



# WARMINGTON PARISH COUNCIL

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North Northamptonshire Council,  
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Dear Sirs

OBJECTION to planning application NE/22/00151/FUL

Warmington Parish Council hereby states its strong objection to the above planning application on the basis of the following material planning considerations:

- Government policy
- Traffic
- Highway safety

The site of the proposed development is, according to the Agricultural land Classification (2002) map, designated Grade 3 (Good to moderate). Describing the land as 'Sand and Gravel Quarry Land' gives a false impression as the majority is arable, with only about a quarter of the 175 acres possibly classed as "brownfield" due to gravel extraction having taken place in previous years. Aside from the detrimental impact on the countryside, the environment and rural life, the loss of arable land at a time when climate change, food security and geopolitical concerns are shaping future national policies is of great concern.

The application is contrary to democratically agreed local planning policy. The site is not included for development in the adopted North Northamptonshire Joint Core Strategy 2011-2031 (adopted by the Joint Planning Committee on 14th July 2016), in which it describes open countryside as:

"A living, working countryside providing the green setting for the network of settlements and supporting the area's self-reliance and resilience through food production; leisure and tourism; biodiversity resources; renewable energy; flood risk management and carbon capture."

Approval for a proposed development of this size and contrary to local planning policy would create a strong precedent meaning that no area of the countryside that is adjacent to a primary road, however much valued by the local community, would be safe from similar, speculative developments.

For development to be considered at this non-designated location paragraph 24 of the Joint Core Strategy (Logistics) states that, in the context of Logistics development, proposals will have to satisfy certain criteria, namely to

- [c] 'have **good access to local labour supply**' and
- [f] provide **sufficient infrastructure to mitigate highways impacts**.

Despite appearances, the application fails in both of these key areas.

The Planning Statement acknowledges (paragraph 5.22) that the site is not an identified employment site in the Local Plan, in accordance with the National Planning Policy Framework (NPPF) and, although the application places much emphasis upon local employment opportunities that will be provided by the development – 2,700 jobs once the site is fully operational, there is no clear evidence that this opportunity

will be filled by the local community. Local knowledge would suggest that a high proportion of these employment opportunities would be filled by people travelling from other towns much further afield, as has been seen in developments in the Wellingborough / Kettering / Corby areas that have, in some cases, struggled to fill vacancies or have relied on workers travelling in from Leicester, Bedford and Peterborough.

A recent article (Northamptonshire Telegraph, 08/04/2022) highlights that a London-based recruitment agency, GIG, has applied for permission to erect modular accommodation units as an 'innovative way to ensure staff are able to come to work in Corby from all over the country' and as an alternative to the current situation where workers are accommodated in the nearby Holiday Inn. GIG states also that many businesses across the town are struggling to find staff now that there are fewer European workers. This article reiterates the fact that warehouse developments will not provide employment opportunities for local people.

The proposed development will have a detrimental impact to the environment and will in no way be mitigated by cycle ways and footpaths. The development includes provision for 1,650 parking spaces which in itself highlights the level of extra vehicles expected to travel to the site as a result of the necessary commute to work.

Within the 'Statement of Significance and Conclusions' (Chapter 15, Transport) the applicant states, that 'Once operational, and as a result of the proposed design measures, the effects of the project on the surrounding local highway network would not result in any significant adverse effects at any location and its overall net impact can therefore be defined as Moderate Beneficial. This is due mainly to major gains delivered by the embedded mitigation works along the A605 and at A14 junction 13 more than offsetting small impacts elsewhere'. Furthermore, in paragraph 5.127. of the Planning Statement the applicant makes the presumption that the mitigation measures together with consideration of the cumulative impacts of future development schemes (Glebe Land Scheme) will carry positive weight in the planning balance.

We find this statement to be both inaccurate and misleading as the applicant has:

- failed to consider the full impact of the inevitable increase in traffic going east bound on the A605 towards Peterborough and the A1 North, and
- failed to include in their analysis a further industrial development (A1 West, also by Newlands Property Developments) at the eastern end and accessed directly from the A605, for which a planning application has been submitted to Huntingdonshire District Council (Ref: 22/00441/FUL). The application to Huntingdon DC refers to a site that would generate 4922 two-way trips daily; of which 1625 would be HGV's. Even if only 10% of these vehicles travelled towards Thrapston on the A605 (the same % as is estimated would travel towards Peterborough from the Castle Farm application) there would be a further increase in traffic flow on the A605 of approximately 500 vehicles daily.

Given that the parallel planning applications by the same applicant ([22/00441/FUL](#) and [NE/22/00151/FUL](#)) serve to favour the applicants traffic predictions for both sites we consider it essential that the cross-border effect of BOTH of these applications are considered simultaneously by National Highways and that suitable mitigation is considered for the length of the A605, which whilst not managed by National Highways provides an accepted and acknowledged link road between the A1 and the A14.

The A14 is part of the Strategic Road Network that connects the Midland region with the major port of Felixstowe and the national motorway network via the M1 and M6 with the A1 at Huntingdon. Northamptonshire Major Roads Strategy (Northamptonshire County Council, 2013) defines the A605 primary route as 'a single-carriageway road connecting A14 and A45 at Junction 13 (Thrapston) with the

A1 to the west of Peterborough. The primary purpose of the road is to connect much of Northamptonshire with Peterborough and the A1'. Both the Major Road Strategy and the applicant acknowledge that the road (A605) 'is also used as a short-cut by some trunk road traffic in preference to the higher-quality, but less direct A14 and A1(M)'. Given that this 'short cut' would reduce the journey by approximately 30 miles plus the rising cost of fuel and the pressure on time, it is unsurprising that this link road has become increasingly busy and negates the assumption that is made by the applicant that traffic to / from the proposed development would use the longer route via the A14 and A1 if travelling north-east from Peterborough.

The A605 between Thrapston and Oundle is a designated Red Route based on information collated by Northamptonshire Highways and Safer Roads Alliance. According to the Guide ( Phase 21) that covers a period 1<sup>st</sup> April 2019 to 31<sup>st</sup> March 2020 there was 11 KSI collisions, of which one was a fatality, and 19 collisions classed as slight. Data from Crashmap, which includes data for the length of the A605 from Thrapston to the junction with the A1, shows a total of 50 injury collisions between 2017 and June 2021. Of these, 6 were classed as fatal and 11 serious. In total there were 77 casualties.

Based on analysis provided in Appendix 4.3 – Traffic Flows, the traffic flow at A605 North of Oundle Road (the only meaningful site to assess traffic movement on towards Peterborough from Thrapston) was 19,065 in 2019 and 19,440 in 2021. This was forecast to rise to 19,888 in 2024. The applicant suggests that the proposed development will generate an additional 7,265 daily vehicle movements per day (Section 4.5.33 of the ES chapter 4: Air Quality including Human Health) but estimates that only 10.7% of vehicles would access / leave the development via the A605. One can only imagine that the applicant has again presumed that vehicles will choose the longer route via the A14/A1 to travel north, rather than the short cut via the A605.

Based on the forecasts provided, traffic flow along the A605 would increase by 1,475 vehicles of which 9% could be expected to be HGVs. This is considered to be a vast underestimation (in terms of totals and the % of HGVs) for reasons outlined above, and does not take into consideration committed and future development at the Peterborough end of the A605.

By comparison, Northamptonshire Major Roads Strategy provides figures for traffic flow at two villages further along the A605 a Barnwell and Warmington. In 2012 this was 16,638 (18% HGV) and 18,356 (16% HGV) vehicles. By 2026 traffic flow is forecast to be 22,000 (at Barnwell) and 28,000 at Warmington. Again, this cannot have taken into consideration warehouse developments on un-designated land.

According to Northants Safer Roads data the A605 is over capacity with 127,000 vehicles per week, with a high percentage of HGVs. It is not suitable for such volumes in traffic or the numbers of HGVs that have vastly increased over recent years. A further increase in the volume of traffic will without doubt exacerbate the problems already faced by the rural communities which it connects.

For Northamptonshire villages located along the length of the A605, of which Warmington is one, the emissions and noise resulting from the volume of traffic (known to produce detrimental impacts to both the environment and human health) is already evident.

The current volume of traffic means that even minor disruption from roadworks or accidents results in stationary traffic; major incidents on the A14 and A1(M) result in gridlock. At such times, there is an increase in the number of vehicles driving through the village in an attempt to find an alternative route, causing congestion and raising safety concerns.

A busy and dangerous road, the volume of traffic on the A605 is already making it difficult to exit our village when this involves crossing the steady flow of on-coming traffic – not just during peak hours but also during the day. Increasingly, residents are forced to exit the village via the roundabout rather than the Peterborough Road T-junction due to the difficulties in crossing the A605. This option is also becoming similarly problematic, however, as one waits for a break in the flow of on-coming traffic. It is also having an impact on traffic flow within the village that in turn raises safety issues.

Towns to the east and west of the village provide important services for the rural community of Warmington. Since the bus service ceased to enter the village in 2018, the only option for local residents wishing to utilise public transport is to use the bus stops located on the A605. On a return journey this involves pedestrians crossing the A605, which can be problematic due to the constant flow of traffic – not to mention dangerous, especially for the elderly and those with mobility issues.

While it is recognised that this application needs to be considered on its own, it is important to consider the cumulative impact of this development with proposed nearby sites as well as others that fall just outside the county border but will utilise the same road network and fall under the management of Northamptonshire Highways. Taken together, this development combined with the A1 West application would potentially result in an increase in traffic flow along the A605 of approximately 2000 vehicles daily.

If this development is approved, the impact of increased traffic flows will be felt along the entire A605 and the proposed mitigation measures are non-existent for anywhere other than the A14 or the area immediately surrounding the site. The A605 cannot support the number of vehicles that will be generated by the proposed development, or the cumulative impact of other committed development sites

The NPPF (July 2021), Section 9, paragraph 111 notes that developments that would result in ‘severe’ impacts on the local road network, alone or cumulatively, should be prevented or refused permission on transport ground.

In conclusion, Warmington Parish Council objects to the above planning application as the proposed site is not allocated for strategic warehousing development of the type proposed in the approved Local Plan or the Joint Core Strategy for the area, and does not satisfy the criteria for the development to be considered by exception. Furthermore The National Planning Policy Framework would support the refusal of permission on transport grounds given the adverse impact on the local road network.

Yours faithfully

Sarah Rodger  
Clerk  
On behalf of Warmington Parish Council