

BOROUGH OF KETTERING

Committee	Planning Committee	Item No. 5.2
Report Originator	Rebecca Collins, Senior Development Officer	AOC/0274/0804
Wards Affected	All	27.02.14
Location	East Kettering Sustainable Urban Extension, East of Kettering	
Proposal	Approval of Conditions 75 of KET/2008/0274 and Condition 46 (ii) of KET/2013/0514. Access E Barton Road/Warkton Lane Junction – double signalised junction.	
Applicant	Alledge Brook LLP	

1. Purpose of Report

Outline planning permission was granted for the East Kettering development in April 2010 (references KET/2007/0694 and KET/2008/0274). The application site is an area of 328.5 hectares to the east of Kettering and Barton Seagrave. The permission is in outline (with all matters reserved) for 5,500 dwellings and related development. This includes a secondary school, primary schools, retail, employment, hotel, health, leisure and community uses and formal and informal open space.

Conditions were attached to the planning permission (91 in total) and a S106 agreement was completed (subsequently revised). Work started early in 2012 to discharge pre-commencement conditions and this is continuing. A variation of condition application was submitted in August 2013 and has a committee resolution from 24th October 2013 to approve subject to a number of elements including the completion of a deed linking the new permission to the existing S106. Applications for three residential sites have been submitted. The Hallam Land/David Wilson Homes application for 325 dwellings was heard at planning committee on 4th February 2014. Members resolved to approve this application. The other two applications are currently being considered by the local planning authority. The total number of dwellings from these sites could be up to approximately 890 dwellings

This report provides details and the recommendation for the proposed scheme for Access E to the East Kettering development, which is located where Warkton Lane meets Barton Road.

The details of Access E, to be submitted and approved, is a requirement of both the 2008 (KET/2008/0274) outline and the 2013 varied outline planning permission (KET/2013/0514), which at the present time has a committee resolution to grant planning permission subject to the resolution of some minor issues. The drawing with this committee agenda shows the red line for the AOC works and the general arrangement of the proposed scheme. This AOC fits in with the recently approved

reserved matters application for 580 metres of road from Access E into the centre of the site approved at Planning Committee on 11th February 2014.

2. Recommendation

It is recommended that the proposed scheme for Access E is approved and that Condition 75 of KET/2008/0274 is discharged and part (ii) of Condition 46 of KET/2013/0514 be discharged. Part (iii) of this condition refers to access F, which was approved by Members of the Planning Committee on 4th February 2014 and can be discharged. Part (i) refers to access D, this application is to be considered by Members on the 27th February 2014. If the proposed arrangements for Accesses E and D are considered acceptable, then this condition could be formally discharged once formal planning permission is granted on KET/2013/0514.

KET/2013/0514 will be approved on completion of a deed linking the new permission to the existing S106.

3. Background Information

3.1 Relevant Planning History

The site wide history is set out in Section 1 of the Overview Report.

KET/2013/0780 – Approval of reserved matters – 580m of road access to Parcels R19, R20 and DC2, with associated drainage and a linear park - Committee resolution to approve (Planning Committee held 11th February 2014). Access E provides the access to this development site.

3.2 Site Description

A site description for the Kettering East site is set out in Section 1 of the Overview Report.

Barton Road is a highly trafficked, wide road with varying traffic speeds. It is an attractive route with a number of trees either side of the road located in the front plots of residential properties or within 'Big Spinney' (a TPO'd woodland) located to the south of Barton Road as it curves down to the A14. This makes for an attractive street scene and entrance into the town. Barton Road consists of a mixture of new and old properties of varying sizes, building heights and types, notably are the row of Grade II Listed cottages (numbers 45-51 Barton Road) set on the northern side of Barton Road. Barton Road inclines from where Polwell Lane meets this road to the point where Warkton Lane meets Barton Road. The entrance to Warkton Lane follows a similar character to that of Barton Road, with established tree planting and landscaping adjacent to either side of the public highway. Properties along Warkton Lane are primarily large properties set in large plots set back from the public highway with significant frontages inter-dispersed with incidental residential building such as garages.

3.3 Constraints

Site wide constraints are set out in Section 1 of the Overview Report.

Local constraints include:

- TPO – Big Spinney
- Grade II Listed Cottages off Barton Road.

3.4 Environmental Impact Assessment

See information in see Section 1 of the Overview Report at the start of this committee agenda.

4. Approval of Condition Application – Access E Barton Road /Warkton Lane

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 and also seek 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

The responses received are summarised below. All responses are on file and available to view at the Council Offices.

Barton Seagrave Parish Council – 5th February 2014

Would prefer to have one large roundabout, if this is not practical then a double mini-roundabout.

Burton Latimer Town Council – 3rd February 2014

Would like Kettering Borough Council to review their decision to have Access E as a roundabout not a signalled junction.

Highways Agency (HA) – 16th January 2014

The principle of development has already been agreed and mitigation arrangements for this development are as originally assessment. Therefore, the Highways Agency has no comments.

Local Highways Authority – Northamptonshire County Council

The Highways Authority support the proposals for signals in this location. Further analysis of the modelling is required, however, the information submitted and reviewed so far is considered acceptable.

Concerns have been have been raised with regards to the potential safety of radius shown on the Buchanan drawing submitted with the original outline planning permission for a roundabout in this location.

'Part 2 of the Traffic Management Act 2004 places a network management duty on local transport authorities to manage their road network with a view to achieving, as far as may be reasonably practicable, the expeditious movement of traffic on the authority's road network and road networks for which other authorities are responsible, even where these are outside of the authority's administrative boundaries. The Act specifically states that the term "traffic" includes pedestrians and therefore the authority is required to consider the movement of all road users when performing this duty. The undertaking of this duty is not, however, to be at the expense of other issues which the authority has to consider, for instance, its road safety and casualty reduction objectives and its value for money in delivering services'.

The matters as outlined in the Act are considered to have been suitably addressed through the provision of signals in this location.

It is considered that all reasonable alternatives for a junction at Access E have been considered.

There may be further detailed comments from the Highways Authority to follow, these will be reported to Members on the committee update.

Northants Police Crime and Prevention Design Advisor – 16th January 2014

No comment or objection.

Natural England – 7th January 2014

No objection.

Environment Agency – 7th January 2014

No comment.

National Grid – 13th January 2014

There is apparatus within the vicinity of the site. The contractor for the works should contact National Grid before any works are carried out.

Environmental Health – 3rd January 2014

Object to the application on the basis of a lack of information submitted with regards to air quality.

14th February 2014

No objection. Their concerns were address on the basis of additional information being submitted to satisfy Environmental Health that no further impact on air quality will occur with the use of a double signalised junction.

Environmental Health have highlighted the requirements of conditions 89 of KET/2008/0274 and 55 of KET/2013/0514, which require the submission of a noise assessment to support the proposed junction design prior to its completion. They suggest that the applicant should satisfy themselves that the proposed junction is capable of meeting the requirements of these conditions.

Third Parties

27 letters of objection have been received from neighbouring properties along, Barton Road, Warkton Lane, Poplars Farm Road, Berwick Way, Kettering and one letter from a resident of Slade Valley Avenue, Rothwell. Their comments are summarised below:

- The previous applications showed a roundabout and this is local peoples preference to signals as a roundabout would allow more free-flowing traffic
- The junction would be too close to Warkton Lane
- Another set of signals in this location would cause additional congestion
- Turning left or right out of properties adjacent to the signals would be extremely difficult and inconvenient
- There are too many traffic lights/signalised junctions along Barton Road already
- Additional noise and pollution will be created from stationary traffic in this location
- Additional signals and traffic lights close together will lead to accidents on this stretch of road
- Submitted information states that future traffic will exceed recommended capacity scenarios at this junction
- The majority of the traffic from Kettering East should be directed to Cranford Road and not onto Barton Road
- The traffic statement fails to consider all reasonable alternative options

- The current road layout does not provide public transport priority so a roundabout would not make the situation any worse
- There has been no specific details with regards to what the public transport priority measures will be and whether they can be achieved
- Pavements are blocked by overgrown vegetation making it impossible to walk in this area
- Cost is driving the scheme not local benefit
- Warkton Lane is not fit for high levels of traffic
- Barton Road should not be a 'Gateway' into the development
- This area is already flooded due to blocked ditches, this will make matters worse
- Devaluation of property
- Financial penalties should be imposed on the developer if they fail to meet modal shift targets
- The infrastructure needs to be in place prior to the development commencing
- Need to know what is happening with number 2 Warkton Lane
- The Pytchley bridge road closure has caused significant transport and congestion issues and a signalled junction in this location would also.
- The plans show a road named 'Poplars Farm Avenue' it is not a good idea for postmen or firemen to have a road named so similarly to the existing Poplars Farm Road.

A 10 day re-consultation was undertaken further to receiving amended plans and information received on 14th February 2014. The consultation will close on 24th February 2014. Additional statutory consultee and third party comments will be reported to Members of the Planning Committee on the night of the committee.

4.3 Condition Wording:

Condition 75 (ii) - 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:-

(ii) Barton Road / Warkton Lane (Access (E) shown indicatively on Drawing No. 136171-OS-11 Rev R)

REASON: In the interests of road safety, efficiency, sustainability, and amenity in accordance with PPS1, PPG13, policies 43, 45 and 46 of the East Midlands Regional Plan, MKSM Policy 3 and policies 13 and 16 of the North Northamptonshire Core Spatial Strategy (2008).

Condition 46 (ii) – 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 R16, R17, R18, R19, R20, R21 or R22, or the occupation of non-residential Parcels PS4, DC1, DC2 or DC3, as shown on the approved Strategic Master Plan (Drawing No. BBD005/105 Revision A), Access E (Barton Road / Warkton Lane) 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.

REASON: In the interests of highway safety, efficiency, sustainability and amenity in accordance with the National Planning Policy Framework and Policies 13 and 16 of the North Northamptonshire Core Spatial Strategy (2008).

4.4 Proposed Development

This proposal is to construct a double signalised priority T junction at Access E, where Warkton Lane meets Barton Road, with related public highway improvements.

The proposal is for a double signalised junction with traffic lights at Barton Road/Warkton Lane and at the new access point, Access E into the new development. This will connect the recently approved 580m stretch of road (KET/2013/0780) which will lead into the development past parcel R19 (Taylor Wimpey) and on to housing parcel R20 and D2 of the District Centre (as shown on the approved Master plan). Further highway works are required including; resurfacing with quiet tarmac; reducing the speed limit for the length of this road from 40mph to 30mph; 'KEEP CLEAR' boxes and separate cyclist refuge provision adjacent to each set of traffic lights; and islands adjacent to each of the lights, for pedestrians to wait at whilst using the controlled signals. White cross hatching with broken white lines are to provide space for cars to wait in the centre of Barton Road whilst turning in either direction out of properties off Barton Road. A yellow hatched box on Warkton Lane where it meets Stubbs Lane will provide safety and priority for vehicles to turn out of Stubbs Lane. Other works include, some verge narrowing along the northern side of Barton Road. No tree removal is proposed with this application. However, some tree and hedge removal is proposed with the approved road application KET/2013/0780. Travelling west east from Kettering to the A14 the distance between the lights is as follows - there is approximately 31 metres between the first set of lights, 46 metres between the second section of lights and 35 metres between the final section.

It is recommended that the proposed scheme for Access E is approved and that Condition 75 of KET/2008/0274 is discharged and part (ii) of Condition 46 of KET/2013/0514 is discharged. Once formal planning permission is granted on KET/2013/0514, as outlined above.

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) Design and Landscaping Proposals
- (d) Residential Amenity, Air Quality and Noise

- (e) Drainage
- (f) Funding
- (g) Other Matters

(a) Master Plan and Outline Permission

The outline planning permission agreed the principle of access points in a number of locations including Access E. 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. The indicative drawing for Access E submitted with the outline planning permission (KET/2008/0274) included a plan showing a roundabout where Warkton Lane meets Barton Road.

Subsequently, a Design Code for the entire site was submitted and approved. The Design Code illustrates the different parcels of development including the main residential, commercial, employment and green areas within the site. The approved Master Plan and the Regulatory Plan within the Design Code showed key access points and primary routes within the development as well as important Green Infrastructure routes and corridors. This access point, Access E, is shown on the Master Plan and Regulatory Plan as meeting Barton Road at the point as shown on the submitted plans. As explained above, the roundabout as shown with the outline permission was indicative and the plans within the submitted Design Code do not show a specific access for E only but a connection point with Barton Road, at the point shown in this AOC.

Access into the site, at Access E, will link into the current approval of reserved matters application reference KET/2013/0780 (approved at Planning Committee on 11th February), which is to provide a 580m stretch of road into the application site opening up the potential for multiple plots to commence construction including housing plots R19 and R20 as well as DC2, which will comprise facilities and services making up the District Centre. In accordance with policy 16 of the CSS this will help to create sustainable communities early on in the development through the bringing forward a mixed use development at the same time as the construction of houses in accordance with paragraph 17 of the NPPF. These applications are therefore key to delivering economic growth, prosperity, jobs and new housing, along with other development objectives.

(b) Highway Capacity, Safety and Junction Arrangement

(1) Roundabout

Initially the outline permission included with it an indicative plan showing a roundabout in this location. The applicants have submitted information to show that a roundabout solution for Access E is not an appropriate solution for this junction. The issues with delivering a roundabout in this location are as follows:

- Capacity

Although the proposed roundabout solution would operate for all phases within capacity, it is however, less efficient at dealing with/managing peak hour traffic flows (when compared to traffic signals). Unlike with traffic signals there is no opportunity to manage traffic either flows along Barton Road or if there are road

works elsewhere in the area. This is because signals can be linked to other signals within the local area to work together to manage traffic flows.

- Safety

The Highways Authority has raised concerns with regards to the safety of the roundabout shown on the Buchanan drawing submitted with the outline permission. The left hand radius is inappropriate in that it is almost straight, which will promote vehicle speeds on the roundabout due to clear visibility and a lack of a distinct turn as one approaches the roundabout. A solution is possible but it would require the roundabout to move west onto private land.

- Third party land

The new roundabout would need to measure a minimum of 45 metres in diameter, and a minimum of 50 metres if controlled signals were required to allow pedestrians and children to cross safely (as this would be the only way to provide pedestrian and cyclist priority). Additional space would also be required to provide footways and verges. To deliver either of these options third party land would be required. This could involve the need to compulsory purchase the front gardens of properties along Barton Road and would involve the removal of the trees and landscaping along this route which are part of the character of this area and shield properties along this road from traffic. Without these trees and landscaping the highway would obviously be closer to these properties, windows and doors and would have a detrimental impact. The existing trees in this location protect properties visual outlook and contribute considerably to the public realm and green character of this area. The resultant roundabout would be a large unattractive area of tarmac, not assisting with the creation of a 'gateway' into the development as specified in the approved Design Code.

- Pedestrian and cyclist provision

The roundabout option provides no controlled pedestrian or cyclist crossing facility over what is a strategic road link with heavy vehicular flow. This would result in people crossing constantly moving, fast-flowing traffic trying to access the development, which is unsafe and would not help to promote a modal shift as required by the outlined permission or the Design Code. The splitter island as shown on the Buchanan drawing (in original outline permission) would be too small to offer adequate or safe crossing facility for either pedestrian or cyclists.

The existing footpath on the western side of Warkton Lane is narrow resulting in a poor experience for its users. With this option, the situation is unlikely to change apart from the footpath being directly adjacent to a large roundabout with cars free flowing directly adjacent to pedestrians, resulting a poor pedestrian experience.

Due to the nature of Barton Road zebra crossings would not appropriate or supported by the Highways Authority and on Warkton Lane there are a number of other access roads onto Warkton Lane preventing the installation of a zebra crossing in close proximity to the proposed roundabout. The crossing would therefore fail to be of use to residents living adjacent to this junction or for those people wishing to access the development other than by the private car. This is detrimental to the overall desire to encourage a modal shift and the experience of the pedestrian or cyclist.

- Public Transport Priority

This roundabout form would not offer the ability to provide public transport priority, which can be offered by the signalised junction options, as outlined below. This route is a primary public transport route to the town centre and is important to facilitate modal shift and for local people.

- Urban design

As outlined above, the land-take involved for this solution would be extensive, with vast areas of tarmac to the detriment of the local area, reducing the number of trees and green landscaping in this area and preventing the provision of an attractive 'gateway' into the development.

- Flooding

The insertion of a roundabout will create a substantial additional impermeable area in this location. Local residents have raised concerns with regards to surface water at the adjacent Big Spinney and this solution could create additional run-off in this area to the detriment of local residents. This could be tackled through the imposition of a number of conditions. However, this would require works outside of the application site on third party land, which may affect the delivery of a suitable solution.

- Other works

The provision of a roundabout would also require the demolition of number 2 Warkton Lane, the moving of an electricity substation, works to an existing medium pressure gas main and relocation of a fibre optic cable. All of these works would result in considerable disruption, inconvenience to local residents and would be costly. This could affect the timescales for delivery of the works and the viability of this junction.

- Conclusion

The proposed roundabout option in this location would create issues with safety, pedestrian and cyclist capability to cross and failure to provide public transport priority. It would have a detrimental impact on the character of the area and the amenity of neighbouring properties through the additional land take and disruption associated with this, as well as bringing the road closer to existing residential properties to their detriment. The proposal is therefore considered contrary to Policy 13 of the CSS which seeks to deliver sustainable development by creating a strong sense of place and delivering high quality design; and should not result in unacceptable impact on residential amenity.

As the original roundabout solution was considered unsuitable two alternative options for Access E were considered, a double mini roundabout and signalised junctions. These options are further outlined below.

The junction could not be left in its current form as it would be operating significantly over capacity.

(2) Option 1 – Double mini roundabout

- Capacity

In the future this solution would operate well over capacity on every arm and the eastbound queue would block the Western Roundabout on a regular basis during am peak. Also, this option would result in queues of between 111-301 cars during peak am periods. This would likely result in an objection from the Highways Agency and Northamptonshire County Council Highways Authority as it would cause significant problems on the A14 and other local roads.

- Third Party Land

Although this solution can not be implemented entirely within the existing highway boundary, unlike signals, it would not result in the need for third party land and could be accommodated through the use of land currently owned by the developer in the frontage of 101 Barton Road, which would need to be demolished.

- Pedestrian and cyclist provision

The double mini roundabout option provides no controlled pedestrian or cyclist crossing facility over what is a strategic road link with heavy vehicular flow. Due to the nature of Barton Road and existing features, zebra crossings would not be appropriate or supported by the Highways Authority. On Warkton Lane there are a number of access points onto Warkton Lane preventing the installation of a zebra crossing in close proximity to the proposed roundabout. The crossing would therefore fail to be of use to residents living adjacent to this junction or for those people wishing to access the development other than the private car. This is detrimental to the overall desire to encourage a modal shift and the experience of the pedestrian or cyclist.

The existing footpath on the western side of Warkton Lane is narrow resulting in a poor experience for its users. It could be widened slightly only on the corner of Warkton Lane/Barton with this option but it would only be marginally better than the original proposal and would remain constrained to the north of the roundabout. The overall experience for its users is unlikely to change. The double roundabouts would further impact a pedestrian's experience as this solution does not allow suitable space to include safe width islands for crossing. It is not possible to include pedestrian controlled crossings as these would not intersect desire lines and would require additional land for the necessary features. This would be detrimental to the quality of the public realm, as well as resulting in the land-take of neighbouring properties, which could affect the delivery of this type of junction.

- Public Transport Priority

The double mini roundabout form would not offer the ability to provide public transport priority, which can be offered by the signalised junction options, as outlined in this report. This is because there would be no ability to control traffic to suit local public transport timetables or adjust the signals if a road closure or accident were to take place elsewhere. As outlined in the Design Code and in the outline permission, this route is a primary public transport corridor into the town centre and it is important that it functions well in order to encourage a modal shift through provision of more consistent and reliable journey times, thus encouraging the use of public transport.

- Urban design

Although this proposal would not involve as significant as land take as that for the roundabout, as outlined above, the proposal will involve the use of land to the south of 101 Barton Road. Therefore, there will be additional hard standing and further use of the verge to the north of Barton Road, adjacent to this property. This will reduce the land available at the entrance of the site to create a real 'gateway' entrance. This would have a detrimental impact on the street scene and would not offer as an attractive as a solution as signals.

- Conclusion

This option therefore is not practical as it would not work in capacity terms and would lead to unacceptable queuing levels. It would not provide good, safe pedestrian and cyclist facilities; public transport priority; or serve to improve the quality of the public realm. This is contrary to aims of Policy 3 of the CSS, which states new development should strengthen connections between settlements in the urban core and relieve existing communities from traffic. It is also contrary to Policy 13 of the CSS which seeks to deliver sustainable development by not having an adverse impact on the highway network or prejudicing highway safety; through creating a strong sense of place and delivering high quality design; and should not result in unacceptable impact on residential amenity.

(3) Option 2 – Double signal controlled junction

This is the preferred option as it contains controlled pedestrian crossings of the minor arms and Barton Road, with pedestrian time to be provided on minor arms and 'walk with flow' (which means that pedestrians when they request green man crossing time will be able to use the normal red traffic signal aspect to cross. Therefore, pedestrians can use the road without affecting traffic flows) on Barton Road. Signals, respond to all the issues positively such as land ownership and highways boundaries.

The benefits from this type of junction include:

- Capacity

The double signal controlled junction operates well in capacity terms. The original technical information submitted with this application questioned whether it would work if pedestrian time was requested (i.e. a pedestrian or cyclist utilised the crossing facility). The latest information submitted shows that even during a worst case scenario with a pedestrian phase being utilised on all arms during every cycle, the LinSig results (a highway modelling tool) show that the junction would operate within capacity.

The highway modelling shows that the signals solution operates best (over the roundabout or the double roundabout) for predicted 2026 traffic flows taking into account the potential for other development. This is that there is greater capacity with the signals beyond the minimum requirements for traffic flows at either peak time for either east or west travel.

- Safety

Accident records show that collisions in this area mainly occur due to uncontrolled manoeuvres between Warkton Lane and Barton Road. The double signals will

improve safety in this area as vehicle speeds will be reduced as cars approach the lights. This is also a much safer option for pedestrians as they have the ability to use the controlled crossing facility, unlike now when they have to cross in free flowing traffic. Vehicles speeds are likely to be lower improving the safety of this area for all highway users.

Also, it will improve highway safety for vehicles entering and exiting properties adjacent to the signals, as follows:

Properties 65-99 Barton Road:

Residents from these properties will be able to enter the cross hatched area, when turning left or right, as shown on the submitted plans, in the centre of Barton Road. This is because a broken white line is used to border the hatch. If the hatch was bordered by a solid white line then users would not be able to cross. This is in accordance with the Highway Code Rule 130.

Properties numbers 82-90 Barton Road:

For properties 82-90 Barton Road, which access Barton Road out of a short shared private drive, access and egress will be possible through the use of the new 'KEEP CLEAR' area and also the rest area provided in the hatched markings. This will improve access and egress to this property from the current situation due to the ability to manoeuvre through the cycle of the traffic signals and subsequently controlled traffic flows provided by the new junction layout. Whereas the existing layout experiences uncontrolled flows where the speed is likely to be higher and flows are not controlled/staggered.

Property number 107 Barton Road:

Access and egress to property number 107 Barton Road will be improved by the new signalised junction for both right turns and left turns. This is due to the ability to manoeuvre through the cycle of the traffic signals and controlled lower speed traffic flows provided by the new junction layout. Whereas the existing layout experiences uncontrolled flows where the speed is likely to be higher and flows are not controlled/staggered.

It is also important to note that as part of the Section 278 Agreement and Road Safety Audit process there is an ongoing review of highway safety. The Highways Authority have agreed to share and discuss the contents of the safety audit with the Local Planning Authority. Part of the safety audit includes post construction review. It is expected that the developer will be required to review the junction at or prior to the submission of applications for subsequent parcels of land, for example, the District Centre to the east of the Taylor Wimpey site or on completion of a certain number of dwellings associated with this application. This can be secured through the application of a condition on either the granting or permission for the Taylor Wimpey application or any later subsequent application for the District Centre. This will be an ideal opportunity to see how the junction is functioning when in use by a reasonable number of residents.

- Third Party Land

No third party land would be required for this option. Therefore, this is the most deliverable junction option.

- Pedestrian and cyclist provision

A controlled pedestrian/cyclist crossing facility would be provided over this strategic road link with heavy vehicular flow, which would allow pedestrians and disabled users to cross safely without having to avoid free-flowing traffic, which is particularly helpful to school children accessing Latimer School, the visually and mobility impaired pedestrian and less competent and junior cyclist. Therefore, the controlled signals would be an improvement to the existing situation and would provide a safe and dedicated crossing for children walking to school.

The junction will operate at an acceptable pedestrian capacity and highway capacity would be more fairly distributed between the differing road users – including both vehicles and pedestrians.

Although, this option would not resolve the poor footpath provision on the western verge of Warkton Lane, this would be no worse than for the original proposal of a roundabout.

- Public Transport Priority

This junction form is the only option that will offer the ability to provide public transport priority. There is a condition on the outline permission for Kettering East which requires the approval of a Travel Plan, within the approved Travel Plan it identifies Barton Road as a priority public transport route. Therefore, the installation of an intelligent traffic light system encompassing all the traffic lights along Barton Road, which can be linked at peak times to bus routing times, would give priority to public transport, an option which is not available to a roundabout or double mini-roundabout junction.

- Urban design

This junction is more appropriate in urban design terms as the works are largely within the existing public highway corridor (resulting in only 15 metres of tarmac/land take in comparison to 45-50 metres plus land-take associated with the roundabout solution). This would benefit the local area in that the remaining space can be used for additional landscaping, which will have a positive impact on the public realm and help retain the character of this area through the retention of local landscaping and trees.

- Other works

Significant disruption, other than construction works which would take place with all of the options (although these will be controlled by the Construction Management Plan), in terms of works to electrical or gas mains, or significant works to water pipes are unlikely to be required for this option, reducing the disruption to local residents.

This proposed solution (signals) is the same as the approved scheme for the Redrow development where Warkton Lane meets Barton Road (signals).

- Alternative Junction Options

In consultation with the highways authority it is considered that all reasonable alternatives for a junction at Access E have been considered and that the proposed signalised junction is the preferred option.

- **Conclusion**

This option for a signalised junction is the preferred option as highway capacity is more fairly distributed to all road users instead of just cars. The proposal works well in highway safety and capacity terms, it allows for a high quality public realm and helps to deliver sustainable development through helping to encourage a modal shift. The proposal is therefore considered in accordance with policies 3 and 13 of the CSS and general principles and policies 4, 7 and 10 of the NPPF.

(c) Design and Landscaping Proposals

A landscaping scheme has been submitted as part of this approval of condition application. Access E will be more than simply a highway and engineering solution, it will be a key gateway into the development and the town of Kettering. There will also be other features and boundary treatments, to provide further visual interest and assist in creating a high quality space and entrance to the site. The proposals are considered to be suitable and will create the desired gateway in this location. Also, this solution will preserve the existing character of Barton Road through the retention of trees and the limited additional tarmaced areas in this location.

(d) Residential Amenity

The submitted plans have been amended to include a 'KEEP CLEAR' boxes adjacent to the traffic lights which will be opposite the private access roads which serve numbers 84-90 Barton Road and number 107 Barton Road, to aid these residents when entering and exiting their properties. This situation is actually an improvement to the current situation where these residents have to exit into free-flowing, reasonably fast moving traffic – a situation which would also exist with the roundabout solutions. In addition, the traffic speeds on Barton Road are to be lowered to 30mph which is safer than currently where right turns have to be made into fast moving traffic.

Some concerns have been raised by residents on the northern side of Barton Road about turning left into Kettering Town. The amended plans show white cross hatching in the centre of the road. Vehicles turning right will be moving into slower moving traffic (than currently or with a roundabout) as cars will be slowing down as they approach the traffic lights. They will then be able to wait safely on the white lines until a suitable space is available for them to complete their left turn. The pulsing effect of traffic lights creates gaps in the flows at peak times to enable more easily the crossing of peak flows. This is safer than the current arrangement (or the roundabout arrangement) where they would need to cross two lanes of free-flowing traffic without space to wait.

Initially Environmental Health were concerned that a lack of information had been submitted to evidence the impacts on air quality with the retention of numbers 2 Warkton Lane and 105 Barton Road. Further information has been submitted and Environmental Health has no further concerns or comments to raise. Conditions on the outline permissions require further noise assessment of the junctions prior to their completion. In the event that noise issues do occur further mitigation measures may be required.

Given that with this signalised option the land-take is considerably less (as explained above) then the majority of landscaping will be retained, this will provide screening for some residents and noise levels get no worse as the source is no closer to existing properties and the existing trees remain. It is considered that the development will have appropriate relationships with existing properties and occupiers and separation distances as existing, without the need for third party land. The proposal is therefore considered in accordance with policy 13(l) of the CSS.

(e) Drainage

Drainage infrastructure will be laid as part of the proposed works and will form part of the wider strategic scheme for the site, already approved at committee in December 2013. The sewers will generally follow the highway corridor. The proposed infrastructure and overall approach taken is in accordance with the strategic drainage scheme for the development. As outlined above significant additional hard standing, associated with either of the roundabout options could result in additional run-off requiring revisions to the drainage strategy and the upgrading/increasing of pipe sizes further downstream to accommodate flows.

The Environment Agency has confirmed that the application is in accordance with the Stage Two Flood Risk Assessment and therefore they have no objection to the application. The reserved matters application is therefore in accordance with Policy 6 and 13 of the CSS and Policy 10 of the NPPF.

(f) Funding

Funding in the region of £17.34 million (loan) has been secured for the East Kettering development which will forward fund key infrastructure works. For Access E, HCA LIF funding will be in the region of £3 million pounds to deliver the new junction and the road up to the district centre, this will include some works to help the delivery of the drainage system and the SUDs. This funding will aid an early start on the development to install key infrastructure to open up development parcels and start house-building and the delivery of homes, jobs and investment in 2014.

(g) Other Matters

(1) Traffic Congestion

The current traffic congestion associated with the Pytchley Road bridge closure and the A14 online widening works and the concerns of local people are recognised. The Local Highways Authority and the Highways Agency are aware of the situation and are working with the developers to ensure that these works and other highway improvements (including those associated with the Redrow Homes site in Barton Seagrave) required do not happen all at the same time. A programme is being put together to manage this process and will include a timetable to seek to minimise the disturbance and traffic issues in the coming months.

(2) Cranford Road

Comments were received that the majority of traffic should be directed to Cranford Road not Barton Road. An access point at junction E was agreed as part of the

outline permission but a condition was added to agree the details. Therefore this application has been submitted.

(3) Deliverability and viability

The final scheme for Access E needs to be viable and deliverable. Excessive land take of neighbouring properties or to have an over engineered solution for this access point into the development could undermine the delivery and viability of this access point, and negatively impact the funding as outlined above. If this access point can not be delivered it does have a direct impact on the accessibility of the development and the development of parcels directly accessible from this location. Also, this would be contrary to the Design Code and Master plan.

(4) Gateway

As roundabout or indeed mini roundabouts in this location would leave little space and opportunity to create a 'gateway' into the development. As seen with the traffic light solution there is more space for landscaping, public art and pedestrian space to create a real welcoming gateway into the development, which will set the scene for the development as you enter into the site and help to integrate the development into Barton Road and Warkton Lane, which in themselves are green and attractive roads into and out of Kettering.

(5) Existing properties

Number 2 Warkton Lane was previously shown as being demolished to make way for the earlier roundabout solution. This property is in the ownership of Taylor Wimpey, the developers of plot R19 (as shown on the Master Plan). If the double signals as proposed here are approved it is likely that this property would be retained. The timing of when the property is likely to be repaired is not clear at present but this matter will be taken up further when Taylor Wimpey bring forward the reserved matters application for the site. The revised air quality report as required by Environmental Health demonstrated that this should not be a problem in air quality terms and a noise assessment is required prior to the completion of the access. Any impacts from this will need to be mitigated against.

Members will note the change to the description of this application to include the demolition of number 101 Barton Road. Number 105 Barton Road is to be retained and eventually have an access directly off the recently approved 580 metre section of highway, when constructed (KET/2013/0780).

(6) Impact upon property prices

The impact of the proposed development upon property prices is not a material planning consideration and as such is not considered as part of this application.

(7) Road Names within the Site

Concern has been raised regarding the 'Poplars Farm Avenue' road name within the proposed scheme. This name has been taken from the Design Code which used a number of different names to distinguish between key streets within the Primary Street network. These names are indicative. The road naming procedure falls to the Building Control Service. The fire service and post office are consulted on the proposed street names. The issue of changing the name on the plans

“Poplars Farm Avenue” to something else that does not clash with other similar names has been passed onto those bodies.

(8) Numbers 45-51 Barton Road Grade II Listed cottages

The proposed signals are set sufficiently away from these Grade II Listed cottages and within the existing highway corridor so as not to negatively impact their significance.

(9) Amended Plans

An amended plan for Access E – Signalised Junction reference 25134/001/028 H has been submitted at the request of the Highways Authority asking for minor amendments to the submitted plan. The revised plan will extend the two lanes at the first set of traffic lights on Barton Road as you approach them from town heading to the A14. This will allow a longer section of two lane approach - a left hand turn lane only and a straight on lane only, with space for 10+ cars to stack at the lights in each lane. The benefit of this is the traffic signals can be split. This will improve the crossing facility for pedestrians and it will optimise the stages of signals, allowing them to work smartly and improve pedestrian and public transport priority. Changes have also been requested to the second set of traffic lights outside number 107 Barton Road as you approach them on the development road. A larger central island is required to stagger pedestrian movements, which means pedestrians can cross whilst vehicles enter the development and vice versa. Councillors and members of the public are able to view this amended plan on our website but no re-consultation is required as the amendments are minor in nature.

4.6 Conclusions

Access E is an important access to the East Kettering development and its delivery will help to bring forward shops, facilities, jobs and residential parcels early in the development programme. Access E, its road into the site (*reserved matters KET/2013/0780*), accesses at Deeble Road/Warkton Lane (D) and Barton Road South/Adjacent to A14 Junction 10 (F) and key stretches of the primary street will together start to create a network of streets which will open up more parcels within the site including those within the District Centre and school sites. Access E is a key part of delivering this overall picture.

The proposed scheme for Access E is considered to be acceptable. It is the only option available that provides safety for pedestrians and cyclist. It will have the required capacity to enable the junction to operate efficiently and safely and will also create a well-designed gateway into the development and Kettering town. The landscaping proposals will ensure that the access is not merely a highway solution but is a high quality entrance. Residential amenity is also considered to be safeguarded through the implementation of on highway measures and intelligent signals which will prevent junctions from operating over capacity. The proposals are considered to accord with Development Plan policy and the National Planning Policy Framework

4.7 Recommendation

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