

BOROUGH OF KETTERING

Committee	Planning Committee	Item No. 5.1
Report Originator	Louise Holland, Senior Development Officer	AOC/0274/0803
Wards Affected	All	27.02.2014
Location	East Kettering Sustainable Urban Extension, East of Kettering	
Proposal	Approval of Conditions 75 (i) of KET/2008/0274 and Condition 46 (i) of KET/2013/0514. Access D Warkton Lane/Deeble Road	
Applicant	Hallam Land Management Ltd	

1. Purpose of Report

Further to the Planning Committee held on 4th February 2014 and deferment of this application for the approval of condition for Access D (Warkton Lane/Deeble Road) the applicant has worked with the Local Planning Authority to review options for the access arrangement in this location.

The previous Officers assessment demonstrated that access options had been considered, and that taking into account the key issues a small roundabout was preferred. Members of the Planning Committee clearly indicated on 4th February 2014 that a roundabout solution which would serve the full development, from the outset of works, was required. A larger roundabout has therefore been re-assessed and is now the applicant's proposed access arrangement.

The purpose of this report is to assess the revised proposal for Access D, which is a 4-arm standard roundabout as shown on the drawing at Appendix 1 of this committee agenda.

2. Recommendation

It is recommended that the revised scheme proposed for Access D is approved and that Condition 75 (i) of KET/2008/0274 and Condition 46 (i) of KET/2013/0514 is discharged.

3. Background Information

3.1 Relevant Planning History

The site wide history is set out at the start of this committee agenda at Section 1 of the Overview Report.

KET/2013/0213 – Reserved Matters (all details) for Parcels R7, R9 and R10 for 325 dwellings in relation to outline KET/2008/0274. Committee resolution to approve (Planning Committee held 4th February 2014). Access D provides the access to this development site.

3.2 Site Description

A site description for the Kettering East site is set out at the start of this committee agenda at Section 1 of the Overview Report.

Access D is located at the junction of Warkton Lane and Deeble Road. This access point will connect to Poplars Farm Avenue (as named in the approved Design Code) and the primary street network running through the site. Delivery of this junction will facilitate access to parcels R4 – R14 (inclusive) and will connect beyond to the wider network and development. This will provide access to the David Wilson Homes and Barratt Homes development, which has a committee resolution to approve.

3.3 Constraints

Site wide constraints are set out at the start of this committee agenda in Section 1 of the Overview Report.

3.4 Environmental Impact Assessment

See information at Section 1 of the Overview Report.

4. Approval of Condition Application – Access D Warkton Lane/Deeble Road

4.1 Policy Framework

The delivery of sustainable development is at the heart of planning and the National Planning Policy Framework (NPPF). To achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system. The planning system should play an active role in guiding development to sustainable solutions and contribute to building strong, responsive and competitive economies, responding positively to wider opportunities for growth.

Development requirements, including the provision of infrastructure, should be identified and co-ordinated. Planning should also contribute to protecting and enhancing the natural and built environment. It also seeks good standards of amenity for existing and future occupants. Planning should promote sustainable transport; local authorities should work with neighbouring authorities and transport providers to develop strategies for provision of viable infrastructure necessary to support sustainable development.

The North Northants Core Spatial Strategy (CSS) contains policies which are considered to be relevant to this application. CSS Policy 3 for example states that road infrastructure associated with developments should, where possible, strengthen connections between settlements in the urban core and relieve existing communities from traffic. CSS Policy 6, which focuses on infrastructure delivery, states that new development will be supported by the timely delivery of infrastructure, services and facilities necessary to provide balanced, more self-sufficient communities.

Policy 13 of the CSS sets out that to deliver sustainable development needs should be met, standards raised and assets protected; developments should have

a satisfactory means of access, should not have an adverse impact on the highway network or prejudice highway safety, they should create a strong sense of place, deliver high quality design and should not result in unacceptable impacts on residential amenity e.g. noise/light/air pollution.

The Core Spatial Strategy Review has been subject to consultation in 2012. East Kettering remains a strategic location for development and draft policies support this coming forward.

4.2 Consultation

Reconsultation has been carried out for the revised access arrangement which is a 4-arm standard roundabout. Responses received further to this reconsultation are summarised below. All previous responses were reported to committee on 4th February 2014 and were set out in the Officers Report (please see Appendix 3 of this committee agenda). All responses are on file and available to view at the Council Offices. The reconsultation period will close on 23rd February 2014. Any further responses received between publication of this agenda and the Planning Committee will be considered and reported as an update to the committee.

Local Highways Authority – Northamptonshire County Council

The proposed roundabout as per the design shown on Drawing 28315/100/007 is fit for purpose in response to the anticipated traffic levels associated with the East Kettering Development.

North Northants Badger Group

No comments.

Third Parties

1 letter has been received between the Planning Committee held on 4th February 2014 and the time of publishing this committee agenda. The comments received are summarised below.

- The access should be a proper roundabout.
- Even if a larger roundabout is built it should be checked more frequently than proposed.
- Comments at the Planning meeting (4th Feb) about loss of government funding should be ignored.
- What are the enhancements at Windmill Avenue/Deeble Road.
- If Warkton Lane is closed how will traffic get out of Kettering.

4.3 Condition Wording:

Condition 75 (i) – Original Planning Condition (KET/2008/0274)

No development shall commence on site unless and until the following offsite highway works and development access junctions shall be completed in accordance with full engineering, drainage, street lighting, signal, constructional details and capacity calculations (proving junctions operate within 85% of practical capacity) which shall have first been submitted to and approved in writing by Local Planning Authority:-

Warkton Lane / Deeble Road (Access (D) shown indicatively on Drawing No. 136171-OS-10 Rev R)

Condition 46 (i) – Revised Planning Condition (committee resolution to approve variation of condition application KET/2013/0514 on 24th October 2013)

Prior to the occupation of the first dwelling on Parcel R4, R5, R6, R7, R8, R9, R10, R11, R12, R13 or R14, or the occupation of non-residential Parcel PS2, as shown on the approved Strategic Master Plan (Drawing No. BBD005/105 Revision A), Access D (Warkton Lane/Deeble Road) shall be completed in accordance with full engineering, drainage, street lighting, signal, construction details and capacity calculations which shall be submitted to and approved in writing by Local Planning Authority before the access works are commenced.

4.4 Proposed Development

This application seeks approval for a 4-arm standard roundabout at Access D to the East Kettering development, at the junction of Warkton Lane and Deeble Road. A drawing of the proposed junction arrangement is contained within Appendix 1 to this report. The diameter of the roundabout (including carriageway) is 40 metres. There is sufficient land available to accommodate the proposal. Illustrative 3-D visuals are included at Appendix 2 to demonstrate how this access could look in the context of the David Wilson Homes and Barratt Homes development (which has a committee resolution to approve) and the existing road network and residential area. Any minor alteration to the entrance of the David Wilson Homes/Barratt Homes development can be dealt with as a minor amendment to that scheme.

The revised roundabout at Access D is approximately 10 metres larger than the previously proposed small roundabout. The small roundabout included a raised white dome forming the central island which had a maximum height of 100mm, a feature which would be possible to drive over. The amended, larger roundabout which is now proposed has a larger central island. As can be seen from the 3D visuals at Appendix 2, this would be a large landscaped area separated from the carriageway running around it. The width of the carriageway on the proposed, larger roundabout would be sufficient to serve two lanes of traffic.

The proposed arrangement necessitates changes to the access arrangements of properties on Warkton Lane (numbers 93 to 151 (odd) which currently have an access road running parallel to Warkton Lane). This is explained at section c (i) of this report.

Traffic calming measures and the improvements at Windmill Avenue/Deeble Road (off-site junction (c)) will also be delivered as part of this package of works.

4.5 Planning Considerations

The key issues for consideration in this application are:-

- a. Master Plan and Outline Permission
- b. Highway Capacity, Safety and Junction Arrangement
- c. Associated Works:

- i. Residential Access Roads
- ii. Traffic Calming
- iii. Delivery of Works at Windmill Avenue/Deeble Road (off-site junction (c))
- d. Residential Amenity
- e. Drainage

(a) Master Plan and Outline Permission

The outline planning permission agreed the principle of access points in a number of locations including Access D, at the junction of Warkton Lane and Deeble Road. The outline permission approved the locations but not the detailed form of those access arrangements. Indicative designs were put forward at the outline stage to demonstrate that there was a technical solution available and that outline permission could be granted.

Access D will facilitate access to a number of development parcels including the David Wilson Homes/Barratt Homes site and the first primary school. Creating access D will enable these to come forward early in the development programme. We are currently targeting delivery and opening of the primary school in September 2015 and the first dwelling to start late 2014. This means works potentially starting on site Summer 2014.

(b) Highway Capacity, Safety and Junction Arrangement

The amended proposed roundabout design operates successfully and has the required capacity for the full development of 5500 houses. Modelling has been completed for the amended roundabout and has demonstrated that it works within capacity for 5500 houses and the full development, with background growth taken into account.

It is considered that with the changes to residential access, as outlined below in section (c i), the access will operate safely.

A detailed design for the access will be submitted and approved as part of the technical approval process and the Section 278 agreement (works within the highway) with the local highways authority.

(c) Associated Works

(i) Residential Access Roads

The proposed roundabout necessitates changes to the access of some properties on Warkton Lane. Numbers 93 to 109 (odd) (north of Deeble Road) and 111 to 151 (odd) (south of Deeble Road) currently have an access road running parallel to Warkton Lane. The proposed access arrangements are shown on the drawing in Appendix 1.

Numbers 93 to 109 (odd) Warkton Lane will no longer access onto Deeble Road. A new access point will be provided onto Warkton Lane. The current access road to numbers 111 to 151 (odd) runs parallel to Warkton Lane and links to St. Catherine's Road and Deeble Road at either end. This through route will become a private access road and these properties will have one access north onto St. Catherine's Road.

These changes are required for safety reasons. There needs to be separation between the roundabout entry and exit lanes and any side roads. Within a certain distance of a roundabout a driver should be concentrating on negotiating the roundabout safely and to have a side road in this zone would be counter to normal expectations and have potential safety implications. Both parallel roads would come out opposite the proposed splitter island which would prevent certain manoeuvres from taking place, safely or otherwise.

The proposed changes are considered necessary to achieve a safe access arrangement at this junction.

(ii) Traffic Calming

As set out in the previous Officers Report (Appendix 3), traffic calming measures will be implemented in the St. Catherine's Road, Warkton Lane and Deeble Road areas. This remains part of the proposed scheme.

(iii) Delivery of Works at Windmill Avenue/Deeble Road – Off-Site Junction (c)

As set out in the previous Officers Report, junction (c) improvements are currently anticipated to take place in the Summer 2014. The delivery and funding mechanism for these improvement works remain as previously identified by Officers and reported to Committee on 4th February.

(d) Residential Amenity

The position of this access point was agreed in principle at the outline planning stage and was considered acceptable in terms of residential amenity. The junction form however was not approved at that point and was secured by planning condition. A condition of the outline planning permission KET/2008/0274 and the varied permission KET/2013/0514 requires a noise assessment to be carried out before the access works are completed. This is to ensure that if any noise impacts do arise from the proposed junction arrangement that they are appropriately mitigated.

There will be a new access created to serve the properties 93 to 109 (odd) on Warkton Lane (south of Deeble Road). This will replace the existing access onto Deeble Road which needs to be closed. The access will be positioned to minimise the impacts on the closest properties. Landscaping will also be required to the verge to further mitigate any potential impacts from car lights at night.

(e) Drainage

As previously reported (the previous Officers Committee Report is included at Appendix 3) drainage infrastructure will be laid as part of the access works and will link up the strategic drainage system when completed. The proposed infrastructure and overall approach taken is in accordance with the overall strategic drainage scheme for the development.

4.6 Conclusions

The amended and proposed 4-arm standard roundabout operates successfully and has the required capacity for the full development of 5500 houses, with background growth taken into account. The access will operate safely but will

require changes to the access of some properties on Warkton Lane, as identified in this report. These are considered necessary to deliver a safe access arrangement. Traffic calming and improvement works to the Windmill Avenue/Deeble Road junction (off-site junction c) will also be delivered as part of the overall package of works and mechanisms are in place for their delivery.

The amended scheme, a proposed 4-arm standard roundabout, as shown on the drawing in Appendix 1, and associated works identified are key elements of the infrastructure for the East Kettering development. The proposals will work in highway capacity terms and will also create the desired gateway to the development. The proposed roundabout can be accommodated within the reserved matters application by the David Wilson Homes/Barratt Homes (for parcels R7, R9 and R10) recently approved by committee on 4th February 2014.

The proposal is considered to accord with Development Plan Policy and the National Planning Policy Framework.

4.7 Recommendation

It is recommended that the proposed scheme for Access D is approved and that Condition 75 (i) of KET/2008/0274 and Condition 46 (i) of KET/2013/0514 be discharged.