Dear Mr Kemp

HEARING STATEMENT – MATTER 6 ‘HOUSING ALLOCATIONS IN BURTON LATIMER, DESBOROUGH AND ROTHWELL’

KETTERING PART 2 PLAN EXAMINATION

Harris Lamb Planning Consultancy has been instructed by Tata Steel (UK) Limited to submit this Statement in relation to Matter 6. This should be read in conjunction with the representations that Harris Lamb submitted on behalf of Tata Steel to the pre-submission consultation undertaken by the Council (User ID. 76; Comment ID 195 and 196).

Tata maintains that it’s site (DE/063), which benefits from outline planning permission and is within the proposed settlement boundary, should be included in the Plan as a residential allocation.

Tata also maintain that their site (DE/064) is available for residential development should the Inspector determine that additional allocations be needed for Desborough or to meet the needs of the Borough as a whole.

It is worth reiterating here that DE/063 and DE/064 were identified as a single allocation in the draft Desborough Neighbourhood Plan, before its production stalled. The draft DNP identified this site as Priority 1 Housing Site. The Priority 1 status was part of a ranking system employed by the DNP and this meant that DE/063 and DE/064 was concluded to be the most preferred location for new housing development by local people.

We would also like to highlight that the Council’s response to our Regulation 20 consultation is factually incorrect. The reason for this is that the Council’s response makes reference to the “one way railway bridge in close proximity to the site”. It is assumed that this refers to the bridge over the railway line at the south western end Pipewell Road, but this bridge is not one way. The bridge is signal controlled, but cars and pedestrians can travel both ways across it. This junction has been subject to a detailed review. The conclusion from this review is that even if you assume every single
vehicle movement from the combined site (i.e. DE/063 and DE/064, circa 200 dwellings) travelled over this bridge then, subject to some very minor alterations to the sequencing of the lights which can be done using the existing software, the junction would still operate within capacity. In practice up to a third of vehicle movements from the combined site would not use this junction and head north east of Pipewell Road instead; however, this provides a robust assessment and demonstrates this junction is not a constraint to development for either of these sites when considered individual or together.

Tata’s sites are considerably smaller than the larger, more complex SUEs; would not require significant infrastructure to be delivered and would add to the range of sites. The allocation of the sites would add to the choice and competition in the marketplace for the benefit of smaller/medium size builders and prospective house buyers / affordable housing tenants alike.

In response to Tata’s request to include DE/063 as a residential allocation, the Council have said that enough sites have been allocated in Desborough and so there is no need to do so. We do not agree that the ‘need’ for the allocation is the determining factor for whether an allocation should be proposed for this site or not. The numbers for Desborough and the Borough as a whole are not maximum figures. Fundamentally, the objective of national policy is to boost significantly the supply of housing. In this circumstance, DE/063 benefits from outline planning permission, has a developer on board and has proven to be a sustainable location to deliver housing. Tata Steel cannot see a reason not to allocate the site.

The questions set out in the Matters, Issues and Questions for Matter 6 do not specifically address the points being raised above. However, below we provide the information referred to within the questions, with a focus on site DE/063 in the first instance, to demonstrate that an allocation would be justified. Should the inspector conclude that more sites are required then we can provide a full set of supporting information to support the deliverability of DE/064.

*Potential constraints, infrastructure requirements and adverse impacts*

Site DE/063 benefits from Outline Planning permission – KET/2018/0623. The outline application considered all of these matters and concluded that the constraints, infrastructure requirements and potential adverse impacts could be positively addressed through appropriately worded conditions and/or s.106 obligations.

*Viable and deliverable*

Lovell Homes have a lock out agreement with Tata Steel and site investigations have taken place to facilitate the completion of the deal. A price has been agreed based on the terms of the outline
application, which demonstrates the delivery of this site is viable when all the relevant conditions, constraints and planning obligations are known.

Lovell Homes will also be taking on the promotion of DE/064. So this will be controlled by a developer very shortly and, again this demonstrates the deliverability of this site, where other sites in Desborough (e.g. Desborough North) are struggling and appear to have some fundamental issues with their delivery.

**Capacity**  
The outline application permits up to 70 dwellings and this number of houses was based on an indicative layout that took account of the constraints and opportunities presented by the site. It is possible that the final number deviates from this by a unit or two, but 70 dwellings still provides a robust estimate of the number of units that will be delivered on the site for the purposes of the Part 2 Plan.

**Planning Status**  
Outline permission has been secured for DE/063.

**Timescale and rate of delivery**  
A Reserved Matters application is expected to be submitted Q1 2021 (allot of work has already been undertaken). Allowing for the determination of RM and the discharge of pre-commencement conditions we might see development commence in Q1 2022, with some completions in Q4 of 2022 and the final completion in Q2 2024.

**A detailed policy for DE/063**  
We do not consider a specific policy needs to be included due to the presence of the outline permission and the size of the site. Instead, Tata is proposing the site be added to the list of allocations and to the Proposal Map for Desborough.

We respectful request that DE/063 be added to the list of residential allocations for Desborough. Should the Inspector determine additional sites be needed, then we would welcome the opportunity to present our full case for DE/064 at that time.

Yours sincerely

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