed entrance canopies.

The development will utilise a new site entrance from Saxon Way West, supplemented with a new right turn lane for vehicles entering the site from the south. Pedestrian access will be via a proposed new footpath leading from Headway.

The proposed store will have servicing for the site located to the south-east side of the store to provide dedicated loading and unloading area for HGVs.

The scheme provides parking for 123 vehicles. This provision includes 6 parent and child spaces and 7 designated spaces for disabled users.

Hard and soft landscaping is proposed within the scheme, with low level planting provided as an edge to the car parking areas.

The scheme has been revised since submission to include improvements from a crime prevention point of view and improvements to the access to make the scheme acceptable to the Highway Authority.

Site History

No relevant site history.

Policies

National Planning Policy Framework (NPPF)

In the context of employment land allocations, Paragraph 22 states:

"Planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. Land allocations should be regularly reviewed. Where there is no reasonable prospect of a site being used for the allocated employment use, applications for

alternative uses of land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities."

Paragraph 24, for retail development, requires a sequential approach to site selection with preference given to centre sites before accessible edge or out of centre locations are considered.

North Northamptonshire Core Spatial Strategy (NNCSS)

Policy 11 (Distribution of Jobs) provides information on the Council's preference to safeguard existing employment sites unless it can be demonstrated that an alternative use would not be detrimental to the overall supply and quality of employment land within the district and/or it would resolve conflicts between land uses

Policy 12 (Distribution of Retail Development) stipulates that any major retail development proposal providing over 1,000 square metres gross floor space will need to include an assessment of impacts on adjacent town centres.

Policy 13 promotes general sustainability principles including good design and access.

Policy 14 addresses energy efficiency and sustainable construction.

Corby Borough Local Plan

'Saved' Policy J11 allocates the land for 1.3 hectares for business use.

'Saved' Policy P1(E) addresses environmental protection on development sites.

Consultation

Natural England – No objection. Natural England is satisfied that the proposed development being carried out in strict accordance with the details of the application, as submitted, will not damage or destroy the interest features for which the site has been notified. We have not assessed this application and associated documents for impacts on protected species. The authority should consider securing measures to enhance the biodiversity of the site if it is minded to grant permission for the application. This application may provide opportunities to enhance the character and local distinctiveness of the surrounding natural and built environment; use natural resources more sustainably; and bring benefits to the local community, for example through green space provision and access to and contact with nature.

Environmental Quality – No comments.

Environment Agency – No objection subject to a condition requiring full details of a scheme including phasing, for the provision of mains foul sewage infrastructure on and off site has been submitted before any building works commence which comprise the erection of a building.

Crime Prevention Design Advisor – The revised proposed site plan, external lighting scheme for the car park and footway together with my previous queries answered are all now acceptable and I have no further comment to make regards to this application.

Local Plans – In regards to loss of employment land it is recognised that the site has not been developed for business uses in all the years it has been allocated and in the three years it has been subject to marketing initiatives for employment use, as demonstrated in the accompanying marketing evidence report. In regards to retail policy the NPPF requires applications for main town centre uses that are not in an existing centre and are not in accordance with an up to date Local Plan to apply a sequential test. In addition, the retail impact of the development should be assessed both on planned investment in centres in the catchment and on town centres vitality and viability. The first step for retail assessments is to define the primary catchment area for the proposed development, as this determines the town centres to which the assessments sought by the framework should be directed. The primary catchment area for a proposal is the area from which it is likely to draw most of its trade. The extent of particular stores primary catchment area will vary according to a number

of factors. The applicant has identified a primary catchment area for the proposed development as a five minute drive time from the site. This excludes Corby town centre but includes five local centres which have been assessed. Officers have questioned the use of a five minute off peak drive time from the site as the basis for the retail assessments throughout this process. Given the very accessible location of the site proposed, it would be surprising if residents of the town centre area were not to use the proposed store over the existing Rockingham Road site as it has a more direct driving route. Therefore the fact that the town centre has been excluded from the primary catchment area needs to be fully justified. You will need to be satisfied that the approach taken to the sequential test and impact analysis is robust given these concerns.

Anglian Water – No objection subject to a condition for a surface water management strategy to be submitted before any drainage works commence.

Highway Authority – No objection. Swept path manoeuvring for HGVs, lane widths and pedestrian crossing are now acceptable. Vegetation management will be required to ensure maximum visibility can be maintained at the junction. Drainage will be required to ensure that private surface water does not enter the highway. Street lighting should be investigated to ensure the current illumination requirements within the adopted highway are met with regards to lighting.

Northamptonshire Wildlife Trust – No comments received.

Advertisement/Representations

1. Site Notice – Posted on a lamp column opposite the site on 31st March 2015. The application was re-advertised as a departure application on the 30th December 2015.
2. Public Notice – Published in the local newspaper on 2nd April 2015. The application was re-advertised as a departure application on 7th January 2016.
3. Neighbour Notification –
 - Unit 1 Saxon House, 1 Saxon Way West
 - Unit 2 Saxon House, 1 Saxon Way West
 - Unit 3 Saxon House, 1 Saxon Way West
 - Unit 4 Saxon House, 1 Saxon Way West
 - Unit 5 Saxon House, 1 Saxon Way West
 - Unit 6 Saxon House, 1 Saxon Way West
 - Moore Stephens, Unit 1 Oakley House, 3 Saxon Way West
 - Jeakins Weir Ltd, Unit 1 Uppingham House, 5 Saxon Way West
 - Lamb and Holmes, Unit 2 Uppingham House, 5 Saxon Way West
 - Jet Petrol Station, Little Colliers Field
 - Beefeater, Little Colliers Field
 - Pilz, Little Colliers Field
 - Corby Southern Gateway Ltd, c/o 45 Bedford Row, London, WC1R 4LN
4. Summary of Representations – 117 representations have been received 99 of which are in support of the application and the remaining 18 objecting. The following is a summary of the representations received:
 - The store will provide increased choice and competition.
 - The store is in a convenient location for access by residents.
 - The proposed store will would reduce the need for people to travel out the area for food shopping.
 - The store would provide employment opportunities for local people.
 - The store will retain spending within the local area.
 - The proposal provides good level of parking.

- The proposal will provide landscaping.
- Traffic in Lewin Road will increase significantly especially in view of the proposed Oakley Vale Phases 8 and 9 leading to highway safety concerns.
- No need for additional convenience stores.
- Highway safety concerns as a result of speeding on Lewin Road.
- Traffic calming should be introduced on Lewin Road.
- Access should be taken off the main roads (A6014) to reduce levels of cars using Lewin Road as cut through and for a safer access.
- Increased levels of vehicles will increase the likelihood of a road traffic incident in a densely populated residential neighbourhood.
- The proximity of the access to the existing slip road off the roundabout is a concern due to poor visibility off the bend in the road.
- Increased noise levels from traffic as a result of the proposed opening hours causing disturbance to residents.
- A decrease in local air quality.
- The proposal will change the village character of Great Oakley by introducing commercial uses and increasing levels of through traffic.

Report

The key issues raised by the scheme are:

1. The application of present planning policies that promote the site as suitable for business type development.
2. Retail planning policy that promotes town centre site for retail uses.
3. General development management matters relating to design, layout and other key environmental concerns.
4. Highway issues.

117 representations have been received in regards to the application 99 of which are in support and 18 which object (summary of representations above). The report covers the relevant material considerations raised by members of the public under the various topic headings below.

Employment Land Considerations

The policies of the adopted North Northamptonshire Core Spatial Strategy (NNCSS), Policy 11, express the development plan preference to safeguard existing employment sites unless it can be demonstrated that an alternative use would not be detrimental to the overall supply and quality of employment land within the district and/or it would resolve conflicts between land uses. The policy is aimed at 'Class B' industrial use not the employment found in retailing. It is necessary to assess whether the development is contrary to the above underlined section of the policy.

A balance has to be struck. There is some tension between national policy, and local planning policies. On the one hand, national policies require avoidance of long term allocation of land that has not been developed for employment purposes (tending to favour this development as this site has remained undeveloped since its allocation in the 1997 Corby Borough Local Plan) and has more recently been actively marketed for employment use without generating any considerable interest.

Overall employment land commitments are extensive. The site will be located on 0.007% of the total allocated employment land provision in the Borough. It is readily concluded the loss of the site will not have a material impact on employment land supply.

A parallel benefit from the proposal is the site has not seen any form of development that has economically contributed to the Borough. The proposal therefore, whilst a retail use will make a positive contribution to the local economy by investing in the area and creating local jobs.

The proposed development also completes the southern gateway entrance into Corby with development located on all the main junction of the roundabout into the Borough. This provides a positive impression for visitors entering the town from this direction and thereby creating the potential investment into the local economy.

In this instance an acceptable case has been made by the applicant that the development would not be detrimental to employment land supply. It is not therefore in conflict with policies to preserve employment as it is an allowable exception to NNCSS Policy 11.

The proposed development therefore presents an achievable opportunity for sustainable development which accords wholly with the support for sustainable economic development founded in national policy.

Retail Planning Policy

Sequential Assessment

The development is in an out of centre location and compliance with the 'sequential approach' is required, consistent with paragraph 24 of the NPPF.

The submission originally included a sequential assessment which was based on a five minute drive catchment area. This catchment area took into account five local centres but not the town centre. The Local Plans section considered this approach not to be consistent with the NPPF. The agent has subsequently submitted further information which considers the town centre and edge of centre sites.

When applying the sequential approach, first preference is given to sites in the town centre itself and when considering edge of centre or out of centre sites, preference should be given to accessible sites that are well connected to the centre.

From reviewing the revised sequential assessment it is considered that there are no suitable, available and viable sites which could accommodate the proposed development, even when regard is given for flexibility. Compliance with the sequential approach has therefore been demonstrated and the test has been met. Paragraph 24 of the NPPF is therefore satisfied in this respect.

Impact Assessment

Whilst the proposed development falls below the threshold for (retail) impact assessment identified in the in the NPPF, Policy 12 of the NNCSS stipulates that any major retail development proposal providing over 1,000 square metres gross floor space will need to include an assessment of impacts on adjacent town centres.

When applying the impact assessment it should assess the impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal; and the impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and wider area, up to five years from the time the application is made.

From reviewing the impact assessment it is considered that the retail impact up to 2020 is unlikely to result in any significant impact to the vitality and viability of Corby town centre. The impact assessment also shows that if permitted the proposal will not act to deter investment in Corby town centre. Therefore compliance with impact assessment has therefore been demonstrated and Policy 12 of the North Northamptonshire Core Spatial Strategy has been satisfied in this respect.

Development Management Considerations

Height, Size, Mass and Appearance

In terms of building height, the proposed unit will be 9.3 metres at the highest point and 5.8 metres at it lowest point. This is in keeping with the scale of surrounding buildings. The proposed development will not be visually detrimental to the street scene or wider area. The proposed unit will occupy the north-east portion of the site, with the car parking located

adjacent to the south-west. The servicing area for the proposed building is located on the south-east elevation.

The proposed design and appearance of the building will provide a contemporary designed building with architectural detailing which includes glazing to the entrance and main facades, with terracotta rain-screen cladding, silver and anthracite cladding and glazed entrance canopies. The design of the building reflects the general design approach of the new commercial buildings in the area adopting a mono-pitch roof which is evident on a number of new buildings in the area. The design and appearance of the proposal is considered to be acceptable.

The application site is located primarily adjacent to commercial uses. It is therefore considered that the proposal is unlikely to result in any significant adverse impact on the character of the surrounding area.

In summary, it is considered that the height, size, mass and appearance of the proposed development are acceptable and the proposed development accords with Policy 13 of the NNCS.

Layout

The development will utilise a new site entrance from Saxon Way West, supplemented with a new right turn lane for vehicles entering the site from the south. Pedestrian access will be via a proposed new footpath leading from Headway.

The proposed store will have servicing for the site located to the south-east side of the store to provide dedicated loading and unloading area for HGVs.

The scheme provides parking for 123 vehicles. This provision includes 6 parent and child spaces and 7 designated spaces for disabled users.

Hard and soft landscaping is proposed within the scheme, with low level planting provided as an edge to the car parking areas.

It is considered that the layout of the development is acceptable given the shape of the site. It is also considered that the proposed pedestrian connections outside the site will make the site accessible to the adjacent residential and commercial uses encouraging more sustainable means of getting to the site. On this basis it is considered that the layout accords with Policy 13 of the NNCS.

Ecology

A preliminary ecological assessment was submitted with the planning application. No comments have been received from the Wildlife Trust and Natural England has not objected to the application. It is noted that a number of recommendations have been made in the preliminary ecological assessment and it is considered that a condition can be imposed to ensure that these recommendations are taken forward into the development of the site.

Drainage

The foul sewage and surface water is proposed to be disposed of via the mains sewers. Both Anglian Water and Environment Agency have not objected to the scheme. Both however request conditions in regards to the phasing of mains foul sewage infrastructure and a surface water management strategy. It is considered that these area reasonable requests and conditions will be imposed to cover these issues.

Contamination

A land contamination assessment has been submitted with the application which confirms the site has been infilled and is likely to have some contaminants in the land. There are no objections from the Environment Quality department but conditions will be necessary.

Noise

A noise assessment has been submitted with the planning application which concludes that noise emissions from the proposed plant will comply with typical local authority requirements during both the daytime and night-time periods. The Environmental Quality department have not raised any objection in regards to noise.

Lighting

External lighting should be designed to minimise light pollution from sky glow or direct effects on dwellings, avoiding glare and light spillage. The proposed lighting strategy demonstrates that there will not be an unacceptable level of light spill from the site.

Local Air Quality

Retail as a use is not considered to be a notable emitter of particulates given the nature of the processes within the building. It is noted that whilst the use will generate additional vehicular traffic however it is not considered that this will result in significant increase in air pollution given that the site is within a sustainable location given the proposed pedestrian/cycle connectivity enhancements that are discussed in the highways section below.

The limited air quality implication of the development is supported by the fact that Environmental Quality have not objected to the application or raised concerns in respect of this matter.

Highway Considerations

A transport assessment has been submitted with the application which has been subsequently revised following Highway Authority comments. The level of car and cycle parking has been considered by the Highway Authority are satisfied with the level proposed given the likely trips that will be generated for the site.

It is noted from the transport assessment that the capacity assessment shows that the impacts of the proposed development are minimal for all peak periods on the highway network. It is not considered that the proposal will result in any significant levels of traffic which could not be accommodated on the surrounding highways. This is further supported by the Highway Authority who has not raised any concerns to the proposal from a traffic point of view.

The proposal will introduce the addition of new footpaths from the site. The footpaths will help to link the proposed store to the closest footpath networks and also to the nearby bus stops. It is considered that the proposed linkages are acceptable and will help to make the proposed development sustainable by providing the choice modes of transport to get to the store. The application also proposes provision for 10 cycles to be parked at the site. This again supports other forms of sustainable transport to the site. It is considered that the proposal from a sustainability point of view is acceptable.

In regards to the vehicular access arrangement the Highway Authority requested amendments which have been carried out by the agent. The Highway Authority has no objections to the proposal from a highway safety point of view subject to a number of conditions being imposed.

Overall it is considered that the proposal is acceptable from a highway safety point of view subject to a number of conditions.

Conclusion

The site is promoted for employment (Class B) use by present planning policies. However, overall employment land commitments are extensive. It is readily concluded the loss of the site will not have a material impact on employment land supply. The NPPF is clear in its focus on delivering sustainable economic growth. The benefits that will be realised if planning permission is granted include continued investment in the local economy, and the immediate creation of up to 30 jobs.

Compliance with the sequential and retail impact approach has been demonstrated and it is unlikely there will be any significant adverse impact on the town centre. Full compliance, therefore, has been secured with national retail planning policies.

Design and layout issues are also acceptable and have been revised to take account of crime prevention issues. Connectivity to adjacent residential areas has been secured as part of the development proposal. These all help to ensure the development is well connected.

Highway issues have been resolved with the access considered to be acceptable subject to a number of conditions.

The application as submitted is therefore considered to accord with guidance in the National Planning Policy Framework, National Planning Policy Guidance, Policies 11, 13 and 14 of the North Northamptonshire Core Spatial Strategy and 'Saved' Policies J11 and P1(E) of the Corby Borough Local Plan.

RECOMMENDATION: The Head of Planning and Environmental Services be authorised to grant planning permission subject to no material representations being received during the re-advertisement period as a departure application, and subject to the following conditions:

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

Reason: To comply with Section 91 (as amended) of the Town and Country Planning Act 1990.

2. The development hereby approved shall be fully implemented in accordance with the following approved plans and statements:

- A13A71 – P001 Site Location Plan 1:1250 @ A4
- A13A71 – P002 Existing Site Plan 1:200 @ A0
- A13A71 – P003 Rev B Proposed Site Plan 1:250 @ A0
- A13A71 – P004 Proposed Drainage Plan 1:250 @ A0
- A13A71 – P005 Proposed Landscape Plan 1:250 @ A0
- A13A71 – P006 Proposed Site Sections 1:250 @ A1
- A13A71 – P201 Proposed Floor Plan 1:125 @ A1
- A13A71 – P202 Proposed Elevations 1:100 @ A1
- MJA-P105-4005-D Revised External Lighting 1:500 @ A0
- 14035 – 010.DWG Rev G Proposed Site Access 1:500 @ A3
- Preliminary Ecological Assessment RT-MME-117115-24-01 by Middlemarch Environmental
- Land Contamination Phase 1 Environmental Site Assessment – B1057-Doc-1)1 Rev X1 by Webb Yates Engineers
- Environmental Noise Survey and Plant Noise impact Assessment BS 33774/NIA by Noise Solutions Ltd
- Phase 1 Flood Risk Assessment 2216 by Ambiental Technical Solutions Ltd
- Transport Assessment by Connect Consultants
- Travel Plan by Connect Consultants

Reason: To ensure the scheme is implemented as approved and for clarity.

3. Prior to the commencement of building construction (namely, above ground works), sample panels of materials to be used on the external faces of the buildings shall be made available on site for the approval of the Local Planning Authority. The scheme shall be implemented in accordance with the approved details and thereafter retained as such.

Reason: To secure an acceptable appearance consistent with Policy 13 of the North Northamptonshire Core Spatial Strategy.

4. Prior to the commencement of surfacing to the car park and public areas, details of the designs, colours and samples of materials to be used on the ground surface shall be made available on site and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to first use of the retail store and thereafter retained as such.

Reason: To secure an acceptable appearance consistent with Policy 13 of the North Northamptonshire Core Spatial Strategy.

5. Prior to the commencement of development an investigation and risk assessment (which shall include a Phase 2 land investigation) to identify the potential for contamination of the site, including its nature and extent together with a strategy for remediation should contamination be found shall be submitted to and approved in writing by the Local Planning Authority. The approved development shall thereafter only take place in accordance with any agreed Remediation Strategy.

Reason: To ensure that risks from land contamination to the future users of the development and neighbouring land are minimised.

6. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for an amendment to the Remediation Strategy detailing how this unexpected contamination shall be dealt with.

Reason: To ensure that risks from land contamination to the future users of the development and neighbouring land are minimised.

7. The soft landscaping scheme hereby approved shall be carried out prior to the occupation of any part of the development or in accordance with a timetable to be agreed in writing with the Local Planning Authority. Any trees or plants that within a period of five years after planting, are removed, die or become, in the opinion of the Local Planning Authority, seriously damaged or defective shall be replaced with others of a species, size and number as originally approved in the first available planting season unless the Local Planning Authority gives its written consent to any variation.

Reason: the interests of visual amenity and to comply with Policy 13 of the North Northamptonshire Core Spatial Strategy.

8. The development shall be carried out in accordance with the recommendations in the Preliminary Ecological Assessment Report No: RT-MME-117115-24-01 by Middlemarch Environmental.

Reason: In the interests of ecological interest of the site in accordance with Policy 13 of the North Northamptonshire Core Spatial Strategy.

9. The development shall be carried out in accordance with the requirements in the Environmental Noise Survey and Plant Noise Impact Assessment Ref: BS 33774/NIA by Noise Solutions Ltd.

Reason: In the interests of residential amenity and in accordance with Policy 13 of the North Northamptonshire Core Spatial Strategy.

10. 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 of the development hereby permitted until full details of a scheme including phasing, for the provision of mains foul sewage infrastructure on and off site has been submitted to and approved in writing by the Local Planning Authority. The building shall not be occupied until the works have been carried out in accordance with the approved scheme.

Reason: To prevent flooding, pollution and detriment to public amenity through the provision of suitable water infrastructure in accordance with Policy 13 of the North Northamptonshire Core Spatial Strategy.

11. No drainage works shall commence until a surface water management strategy has been submitted to and approved in writing by the Local Planning Authority. No hard-standing areas to be constructed until the works have been carried out in accordance with the surface water strategy so approved unless otherwise agreed in writing by the Local Planning Authority.

Reason: To prevent environmental and amenity problems arising from flooding in accordance with Policy 13 of the North Northamptonshire Core Spatial Strategy.

12. HGV delivery times shall be scheduled outside public opening hours.

Reason: To allow onsite manoeuvres to be carried out safely in accordance with Policy 13 of the North Northamptonshire Core Spatial Strategy.

13. No part of the development shall be brought into use until the vehicular access to the development has been upgraded in accordance with the submitted details and to incorporate the requirements below unless alternative details are submitted and approved in writing by the Local Planning Authority. The access shall:

- provide vehicular visibility splays of 4.5 metres by 52 metres to the south and 54 metres to the north at the junction with Saxon Way West and shall be provided clear of obstruction at a height of 0.6 metres above the carriageway level
- be drained to prevent surface water entering the highway
- provide visual demarcation of the junction between adopted and private surfacing

and thereafter maintained.

Reason: In the interests of highway safety and to accord with Policy 13 of The North Northamptonshire Core Spatial Strategy.

14. Details of street lighting in relation to the additional highway works shall be submitted and agreed in writing by the Local Planning Authority. The building shall not be occupied until the works have been carried out in accordance with the approved scheme.

Reason: In the interests of highway safety and to accord with Policy 13 of The North Northamptonshire Core Spatial Strategy.

15. Prior to the commencement of development hereby permitted, a full Construction Traffic Management Plan shall be submitted and approved in writing by the Local Planning Authority. The plan shall include the following:

- detailed work programme/timetable
- site HGV delivery/removal hours to be limited to between 10:00-16:00
- detailed routeing for demolition, excavation, construction and abnormal loads
- supply of pre-journey information on routeing and site restrictions to contractors, deliveries and visitors
- detailed plan showing the location of onsite stores and facilities including the site compound, contractor and visitor parking and turning as well as loading and unloading points, turning and queuing for HGVs
- breakdown of number, type, size and weight of vehicles over demolition and construction period
- 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
- details of public impact and protection to include road, footway, cycleway and public right of ways. Details of traffic regulation orders and road/cycleway/public rights of way closures and re-routeings as well as signage, barriers and remediation
- public liaison position, name, contact details of public consultation/liaison

- route details as required covering culverts, waterways, passing places, tracking of bends/junctions and visibility splays
- pre and post works inspection of the highway between Oakley Hay roundabout and the junction of the site 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 traffic regulation orders, temporary signage, barriers and diversions
- overall strategy for managing environmental impacts which arise during the project
- details of temporary construction accesses and their remediation post project
- noise control methods
- provision for emergency vehicles
- waste audit and scheme for waste minimisation including recycling/disposing of waste resulting from construction works including confirmation of any material exports, routing and deposition sites.

Reason: In the interests of highway safety and to accord with Policy 13 of The North Northamptonshire Core Spatial Strategy.

16. The premises hereby permitted shall only be used for the purpose of food retail store and for no other purpose (including any other purpose in Class A1 of the Use Classes Order 1987 as amended or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) without the prior permission in writing of the Local Planning Authority.

Reason: To minimise the impact of the development on the vitality and viability of Corby town centre in accordance with Policy 12 of the North Northamptonshire Core Spatial Strategy 2008.

17. The building shall only be used as a single retail unit and shall not be sub-divided into separate shop units.

Reason: To control use of the retail floor space as approved and to preserve the building for the retailing of food in accordance with the application submission in the interest of the vitality and viability of Corby town centre. This is in accordance with Policy 12 of the North Northamptonshire Core Spatial Strategy 2008.

Reasons for Approval:

The site is promoted for employment (Class B) use by present planning policies. However, overall employment land commitments are extensive. It is readily concluded the loss of the site will not have a material impact on employment land supply. The NPPF is clear in its focus on delivering sustainable economic growth. The benefits that will be realised if planning permission is granted include continued investment in the local economy, and the immediate creation of up to 30 jobs.

Compliance with the sequential and retail impact approach has been demonstrated and it is unlikely there will be any significant adverse impact on the town centre. Full compliance, therefore, has been secured with national retail planning policies.

Design and layout issues are also acceptable and have been revised to take account of crime preventions issues. Connectivity to adjacent residential areas has been secured as part of the development proposal. These all help to ensure the development is well connected.

Highway issues have been resolved with the access considered to be acceptable subject to a number of conditions.

The application as submitted is therefore considered to accord with guidance in the National Planning Policy Framework, National Planning Policy Guidance, Policies 11, 13 and 14 of the

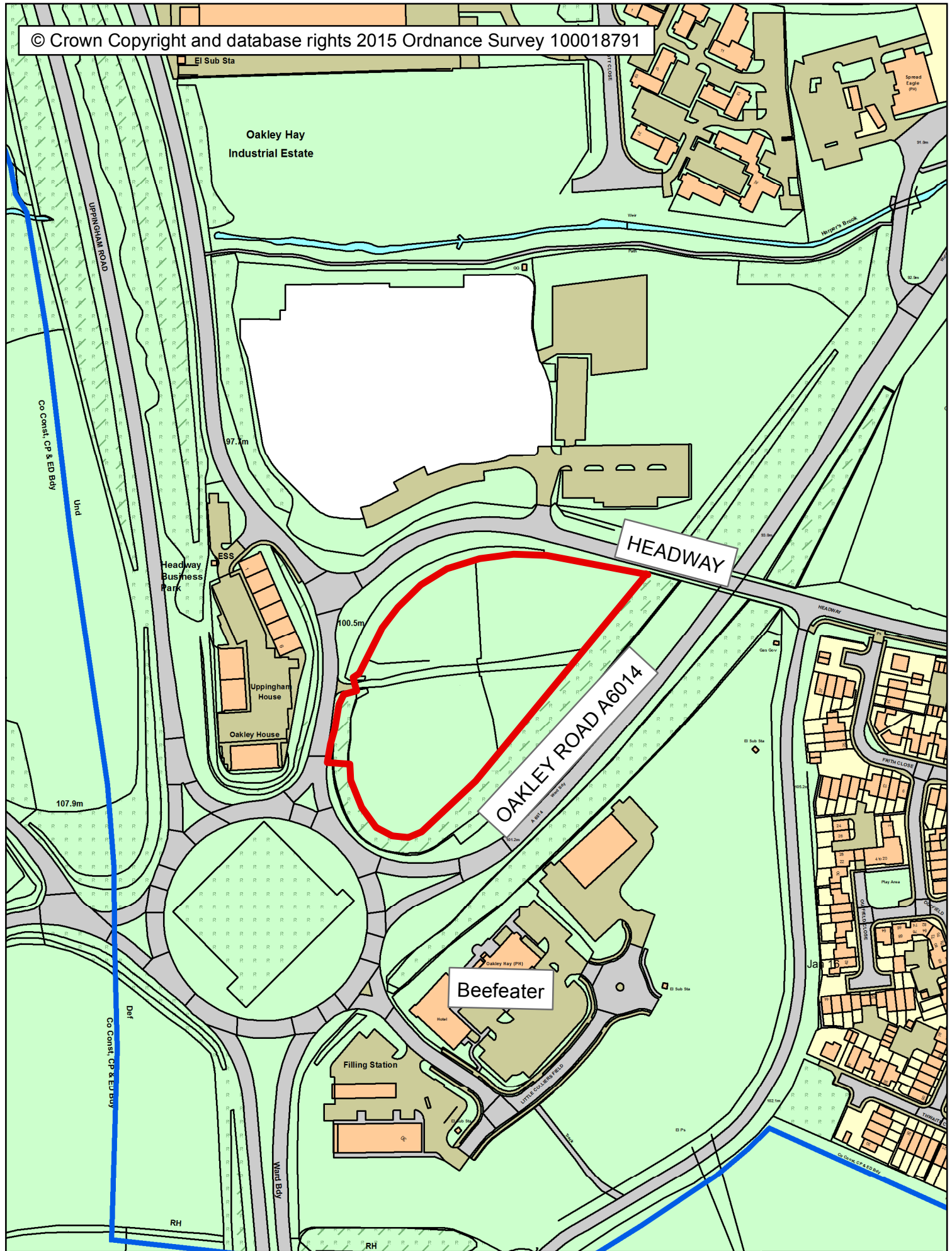
North Northamptonshire Core Spatial Strategy and 'Saved' Policies J11 and P1(E) of the Corby Borough Local Plan.

Statement of Applicant Involvement:

Discussions with the applicant have led to the provision of additional information which addresses crime prevention matters, highway works, and concerns relating to the town centre use being located outside of the town centre.

Officer to contact:

Mitesh Rathod



ADDRESS

15/00111/DPA
Land off Saxon Way West

Scale: 1:2,500

