

DRAFT - Meeting record

Regarding:

Magna Park Corby Community Liaison Group (CLG)

Date:

1 PM, 2nd December

Attendees:**Location:**

Magna Park Corby

Councillor Peter Dowsett - Weldon Parish Council, (PD)
Councillor Mike Page - Weldon Parish Council, (MP)
Councillor Robert Dixon, Sudborough Parish Council, (RD)
Councillor Derek McCourt - Stanion Parish Council, (DM)
Councillor Kevin Watt - North Northants Council, (KW)
Felicity Ryan – Corby Town Council, (FR)
Councillor Sally Wilks – Brigstock Parish Council, (SW)

Project Team

Becky Farris - TSL Construction, (BF)
Sandesh Kale -TSL Construction, (SK)
John Hopkins - Transport Planning Associates, (JH)
Darryl Rogers - Pegasus Group, (DR)
Gwyn Stubbings - GLP, (GS)
David Scane - SEC Newgate, (DS)
William Neale – SEC Newgate, (WN)

Item	Minutes	Actions
1	Introduction DS: - Confirmed all attendees had received a copy of the minutes from the previous meeting in September and had no further comments. - Noted Derek McCourt's request for a closed-loop sound system for better hearing at meetings; apologies that this was not available. - Apologies received from Liz and Nigel Searle (Brigstock Parish) and Mark Pengelly	
2	Update on Planning Strategy DR: - A new outline planning application was submitted via the Planning Portal on November 26, 2024. - The application is expected to be validated by the Council in 1–2 weeks, with consultation processes likely extended due to the Christmas period.	

	- While legislation allows for a 13-week determination period, this will likely take longer due to the complexity of discussions (e.g., Section 106 agreements). Scope of the New Application DR: - The application applies to the undeveloped zones (1, 2A, and 2B) of the site. - No external boundary changes, though internal site classifications have been adjusted slightly. - Previous approval (December 2020) covered the whole site but included phased highway-related transport assessments, which limited development certainty. Changes in Floor Space DR: - The new application proposes a marginal increase in floor space: Previous Approval: 404,100 sqm. New Proposal: 415,277 sqm (+11,177 sqm). - The increase is due to internal reclassification of certain plots. Updates to Planning Conditions and Policies GS: - Updated the proposal to align with new legislation and policies, including biodiversity net gain (achieving a 12.9% uplift, well above the 10% mandatory minimum). - Other updates include new assessments on air quality, noise, transport, ecology, and more. Need for the New Application DR: - The time limit for the submission of reserved matters pursuant to the December 2020 outline permission expired in December 2023, necessitating a fresh application to enable further proposals to be progressed. - A new application provides flexibility to adapt building designs for occupiers, avoiding reliance on speculative layouts and schemes approved under the 2020 outline permission - The updated traffic assessment addresses previous "monitor and manage" triggers that created uncertainty. GS: - Highlighted that the new application will replace the existing one, allowing a single, unified planning permission to govern future development.	
3	Highways Updates JH:	

	- The original "monitor and manage" approach created delays and uncertainty. The new application adopts a "predict and provide" approach, which sets clear mitigation measures upfront. - Reassessed over 100 junctions, narrowing to 77 junctions with detailed capacity studies. Mitigation is required at only 8 key junctions, similar to phase one. JH: - Traffic modelling is based on 2023 data and considers: - Pre-COVID traffic levels (conservative estimate). - All local plan allocations and committed developments. - Traffic impacts are robustly overestimated to ensure adequate mitigation. GS: - Confirmed that existing infrastructure is sufficient to support the small uplift in floor space. No major rework of mitigation measures (e.g., roundabouts) is needed. Stakeholder Concerns on Traffic Impact MP: - Raised concerns about potential "free rides" for other developments using the improved infrastructure without contributing. Suggested parishes need to ask more incisive questions during planning consultations. KW: - Questioned how traffic projections are made without knowing the future tenants or their logistics needs. JH: - Explained traffic generation is modelled using national databases and strategic transport models. While not 100% accurate for individual units, it provides reliable averages and ensures robustness. HGV Parking Concerns KW: - Highlighted existing problems with HGV parking in Corby, particularly drivers arriving early. DR: - The development includes 6–8 HGV waiting spaces, intended to reduce off-site parking.	
4	Construction Update Piling Works	

	SK: - Acknowledged inconvenience caused by piling noise, particularly for Stanion residents. 4,760 piles have been completed, with 240 piles remaining. Completion expected by December 14, 2024. Construction Progress SK: - Steelwork and cladding are underway. Concrete pouring and power floating will begin early in the new year, with efforts to minimize noise. Community Contributions SK: - TSL has funded several community projects to offset inconvenience: - Refurbishments at Stanion Village Hall, including electrical work, kitchen upgrades, and signage for the football pitch. - Repairs and upgrades at Stanion Primary School and preschool, including decking removal, planter installations, and canopy repairs. BF: - Broader social value contributions: - Partnerships with local schools (e.g., Tresham College) for site visits, career workshops, and employability programs. - Refurbishment projects at Lakers Hospice and local food banks. - Toy drives and monthly donations in the lead-up to Christmas. GS: - The new application will require a revised Section 106 agreement, with obligations reviewed to reflect updated circumstances. - Contributions will likely include: Transport mitigation. Community mitigation funds (to be determined). MP: - Expressed frustration that existing Section 106 funds (approx. £800,000) have not visibly benefited local communities. - Stressed the importance of transparency and community input in future Section 106 allocations. KW: - Noted that Section 106 money has a proximity requirement and must mitigate direct impacts of the development, such as transport or active travel improvements.	
5	AOB PD/SW: Raised concerns about flooding in Stanion and Brigstock, with some residents blaming Magna Park. GS:	

	- Suggested inviting flood engineers to the next meeting to clarify mitigation measures. - Confirmed on-site attenuation systems exceed statutory requirements and include allowances for climate change.	
6	Next Meeting Next CLG meeting Q1 2025	