

## Chair's Report - Press Release - Glenvale Park complaint NNC

### Ignored, excluded, unanswered: the Glenvale Park Phase 2 scandal

- **Glenvale Park Phase 2 ballooned** from 700 to 1,000 homes, adding a nursery while scrapping the promised Isham - Wellingborough bypass for smaller, delayed road upgrades.
- **Serious safety concerns were ignored**, with Stuart Andrew MP backing objections over congestion, dangerous junctions, and no safe pedestrian route on Wellingborough Road.
- **North Northamptonshire Council admitted an "administrative error"** after failing to notify Little Harrowden and Great Harrowden of the Planning Committee meeting.
- **Crucial objections were left out** of the official report, including MP support and calls for Section 106 road safety funding.
- **A year of complaints has led nowhere** - with delays, misinformation, and silence from **Council Leader Martin Griffiths**.

### Background

Glenvale Park Phase 2 was originally approved for 700 homes, with occupation restricted until the Isham - Wellingborough bypass was completed to manage traffic.

The revised application included 1,000 homes, added a nursery, removed the bypass, and replaced it with minor road upgrades not due until after 300-600 homes were occupied.

Little Harrowden, Great Harrowden, and local residents objected. Little Harrowden Parish Council (LHPC) objected on three grounds: cumulative overdevelopment, highway safety following removal of the Isham-Wellingborough bypass, and public safety due to increased traffic through the village, at accident-prone junctions, and along Wellingborough Road, which has no footpath.

LHPC secured support from Stuart Andrew MP, including a request for Section 106 funding for a half-mile footpath along Wellingborough Road.

Formal objections were submitted on 29 May 2025, with five written assurances that LHPC would be notified and invited to the Planning Committee meeting.

### North Northamptonshire Council Planning Failures

The Planning Committee met on 25 June 2025. Neither LHPC nor Great Harrowden Parish Meeting were informed that the application was under consideration or invited to present their objections. North Northamptonshire Council later described this as an "administrative error," despite all other objectors being notified.

The Committee Report also omitted key LHPC objections, including the endorsement from the Rt Hon Stuart Andrew and the request for Section 106 funding for local road safety improvements. These omissions were likewise attributed to an "administrative error."

### Subsequent Council Failures

Following these events, the Rt Hon Stuart Andrew MP requested a meeting with Council officers on 11 August 2025, attended by George Candler, the Planning Officer, Richard Davies (Chair of LHPC), and local Ward Councillors.

At the meeting, Mr Candler apologised for administrative errors and acknowledged that LHPC had been denied the opportunity to present its case to the Planning Committee. He committed to answering LHPC's outstanding objections.

LHPC submitted a detailed request, but Mr Candler's response was late and failed to address the issues. A follow-up request led to a second delayed and inadequate reply.

LHPC was then advised to escalate the matter to the Local Government and Social Care Ombudsman but was informed that Parish Councils are not eligible to use the service, a restriction Council officers should have known.

LHPC sought further support from Stuart Andrew MP, who wrote to Mr Candler requesting answers. The reply, again late, simply referred back to earlier responses and did not address the outstanding issues.

## Formal Complaint Regarding Officer Conduct

In April 2026, LHPC submitted a formal complaint about Mr Candler's handling of the matter to Adele Wylie, Chief Executive of North Northamptonshire Council.

Over a month later, the Monitoring Officer responded, stating there were no new issues regarding the officer's conduct. Given the seriousness of the complaint, this response was inadequate.

LHPC was also advised to refer the matter to the Ombudsman, despite the Council already knowing this option is not available to Parish Councils.

## Escalation to the Leader of the Council

With no formal avenue for redress, LHPC escalated the matter directly to Martin Griffiths, Leader of North Northamptonshire Council, on 20 May 2026, requesting a response within 21 days. That deadline has long since passed. No response, acknowledgement, or sign of action has been received.

This matter raises significant concerns regarding:

- Failures in the planning consultation and decision-making process including the exclusion of key stakeholders from the Planning Committee process and the omission of material objections from Planning Committee reports.
- Repeated failures to respond within statutory published complaint timescales.
- The provision of inaccurate advice regarding complaint escalation routes.
- A lack of leading by example, accountability and responsiveness from senior Council officers and elected leadership.

Collectively, these issues undermine confidence in the transparency, trust, fairness, and integrity of the Council's decision-making, complaints procedures and Council officers.

## Glenvale Phase 2 - Planning Application 26/01566/REM

This application seeks approval of Reserved Matters re:

- access,
- appearance,
- landscaping,
- layout and scale,
- partial discharge of conditions:
  - Construction Environmental Management Plan (CEMP),
  - Construction Traffic and Environmental Management Plan (CTEMP),

LHPC previously objected to NW/24/00138/OUT (outline app'n) on highway safety and traffic grounds. This Reserved Matters submission has failed to resolve the issues originally objected to and does not demonstrate any mitigation of the impacts of increased traffic (cut-through) on Little Harrowden.

## Summary observations

**Construction Traffic Management:** The CTEMP (to meet Conditions 9 and 39) is noted as a live document which means it will be updated during construction which means

- No fixed or enforceable construction traffic routing leaving future routing decisions to the contractor.
- Anticipated route via A509, A45/M1 and A14 with statement that contractors will avoid residential areas "where possible". No binding restriction to prevent construction vehicles or HGVs from travelling through Little Harrowden should drivers choose alternative routes.
- Submitted documents identify schools, care facilities and nearby residential areas as sensitive receptors but do not recognise Little Harrowden as a neighbouring community likely to experience increased traffic or associated highway impacts.

**Historic Highway Concerns:** LHPC's previous concerns regarding increased through traffic (rat-running), increased difficulty and danger exiting onto the A509, increased traffic using Wellingborough Road, cumulative traffic impacts, and highway safety at local junctions, remain unaddressed within the Reserved Matters submission.

**Pedestrian Connectivity:** The Council's previous request for Section 106 funding towards a pedestrian footpath between Little Harrowden and Great Harrowden was not supported and this submission contains no evidence that safe pedestrian connectivity for Little Harrowden residents has been reconsidered despite the anticipated increase in vehicle movements generated by the development.

### **Clerk's Recommendation**

The principle of the development has already been established through the outline permission but LHPC may wish to submit an objection on the basis that the Reserved Matters documents fail to adequately mitigate the impact on neighbouring communities and include a request that NNC does not discharge Condition 39 until the CTEMP is amended to include:

- a fixed and enforceable construction traffic routing strategy;
- an explicit prohibition on construction HGVs travelling through Little Harrowden except in emergencies;
- formal consultation with Little Harrowden Parish Council before approval of the final CTEMP, preferably with the developers;
- pre- and post-construction highway condition surveys for roads likely to be affected by construction traffic;
- a clear monitoring, complaints and enforcement procedure; and
- an assessment of cumulative traffic impacts on Little Harrowden, including highway safety at the A509 junctions and consideration of pedestrian safety and connectivity between Little Harrowden and Great Harrowden.

### **Material Planning Considerations**

1. Highway safety.
2. Construction traffic and HGV routing.
3. Cumulative traffic impacts.
4. Residential amenity.
5. Adequacy of mitigation.
6. Enforceability of planning conditions.
7. Sustainable transport and pedestrian connectivity.

### **Relevant Planning Legislation and Policy**

- Planning and Compulsory Purchase Act 2004, Section 38(6) – planning decisions must be made in accordance with the Development Plan unless material considerations indicate otherwise.
- Town and Country Planning Act 1990, Section 70(2) – the Local Planning Authority must have regard to the Development Plan and other material considerations.
- National Planning Policy Framework (NPPF) – particularly those sections relating to sustainable transport, highway safety, and ensuring development provides safe and suitable access for all users.
- North Northamptonshire Joint Core Strategy, Policy 8 (North Northamptonshire Place Shaping Principles) – requiring development to protect residential amenity, minimise adverse impacts arising from construction, and provide safe and sustainable movement for all users.

### **Proposed objection wording to NNC re: 26/01566/REM**

Little Harrowden Parish Council objects to the discharge of the Reserved Matters application unless the following matters are satisfactorily addressed. The submitted documents do not demonstrate that the impacts upon neighbouring communities have been adequately assessed or mitigated.

#### **1. Construction Traffic Management**

Under Section 70(2) of the Town and Country Planning Act 1990, the Local Planning Authority must have regard to all material planning considerations when determining planning applications. The submitted Construction Traffic and Environmental Management Plan (CTEMP) does not provide an enforceable construction vehicle routing strategy. Instead, it remains a "live" document that will be amended during the construction phase and states only that contractors will avoid residential areas "where possible". This wording provides no certainty that construction traffic and HGV movements will be prevented from travelling through Little Harrowden. The Council also notes that the Local

Highway Authority has advised that it cannot presently accept the application and requires further information before all highway-related conditions can be discharged, demonstrating that aspects of the highway design remain unresolved. The Local Highway Authority's consultation response (26 June 2026) concludes that it "cannot presently accept the application and require further information" before conditions can be discharged. The Council considers that this demonstrates that highway matters relating to the development are still under active consideration and supports its request that the Local Planning Authority carefully considers the cumulative impacts on neighbouring communities before determining the application.

Furthermore, under Section 38(6) of the Planning and Compulsory Purchase Act 2004, planning decisions must be made in accordance with the Development Plan unless material considerations indicate otherwise. Without enforceable routing controls, the Council considers that the submitted CTEMP fails to adequately mitigate the development's impact on neighbouring communities and does not satisfy the requirements of Policy 8 of the North Northamptonshire Joint Core Strategy, which seeks to minimise adverse impacts arising from development and protect residential amenity.

## **2. Highway Safety and Cumulative Traffic Impacts**

The National Planning Policy Framework (Chapter 9 – Promoting Sustainable Transport) requires developments to provide safe and suitable access for all users and to appropriately assess and mitigate transport impacts.

The Reserved Matters submission does not demonstrate that the cumulative impact of Phase 2 traffic has been reassessed in relation to Little Harrowden. The Council remains concerned that increased traffic will continue to:

- increase the use of Little Harrowden as a through route;
- increase delays and reduce safety for vehicles exiting onto the A509;
- increase traffic passing through the village and at nearby junctions; and
- adversely affect highway safety for residents.

The Council considers these to be material planning considerations under Section 70(2) of the Town and Country Planning Act 1990 and notes that the submitted documents do not demonstrate how these impacts will be effectively mitigated.

## **3. Failure to Consider Neighbouring Communities**

The supporting documents identify a number of sensitive receptors surrounding the development, including schools, care facilities and existing residential areas. However, they do not identify Little Harrowden as a neighbouring community likely to experience construction traffic, highway safety or residential amenity impacts.

Under Section 38(6) of the Planning and Compulsory Purchase Act 2004, the Local Planning Authority must be satisfied that the information submitted is sufficient to properly assess the impacts of the development. The omission of neighbouring communities that are likely to experience indirect traffic impacts raises concern that the application has not fully considered all material planning effects.

## **4. Pedestrian Safety and Sustainable Transport**

The Council previously sought developer contributions towards the construction of a pedestrian footway between Little Harrowden and Great Harrowden to enable residents to safely access the nearest bus service. Although this request was not supported at outline stage, the Reserved Matters submission does not demonstrate that pedestrian safety has been reconsidered despite the additional traffic likely to arise from the development.

The Council considers that safe pedestrian movement forms part of the wider highway safety assessment required by the National Planning Policy Framework and Policy 8 of the North Northamptonshire Joint Core Strategy. The absence of any further assessment or mitigation leaves this issue unresolved.

## **5. Discharge of Planning Conditions**

The application seeks the discharge of Conditions 9 and 39, relating to the Construction Environmental Management Plan and Construction Traffic Management Plan.

As the submitted CTEMP remains a document intended to be amended during construction, the Council does not consider that sufficient detail has been provided to enable these conditions to be discharged with confidence. In particular, construction traffic routing, monitoring, enforcement and neighbouring community mitigation remain

insufficiently defined. The Council therefore respectfully requests that Condition 39 is not discharged until a revised CTEMP is submitted that includes:

- a fixed and enforceable construction traffic routing strategy;
- explicit prohibition on construction traffic travelling through Little Harrowden except where expressly authorised;
- consultation with Little Harrowden Parish Council before approval of the final CTEMP;
- highway condition surveys before and after construction;
- a construction traffic monitoring and enforcement regime; and
- an assessment of cumulative highway impacts on Little Harrowden, including the A509 junctions and the safety of pedestrians travelling between Little Harrowden and Great Harrowden.

Little Harrowden Parish Council respectfully requests that North Northamptonshire Council gives full weight to the material planning considerations set out above in accordance with Section 70(2) of the Town and Country Planning Act 1990 and Section 38(6) of the Planning and Compulsory Purchase Act 2004. Until it can be demonstrated that the development will not result in unacceptable or inadequately mitigated impacts on neighbouring communities, particularly in respect of highway safety, construction traffic and cumulative traffic impacts, the Council maintains its objection to the application and requests that the relevant conditions are not discharged..

## **Isham Partnership**

A meeting was held with Isham Chair and Clerk 03.07.26 after Facebook post regarding the complaint and press release. Isham PC are considering submitting a judicial review (JR) and are hoping to work in partnership with LHPC. The aim is to get a face to face meeting with developers at the very least or begin the JR and hope that NNC overturn the original decisions (to delay the bypass and not support S106 funding for the footpath).

Whilst residents have consistently raised concerns regarding:

- increased through traffic
- increased risk when exiting onto the A509
- footpath linking Little to Great Harrowden

These concerns should be considered separately from any decision to financially support a JR.

**What is a JR?** It considers the lawfulness of the decision-making process rather than the planning merits of the development itself.

Even if successful, the outcome normally only requires the Planning Authority (NNC) to reconsider its decision in accordance with the law. Given the political climate and local housing targets not being met it is unlikely that a decision to impose the bypass or allocate S.106 funding for the footpath will be approved. It's not impossible either.

Financial perspective:

- LHPC forecast to close 2026/27 with reserves of £15K approx.
- Current budget forecasting indicates annual expenditure of £38K 2027/28 just to maintain services and accommodate anticipated increases in costs (wages, energy, insurance, contractor and maintenance)
- It's looking likely we will need an increase in the precept of approximately £5K (15% increase to cover costs)
- Any financial contribution towards a JR would therefore represent an additional commitment.
- IF LHPC contributed £5K from reserves and wanted to recoup this from the precept that equates to £10K increase in precept or 30% overall increase OR
- reducing reserves to £10K (approx. 4 months running costs).

As RFO, I cannot recommend the use of Council reserves for this purpose due to the uncertainty of the outcome and the potential impact on the Council's long-term financial resilience.

Members should carefully balance the potential public benefit against the legal, financial and opportunity costs before reaching a decision.

## CAN Report

We've received incredible support and have a team of 14 volunteers

We had our first meeting on 01/06/26 where we discussed the background to the Parish Nature Recovery Plan, how it connects to a national piece of work and our next steps:

### 1. Signage Enhancement

We want to create a welcoming display around the Little Harrowden signs as people enter the village. We hope to boost village presentation and spark local interest. Is this something you're happy for us to look into?

*Clarity is needed as to what the displays would be. I have requested this information to be presented on 8<sup>th</sup>.*

### 2. Roundabout Project

Explore options such as planters to improve its appearance.

Is this something you're happy for us to look into?

*NOTE: maintenance would need to be budgeted and be via a contractor which would not be cheap. The insurance risks to maintain planters on a roundabout would be too great/uninsured.*

*Alternative would be getting Highways consent to plant trees. Highways would stipulate the types of trees allowed.*

*Either way this would need to be fully funded via grants, including short term maintenance and an agreement for the PC to fund maintenance through the precept medium/long term.*

### 3. Mapping - we want to start mapping our green assets. We need a couple of enlarged maps for us to annotate. I believe the Parish Council has access through the PSGA? Can you provide us with them some?

*Parish Online mapping tool = £50+VAT (approx.). It would be a useful tool to map assets that won't get lost over time, like the donated trees. For more info go to: <https://www.parish-online.co.uk/services/mapping>*

*Printing price for a single A2 printed map from an online maps store = £33+VAT (approx.)*

*Parish online maps print costs approx. A2 £4.20 (Poster Pigeon).*

### 4. National Emergency Briefing

I attended the screening at Wicksteed Park in May. It was incredibly informative and they want local communities to host screenings followed by a group discussion. If it's something we go ahead with, does the Parish Council have a projector and screen that we can borrow? More details about the briefing can be found here -

<https://www.nebriefing.org/>

*Resolution required on hosting screenings. Dicky, would they be able to use your projector/screen?*

### 5. Monitor bird species

We're using the Merlin Bird App to monitor bird species in Little Harrowden. Findings are logged on this spreadsheet. Can the Parish Council share this spreadsheet on your Facebook page.

<https://1drv.ms/x/c/15d3bfb290a95ff9/IQDeDee6st7LR6nQut0X0WdPAQ6EDInfTI7JRtrEbvejIs?e=5Ehlad>

*Resolution required to share information.*

## Village Hall Report

### Cafe

This remains as popular as ever thanks to the efforts of Helen and the other volunteers. The food cake drinks etc. are all in great demand as is the raffle. Due to the heatwave the decision was taken to close the cafe on 25th June and reopen as usual the following week.

There is on average 40 people attending weekly and there is of course the children who call in after school.

### Bookings

Regular weekly bookings include keep fit yoga short mat bowls and now a book club which is proving very popular with 20 and 30 people attending. Bookings for the hall for general 'one off' use is increasing one of the most recent was for the litter pick on 30th May when the main hall was used as a meeting point for those wishing to take part.

## **The Flat**

Work on the flat resumed at the beginning of June and should be completed by the end of the month or early July. The work includes fitting new kitchen and bathroom decorating and laying flooring. When the work is complete the letting agent will be notified and a new contract for the tenants drawn up.

## **Repairs/Maintenance**

New lighting has now been installed and is up to standard regarding safety and security with improvements made specially to the exterior lights.

The committee have carried out an energy survey which prioritises the work needed to reduce costs. As a result the next large expense will be for the renewal of the current heating system including any grants which may be available. The current contract for the supply of electricity is due to end in September and a comparison of other suppliers is in progress to see if anyone can offer a more competitive price.

## **VAS/Highways/Speeding Reports**

**VAS** report pending.

### **CSW**

Since my last report in May we have done another 13 sessions with a total of 36 vehicles details being recorded and forwarded on to the safer road team for them to process.

Each session is for 1 hour.

One had to be abandoned after 45 minutes due to a thunderstorm.

Due to the 2 heatwaves other sessions have been cancelled as consideration has to be given regarding the welfare of the volunteers.

We are still concentrating on Hilltop Road and Orlingbury Road as these at the moment have the bigger problem.

We still have not recruited any more volunteers. Some of the drivers even stop and tell us what a good job we are doing as speeding is a major problem within the village but when you ask if they would like to volunteer they always find an excuse. A golden example of this was a lady who made a post on the village community page saying she had seen us when passing through the village and although not a resident asked if the same could be done where she lived and if so what did she need to do. Various replies were made giving her contact details and I also gave her my number but to date have heard nothing from her.

As always a big thank you must go to our volunteers who are willing to give up their time to improve the safety of the other residents. Two of our volunteers are now on their second year and so far have attended ALL sessions since the beginning of March.

I would like to resolve formal letter of thanks be sent to all volunteers with specific recognition the Whatlings for their continued commitment.

## **PLR Report**

See separate doc.

## **NP Report**

1. List of landowners adjacent to village boundary compiled and given to Chair.
2. Chair will be contacting Landowners to determine their views on possible future developments on their land.
3. Once information has been received from Landowners the Chair will approach a minimum of three local Developers.
4. Resolution required to officially register the NP with local authority.
5. Due to holidays, there has been no meeting since the Open Evening. DG to discuss with NP committee members to arrange a timetable for future meetings, in order to review what other activities can be undertaken whilst the Chair is in consultation with Landowners and Developers.

## Clerk's Report

### Mileage backpay

#### Approved mileage rates from tax year 2026 to 2027

| Vehicle type  | First 10,000 business miles in the tax year | Each business mile over 10,000 in the tax year |
|---------------|---------------------------------------------|------------------------------------------------|
| Cars and vans | 55p                                         | 25p                                            |

#### Approved mileage rates from tax year 2011 to 2026

| Vehicle type  | First 10,000 business miles in the tax year | Each business mile over 10,000 in the tax year |
|---------------|---------------------------------------------|------------------------------------------------|
| Cars and vans | 45p                                         | 25p                                            |

The above costs are to be backdated to 01.04.26 so an uplift of 10p/mile will need to be approved for the mileage claims for April and May.

- Total backdated uplift: £12.60
- June: zero miles
- July: £11.55 (calculated @ 55p/mile based on one trip to LH; no additional meetings, only OCM)

**NNC Local Transport Scheme:** no response as yet, on the agenda to raise with Ward Councillors for update.

**Forest School and LHPC Contact Us page** (Village Hall bookings weblink). Pending. Will attend to in September.

**Play Area: extended mowing of verges** alongside fenceline neighbouring Town Close. Completed once; ongoing maintenance outstanding. Raised with Mowerman.

**Clerk's annual leave** and resolve holiday during August 2026. No holiday booked currently but will need to have 2 weeks agreed during August please. I will confirm exact dates once I have booked but is likely to be around the first two weeks of the month.

### Clerk Health and Wellbeing: Eye test; Display Screen Equipment

I spend the majority of my working time as a habitual Display Screen Equipment (DSE) user, preparing reports, maintaining financial records, responding to correspondence and taking minutes at Council meetings. The role requires clear vision at both distance (to engage with councillors and members of the public) and at intermediate/close range (to read documents, view a laptop screen and use a keyboard simultaneously), making varifocal lenses necessary to undertake my duties safely and effectively.

The Council has a legal duty (see legislation below) to safeguard the health and welfare of DSE users by funding an eye test and, if the examination confirms glasses are required for DSE work, the Council must meet the cost of basic corrective eyewear. I have paid for reading glasses for the past 12–18 months (not required before DSE work) but these no longer meet the visual demands of the job and usage may further damage my eyes. The current minimum costs are:

- Eye and eyesight test: £30
- Basic frames: £60
- Basic varifocal lenses: £190

Total estimated cost: £280 or £140 per Council (subject to prescription & confirmation varifocals are DSE requirement).

#### Council Duties (legal and policy)

- Health and Safety at Work etc. Act 1974 - duty on employers to ensure the health, safety and welfare of employees.
- Health and Safety (Display Screen Equipment) Regulations 1992 require employers to provide eye and eyesight tests for habitual DSE users on request and provide special corrective appliances where these are required for DSE work.

- Management of Health and Safety at Work Regulations 1999- employers assess workplace risks and implement appropriate health and safety measures.
- Little Harrowden Parish Council Contract of Employment, Clause 23 – Health and Safety confirms the employee's duty to cooperate with the Council and that the employee will be provided with and work in accordance with the Council's Health and Safety Policy.

**SLCC membership: renewal due 01.08.2026**

**£200p.a.**

This is normally split between the two councils so equates to £100 each and was agreed within the budget.

Membership includes free advice library and advice service, local branch support and sharing of information as well as best practice/model templates/sector news documents and bulletins.

**Fix My Street/NNC pothole notifications:**

Damaged fence on Wellingborough Road reported (Davies) 19.03.26; 90 days/13 weeks to remediate;

Fixing of 3 potholes leaving the village on Hardwick Road causing cars to traverse to opposite carriageway (first reported in February) but still outstanding.

Included to raise the issue with Ward Councillors.

**CiLCA qualification – Passed** awaiting certification after 1-3 month period of internal review.