

BOROUGH OF KETTERING

Committee	Full Planning Committee - 17/03/2015	Item No: 4.2
Report Originator	Louise Jelley Senior Development Officer	Application No: KET/2015/0028
Wards Affected	Burton Latimer	
Location	Land East of Kettering, North of Cranford Road, Kettering	
Proposal	Approval of Reserved Matters: Details of Infill Link Road joining Access F Primary Street (Cranford Road) to Access E Primary Street adjacent to District Centre incorporating 750 metres of road, footways/cycleways, maintenance access track to surface water attenuation pond with wildlife management (Parcel SS1), four access points and drainage to Parcel R22, drainage infrastructure, landscaping and associated engineering works	
Applicant	Mr A Wordie Alledge Brook LLP,	

1. PURPOSE OF REPORT

- To describe the above proposals
- To identify and report on the issues arising from it
- To state a recommendation on the application

2. RECOMMENDATION

THE DEVELOPMENT CONTROL MANAGER RECOMMENDS that this application be APPROVED subject to the following Condition(s):-

1. The development hereby permitted shall not be carried out other than in accordance with the following plans:

- Amended Infill Road Alignment and Planning Boundary Plan reference number 25134/2002/SK01 Rev E received 25th February 2015.
- The Wildlife Management Area plan reference number BBD034-191 received 25th February 2015.
- Landscape Proposals (sheets 1-5) CSa/2278/110, 111, 112, 113 and 114 received 22nd January 2015.
- The tree protection plans (1-8) 3156/01/D14-2083 received 25th February 2015.
- The tree protection plan overview 3156/01/D14-2083 received 25th February 2015.

REASON: In the interest of securing an appropriate form of development in accordance with Policy 13 of the North Northamptonshire Core Spatial Strategy.

2. The development shall be carried out in accordance with the Extended Phase 1 Habitat Survey (14-2042 3156 01) dated January 2015 received by the local planning authority on 16th January 2015. Specifically, the

development shall accord with the Recommendations contained within Section 5 of the report.

REASON: In the interests of ecological enhancement and protection in accordance with Policy 13 of the North Northamptonshire Core Spatial Strategy and Policy 11 of the National Planning Policy Framework.

3. No development shall take place within the purple area indicated (as per the submitted proposed evaluation trench location plan from CgMs received 27th February 2015) unless and until the applicant or successors in title has secured the implementation of the agreed programme of archaeological work in accordance with a written scheme of investigation which shall be submitted to and approved in writing by the local planning authority.

REASON: In the interests of archaeology in accordance with Policy 12 of the National Planning Policy Framework.

4. The development shall be carried out in accordance with the Arboricultural Report reference number 14-2084/3156/01 v7 received 25th February 2015.

REASON: In the interests of design, layout and landscape enhancements in accordance with Policy 13 of the North Northamptonshire Core Spatial Strategy.

5. The carriageways, footways, cycleways and kerbs for the Primary Street shall be surfaced in accordance with the materials specification set out on pg 39 of the approved East Kettering Design Code prepared by David Lock Associates dated March 2013 and approved by the local planning authority on 26th March 2013 (ref AOC/0694/0710).

REASON: To secure a high quality design and public realm in the interests of visual amenity and highway safety in accordance with Policy 13 of the North Northamptonshire Core Spatial Strategy.

6. The development shall be carried out in accordance with the Construction Management Plan - Infill Road Reserved Matters application Project reference number 25134 dated January 2015 and received by the local planning authority on 16th January 2015.

REASON: In the interests of highway safety, residential amenity, waste minimisation, noise and air quality in accordance with Policy 13 of the North Northamptonshire Core Spatial Strategy.

7. If, during development, contamination not previously identified is found to be present at the site then no further development shall be carried out until a remediation scheme has been submitted to and approved in writing by the Local Planning Authority which details how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved prior to any further works taking place on site.

Reason: To ensure that risks from land contamination to the future users of the development and neighbouring land are minimised.

8. On the opening to traffic of Access E and its connecting road approved under plan references 'Access E general arrangement drawing number

25134/010/010 G (29th January 2014) and Access E signalised junction drawing number 25134/001/028/H (28th January 2014) if Access F and its connecting road plan reference 'Access F general arrangement drawing number 25134/020/010/F (27th January 2014) and Access F interim roundabout arrangement 25134/020/014/B (28th January 2014) is not open to traffic and available for use then the infill link road hereby approved (25134/2002/SK01 Rev E received 25th February 2015) shall be closed to traffic at the Southern end of the link road adjacent Cranford Road until such a time as Access F and its connecting road is open to traffic between the A14 junction 10 and its junction with Cranford Road.

REASON: In the interests of highway safety and capacity of the local road network and the general amenities of the area in accordance with Policy 13 and Policy 16 of the North Northamptonshire Core Spatial Strategy.

9. On the opening to traffic of Access F and connecting road approved under plan reference 'Access F general arrangement drawing number 25134/020/010/F (27th January 2014) and Access F interim roundabout arrangement 25134/020/014/B (28th January 2014), if Access E and its connecting road approved under plan reference number 'Access E general arrangement drawing number 25134/010/010 G (29th January 2014) and Access E signalised junction drawing number 25134/001/028/H (28th January 2014) is not open to traffic and available for use then the infill link road hereby approved (25134/2002/SK01 Rev E received 25th February 2015) shall be closed to traffic At the Northern end of the link road at its junction with Access E connecting road until such a time as Access E and its connecting road is open to traffic between Barton Road and its junction with the infill link road.

REASON: In the interests of highway safety and capacity of the local road network and the general amenities of the area in accordance with Policy 13 and Policy 16 of the North Northamptonshire Core Spatial Strategy.

Officers Report for KET/2015/0028

This application is reported for Committee decision because
This application comprises development which forms part of the East
Kettering Sustainable Urban Extension.

3.0 Information

Relevant Planning History

KET/2007/0694 – Outline for 5,500 dwellings and related development – APPROVED

KET/2008/0274 – Outline for 5,500 dwellings and related development – APPROVED

KET/2012/0747 – Request for an Environmental Screening Opinion for Parcel R19

KET/2013/0212 – Extension of time for (KET/2007/0694) – PENDING

KET/2013/0213 – Reserved Matters (all details) for Parcels R7, R9 and R10 for 325 dwellings in relation to outline (KET/2008/0274) – APPROVED

KET/2013/0214 – Extension of time for (KET/2008/0274) - PENDING

KET/2013/0232 – Reserved Matters (all details) for Parcels R23 and R26 for 330 dwellings in relation to outline (KET/2008/0274) – PENDING

KET/2013/0314 – Reserved Matters (all details) for Parcel R19 for 167 dwellings in relation to outline (KET/2008/0274) – PENDING

KET/2013/0514 – Variation and removal of Conditions application in relation to outline (KET/2008/0274) (Tranche 1) – APPROVED

KET/2013/0695 – Variation and removal of Conditions application in relation to outline application (KET/2008/0274) (Tranche 2) – APPROVED

KET/2013/0780 – Reserved Matters for 580m of road from Access E to Parcels R19, R20 and DC2 – APPROVED

KET/2013/0781 – Reserved Matters for surface water attenuation pond, drainage channels and details of Great Crested Newt translocation area – APPROVED

KET/2013/0782 – Request for an Environmental Screening Opinion for Parcel R19

KET/2013/0792 – Reserved Matters for 547m of road from Access F to Parcels R22, R23, R24, R25, R26 and E3 – APPROVED

KET/2013/0836 – Removal of 180m of hedgerow within Parcel DC2 – APPROVED

KET/2014/0255 – Reserved Matters for Primary School on Parcel PS4 – APPROVED

KET/2014/0357 – Variation and removal of conditions application in relation to Conditions 18, 19, 22, 42 and 45 of (KET/2013/0514) – APPROVED.

KET/2014/0604 – Variation and removal of Conditions 18 (Code For Sustainable Homes) and 19 (Lifetime Homes) of KET/2013/0514 – PENDING

Condition details

AOC/0694/0701 – Condition 91 (Archaeology) – APPROVED
AOC/0694/0702 – Condition 58 (Green Infrastructure) – APPROVED
AOC/0694/0703 – Condition 39 (Low Zero Carbon) – APPROVED
AOC/0694/0704 – Condition 43 (Open Space) – APPROVED
AOC/0694/0705 – Condition 28 (Retail Strategy) – APPROVED
AOC/0694/0706 – Condition 73a (Traffic Impact Assessment for Junction 10/10a) – APPROVED
AOC/0694/0707 – Condition 40 (Waste Audit) – APPROVED
AOC/0694/0708 – Condition 41 (Waste Management Facility) – APPROVED
AOC/0694/0709 – Condition 63 (Water Efficiency) – APPROVED
AOC/0694/0710 – Condition 7 (Design Code) – APPROVED
AOC/0694/0711 – Condition 84 (Walking and Cycling Audit) – APPROVED
AOC/0694/0712 – Condition 85 (Weekley/Warkton Avenue Traffic Impact Assessment) – APPROVED
AOC/0694/0713 – Condition 86 (Elizabeth Road Traffic Impact Assessment) – APPROVED
AOC/0694/0714 – Condition 83 (Access Phasing) – APPROVED
AOC/0694/0715 – Condition 65 (Stage 2 Flood Risk Assessment) – APPROVED
AOC/0274/0801 – Condition 56 of (KET/2008/0274) and Condition 35 of (KET/2013/0514) – Reptile Method Statement – APPROVED
AOC/0274/0802 – Condition 60 of (KET/2008/0274) and Condition 34 of (KET/2013/0514) – Foul Water Drainage Strategy – APPROVED
AOC/0274/0803 – Condition 75 of (KET/2008/0274) and Condition 46(i) of (KET/2013/0514) – Access D (Warkton Lane/Deeble Road Junction) – APPROVED
AOC/0274/0804 – Condition 75 of (KET/2008/0274) and Condition 46(ii) of (KET/2013/0514) – Access E (Barton Road/Warkton Lane Junction) – APPROVED
AOC/0274/0805 – Condition 75 of (KET/2008/0274) and Condition 46(iii) of (KET/2013/0514) – Access F (Barton Road/A14 Junction 10) – APPROVED
AOC/0274/0806 – Condition 46 of (KET/2008/0274) and Condition 27 of (KET/2013/0514) – Strategic Landscaping works – APPROVED
AOC/0514/1301 – Conditions 34 and 36 of (KET/2013/0514) – Biodiversity – APPROVED
AOC/0514/1302 – Condition 6(i) of (KET/2013/0514) – Stage 2 Flood Risk Assessment – APPROVED
AOC/0781/1301 – Condition 2 of KET/2013/0781 – Ecological Construction Management Plan – APPROVED
AOC/0255/1401 – Conditions 1 (Construction Management Plan), 2 (Ecological Management Plan), 4 (Materials), 7 (Hard Surfacing), 9 (Construction Access Road), 10 (Drainage) of (KET/2014/0255) and Conditions 15 (Community Use), 22 (Sustainability), 28 (Landscaping), 29 (Arboricultural Method Statement), 36 (Pollution Prevention Measures), 40 (Contaminated Land), 41 (Construction Management Plan) of (KET/2013/0514) - APPROVED

Site Description

Officer's site inspection was carried out on 27th January 2015.

This application site is situated to the east of Kettering approximately 1.5 miles from the town centre. It forms part of a wider development comprising a Sustainable Urban Extension known locally as East Kettering. The site lies to the east of Barton Road and to the north of Cranford Road. It occupies approximately 12.5 hectares of land which is currently in agricultural use. The road runs north from Cranford Road to the centre of the site, where a public

open space is to be formed, along with the strategic drainage and the central attenuation balance pond.

Proposed Development

This is a Reserved Matters application that is related to the outline approval and is implemented under the S73 KET/2014/0357 (Hallam) which re-issued the outline approval.

This proposal is for the construction of an infill road which will be accessed off Cranford Road, Kettering. The proposed road will be approximately 750 metres in length comprising a primary street, cycleway and footpath in addition to a 125 metre reinforced maintenance access track (to serve the approved attenuation pond). The red line boundary also includes a rectangular piece of land which is shown to form part of a Wildlife Management Area. Specifically, this area is to provide for the trapping and relocation of Great Crested Newts. The application also proposes four secondary access points for development Parcel R22, drainage infrastructure and landscaping works. The purpose of the infill road in the short term is to provide access to the Primary School which is due to open in September 2015. In the future, the road will serve as an access to residential Parcel R22, the proposed Secondary School (Parcel SS1) and the main District Centre for East Kettering. It is therefore the key link road between two of the principal access points 'E' and 'F' for the East Kettering development.

Environmental Impact Assessment

As the original outline planning applications (KET/2007/0694 and KET/2008/0274) were EIA development, this application is also regarded as an EIA application. Under the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 subsequent EIA applications include Reserved Matters and matters requiring approval before development can commence e.g. Approval of Conditions.

As part of the requirements contained within the Regulations, a Screening Opinion has also been carried out for this application. The local planning authority has adopted the screening opinion that the proposed development as described by the applicant is EIA

development but that the original Environmental Statement (ES) dated July 2007 and as amended in Aug 2008 and Jan 2009 accompanying KET/2007/0694 and KET/2008/0274 adequately addresses the environmental effects of the proposals. Therefore, in accordance with Regulation 8 (2) no further ES is required. Under Regulation 8 (2) where the environmental information before a local planning authority (submitted with an original application) is adequate to assess the environmental effects of the development, that information shall be taken into consideration in the determination of a subsequent application. The original ES has therefore been taken into account and considered in the assessment of this application, the officer's recommendation and their determination.

4.0 Consultation and Customer Impact

Barton Seagrave Parish Council

Response received 29th January 2015. No objections.

Burton Latimer Town Council

Response received 2nd March 2015. No objections.

Northamptonshire Police

Response received 30th January 2015.

The applicant should consider the advice contained within the Fire and Rescue Pre application information, advice and guidance document relating to road widths and dimensions that meet the requirements of B5 Building Regulations.

Natural England

Response received 3rd February 2015. No objections.

This site lies in close proximity to the Southfield Farm Marsh and Cranford St. John Sites of Special Scientific Interest (SSSI). Natural England is satisfied that the proposed development will not damage or destroy the interest features for which these sites have been notified. These SSSI's therefore do not represent a constraint in determining this application.

This application may provide opportunities to enhance the character and local distinctiveness of the environment. The application may also provide opportunities to incorporate features into the design which are beneficial to wildlife such as roosting opportunities.

Response to amended plans received 5th March 2015.

The proposed amendments to the original application are unlikely to have significantly different impacts on the natural environment than the original proposal.

Environmental Health Kettering Borough Council

Response received 9th February 2015. No objections subject to the recommendation of conditions in relation to unexpected contamination and construction working hours.

Anglian Water

Response received 5th March 2015. No comments.

Northamptonshire Highways

Response received 19th February 2015.

- From interrogation of the Design Code, this road was expected to be a single carriageway to a width of 6.5m, no central islands were envisaged. This central island treatment was only meant for roads between areas of Parkland and/or open space.
- Visibility splay requirements are 2.4m x 43m (not 25m) as this is a 30mph road.
- The taper and deceleration length requirement is 85m meaning we cannot have central islands near areas where side junctions exist.
- Priority for cyclists appears to have been missed off. Access across generous bell mouth junctions is notoriously challenging due to higher vehicle speeds.
- Please consider providing 2 x 3.6m verges rather than 1 at 4m and 1 at 3m.
- The access point to the SS1 (secondary school parcel) should be removed. It is not part of the Regulatory Plan and this area shows playing fields for the school not an access point.
- The central lane would promote unacceptable manoeuvres by vehicles turning right by sitting across the carriageway. This is unacceptable on a bend.
- The junction in the top north-west corner of the infill road should be at 90 degrees.

Summarised response to amended plans received 5th March. (Full comments contained within the Appendix)

- The assessment of junctions carried out as part of the tranche 2 triggers application showed that there had been a general reduction in the forecasts for traffic growth since the recession and this gave some benefits to capacity on parts of the local road network.
- Many of the off-site junctions (such as “g” at Cranford Road, and “a” on Stamford Road / Windmill Avenue) could operate satisfactorily at the beginning of the development programme.
- The addition of a handful of trips emanating from the primary school site onto Cranford Road would not have a detrimental impact on local junctions at this moment in time.
- With the main site accesses not open (Access E and F) then it is fair to assume that junction “g” Barton Road/Cranford Road will take more traffic through it, but if the only new development is the primary school then the trips generated from this would not cause the junction to fail in the short term.
- It is not currently necessary to complete an improvement scheme at junction “g” due to other schemes along the Barton Road corridor taking precedence and the relatively small number of additional vehicles passing through the junction in association with the new primary school.

- There are no issues related to the general form of the road as such, subject to the submission of an updated drawing showing the changes agreed.
- The technical approval process for this new junction is currently being dealt with by Northamptonshire Highways. It is anticipated that this approval process will be complete well in advance of the infill road commencement.
- if your authority was to grant consent, a suitable planning condition is imposed which provides for the infill road to serve the primary school only (plus the inevitable construction traffic) and that this route to the school should last only until access to the school is provided via Access "F" at the A14 and/or Access "E" off Barton Road at its junction with Warkton Lane.
- Northamptonshire Highways is content with the application for the infill link road to serve the Primary School until such time as Accesses "E" and "F" are open to traffic, and therefore we support the application. On going discussions are taking place relating to an appropriate set of conditions.

Environment Agency

Response received 16th February 2015. No objections.

Northamptonshire Archaeology

Response received 24th February 2015. The proposed works are partially within an area which was not subject to archaeological evaluation by Oxford Archaeology in 2012 as part of the outline as the applicant indicated that it was to be public open space. However, this application indicates that works will take place within the non evaluated area to the south of an area of known Roman activity. The archaeological potential within this area is unknown and as such will require investigation. The Construction Management Plan lists the environmental provisions within Section 4 including Archaeology. This indicates that no works are to be undertaken within areas of archaeological activity until a mitigation scheme has been submitted by an appropriate archaeological contractor for approval by the local planning authority. The areas of known archaeological activity are shown on Appendix D, however, this does not make it clear that this only covers areas in which archaeological evaluation was undertaken.

Neighbours

192 Neighbour letters were sent out on 23rd January 2015 and again on 26th February 2015 for a re-consultation.

Response received from Mr Swallow at The Grange, Cranford Road. The southern end of the proposed infill road will be located where important utilities for our properties are located. Can you please ensure that all Contractors are made aware about the location of these utilities before construction begins.

Response received from Mr Ganse at 56 Cranford Road, Kettering
We have concerns regarding the drainage within the immediate area.

There is constant flooding of our property along the Cranford Road whenever there is prolonged or heavy rainfall. We would like to know the future works proposed in this area regarding drains, pipework and ditch drainage for this area. Every year a large Highways truck with high pressure hoses is contracted by NCC come out to clear the small and ultimately useless system of pipework underneath both the Cranford Road and bridleway, both of which constantly fill with leaves and debris causing blockages.

Planning Policy

National Planning Policy Framework

National Planning Policy Framework

Policy 1 Building a Strong, Competitive Economy

Policy 4 Promoting Sustainable Transport

Policy 6 Delivering a Wide Choice of High Quality Homes

Policy 7 Requiring Good Design

Policy 10 Meeting the Challenge of Climate Change, Flooding and Coastal Change

Policy 11 Conserving and Enhancing the Natural Environment

Development Plan Policies

North Northamptonshire Core Spatial Strategy

Policy 5 Green Infrastructure

Policy 6 Infrastructure Delivery and Developer Contributions

Policy 7 Delivering Housing

Policy 8 Delivering Economic Prosperity

Policy 13 General Sustainable Development Principles

Policy 16 Sustainable Urban Extensions

6.0 Financial/Resource Implications

Funding forms a key element of this application and is discussed within section 9 of the report.

7.0 Planning Considerations

The key issues for consideration in this application are:-

1. Principle of Development
2. Access and highway matters
3. Layout, Design and Appearance
4. Landscaping
5. Ecology
6. Drainage
7. Archaeology
8. Construction Management
9. Funding

1. Principle of development

Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires local planning authorities to determine planning applications in accordance with the Development Plan unless other material considerations indicate otherwise.

The principle of development at East Kettering has been established through the grant of outline planning permission KET/2008/0274 (April 2010) and subsequent approved variation of condition application KET/2013/0514 (October 2013). A further variation of condition application has been approved reference number (KET/2013/0695 and KET/2014/0357 Hallam S73) which secures the development of East Kettering in two phases subject to a deed of variation linking the application to the revised Section 106 legal agreement and a variation of conditions. Development at East Kettering has outline consent for:

- 5,500 dwellings
- 4 Primary Schools
- A Secondary School
- District Centre
- Local Centres
- Health Clinic
- Employment
- Hotel
- Formal and Informal Open Space
- Roads, drainage and other infrastructure

Where outline planning permission has been granted (as set out above) in order to proceed with development, details known as Reserved Matters need to be submitted to the local planning authority for approval. The reserved matters relevant to this application are listed below and are assessed in the subsequent sections of this report in order to determine the acceptability of this application.

- Access
- Layout
- Appearance
- Scale
- Landscaping

2. Access and highway matters

Currently, this Infill Road is to be accessed via Cranford Road, but will ultimately act as a follow on key link route from approved Access F (to the south) and also provide key linkage to Access E (from the north) once East Kettering becomes established. A junction will be created at Cranford Road (as part of the approved access arrangements approved under KET/2013/0792), at which point the infill road will lead on from this and connect into the central areas of East Kettering e.g, the Primary School under construction, the District Centre, the Secondary School and other development parcels. The delivery of this key infill road will allow other development parcels to be accessed and aid delivery of the East Kettering Sustainable Urban Extension. In addition to this, it will

also allow wider choice for vehicle movements and therefore help to spread the vehicle load across the local road network. In the first instance, it is intended to serve as an interim access to the Primary School within East Kettering which is scheduled to open in September 2015.

As part of the outline permission for East Kettering, the junction at Cranford Road/Barton Road (known as junction 'little g') needs to be tested for capacity and potential upgrade prior to certain development parcels being occupied. Although the proposed infill road does not provide consent for these particular development parcels, the infill road will result in a number of traffic movements in the short term to utilise the Cranford Road/Barton Road junction (little g) in order to ensure access to the Primary School. This is considered to be acceptable for a temporary period of time whilst the new junctions and access roads (Accesses E or F) are completed and fully operational. At this point, the Cranford Road/Barton Road junction (little g) will revert back to lesser traffic movements as new provision will be in place for a north route to the school (from Access E) and a south route to the school (from Access F).

In considering the change to the order of road infrastructure delivery, it is important to consider the change to vehicle movement patterns that could arise without Access E or F in place in the short term (but taking into account their delivery within 2015/16). In discussion with the County highway engineers and bearing in mind the existing data and information available from the original outline permission and the subsequent variation of condition approvals last year; it is evident that the Barton Road corridor is sensitive to changes in vehicle movement patterns. In this particular case, given this application comprises a link road which joins principle access routes and the relatively small amounts of traffic associated with the Primary School for a temporary period, it is considered that the change to the delivery of road infrastructure is acceptable. As such, an appropriate restrictive condition is recommended in order to ensure that the proposed link road will only be used for a temporary period of time to access the Primary School. Once the principle access points are completed (Accesses E or F), this restriction will no longer apply as the infill road will link up with these new access routes.

3. Layout, Appearance and Scale

The proposed infill road has been designed as part of the comprehensive infrastructure that will serve the whole of the East Kettering development. It is designed to function as a connection through the site and broadly accords with the layout requirements of the Strategic Masterplan and Regulatory Plan of the Design Code.

The infill road layout plan currently shows a bend in the road direction where it meets with the bottom of parcel SS1 and parcel R28. The interim infill road roundabout arrangement drawing (BBD034-192)

shows the capability of accommodating the required roundabout here over the longer term and so the interim proposals accord with the permanent access solution for this part of East Kettering.

The approved Design Code for East Kettering identifies this part of the development as an element of the Primary Street Network and street designs for this route are to accord with sections 4, 5 and 15 as set out within the approved Design Code. The primary street network is intended to facilitate movement throughout East Kettering and provide points of connection with Kettering's existing road network. Primary streets will be used for all modes of transport including buses.

Amended plans have been submitted to address a number of small points raised by Northamptonshire highways with respect to highway safety, access point locations and visibility splays. The appropriate changes have been made and Northamptonshire highways are supportive of this application subject to an appropriate condition which restricts the use of the infill road to Primary School users until such a time as other infrastructure is delivered.

4. Landscaping

A landscaping scheme has been submitted as part of the application details. The landscape proposals follow the illustrative principles contained within the approved Design Code and the broad approach set out within the approved Green Infrastructure (GI) Strategy, Open Space Strategy and Strategic landscaping details approved for Phase 1 of the overall East Kettering development ref AOC/0274/0806. Key elements of the landscaping proposals for this infill road application include:

- Avenue tree planting
- Retention of existing hedgerows and trees (which are of conservation value)
- Replacement planting within the immediate area of the application site in order to accommodate for any loss of wildlife habitats.

The proposal will require the removal of nine trees and some sections of hedgerow. One of the nine trees would be recommended for removal irrespective of the design due to its poor physiological and structural condition. The remaining eight trees and sections of hedgerow are to be removed as a direct result of the development. The loss will be mitigated through replacement planting (as detailed above) within the proposed road layout. Tree planting will be carried out at regular intervals adjacent to the proposed footpath. This proposal will result in a net gain in canopy cover and this landscape mitigation complies with Policy 13 of the North Northamptonshire Core Spatial Strategy.

5. Ecology

The application site is currently made up of arable and improved grassland fields with boundary hedgerows. A Phase 1 Habitat Survey has been submitted as part of the application details to establish the ecological value of the site. This report sets out a number of recommendations which include the following:

- There is a small population of great crested newts within the site. This would mean a licence from Natural England would be required to trap and remove the newts from the construction areas.
- A licence would also be required from Natural England to close badger setts within the vicinity and provide mitigation in the form of a new sett with suitable habitat and tunnels for road crossings.
- Clearance of any vegetation (hedgerows and trees) which are likely to support nesting birds needs to be done outside of the breeding season (March-Sept). If this is not possible then this work needs to be supervised by a qualified ecologist.
- In order to mitigate against the fragmentation of hedgerow commuting routes for bats, green bridges in the form of 'hop overs' need to be established at each intersection where an existing hedgerow is crossed by a road.

A Wildlife Management Area forms part of the red line of the application site. This is required in order to provide for the translocation of the Great Crested Newts which need to take place as part of this development. Currently, the developers must acquire a licence from Natural England to enable the trapping and translocation of the Great Crested Newts to the receptor site. The licence for this can only be applied for once planning consent has been granted. The timing for this is paramount as the Great Crested Newts are due to emerge from hibernation in mid March. The licence to Natural England will also include the infilling of the existing ponds within the application site once the Great Crested Newts have been relocated. As a result, the wildlife management area (shown in hatched red) will appear as part of the landscaped green space surrounding Phase 1 of the East Kettering development. The recommendations contained within the Phase 1 Habitat Survey (as set out above) will be required to be implemented as part of a condition attached to the planning consent if Members are minded to approve the application.

Consent for this application is critical to enable a licence to be acquired from Natural England for the translocation of the Great Crested Newts at the appropriate time.

6. Drainage

Drainage infrastructure will be laid as part of the proposed works and will form part of the wider strategic scheme for the East Kettering development already approved by Committee in December 2013. The sewers will generally follow the highway corridor as shown on the submitted layout plans. The proposed infrastructure and overall approach taken is in accordance with the strategic drainage scheme for the overall development. The Environment Agency has confirmed they have no objection to the proposal. Therefore the application is considered to be in accordance with Policy 6 and Policy 13 of the North Northamptonshire Core Spatial Strategy and Policy 10 of the NPPF.

7. Archaeology

Archaeology was a material planning consideration assessed at the outline stage of the application process. The outline permission included a condition in respect of archaeological works for the overall East Kettering site and this programme of works considered and approved by Members in 2012. Since that time, further work has been carried out on various parcels contained within the East Kettering development. For this particular development however, the County Archaeologist has stated that the proposed works are partially contained within an area which was not subject to archaeological evaluation by Oxford Archaeology in 2012. The submitted information indicates that works will take place within the non evaluated area to the south of an area of known Roman activity. The archaeological potential within this area is unknown and as such will require investigation. If Members are minded to approve this planning consent, a condition will be attached requesting specific archaeological works for the non-evaluated part of the application site.

8. Construction Management

A construction management plan has been submitted as part of the application details and in accordance with the requirements of the outline permission. This has been reviewed by Environmental Health who is satisfied with the content of this document but request conditions with respect to contamination and construction working hours. Although the Council has raised the issue of construction hours with the developer, the developer has requested that the proposed hours for the infill road correlate to the hours agreed and approved for the planning consents for other accesses into East Kettering specifically (KET/2013/0780 and KET/2013/0792). The proposed hours are as follows:

Mon – Fri 0700 – 1800

Saturdays 0800 – 1600

Sundays – none unless in exceptional circumstances and agreed by the EHO and the LPA.

It is considered that as the infill road location is sited away from existing residential development, the construction hours will not adversely impact upon amenity for local residents and as such are considered to be acceptable and in accordance with Development Plan policy.

The site compound location is important and should be sited where there is no conflict with traffic and children. The current document is indicating that a plan is to be submitted.

In terms of contamination, it is noted that a condition for unexpected contamination is appropriate in this instance and will be attached to the planning consent if Members are minded to approve this application.

9. Funding (loans)

Both the Council and developers have been working together to ensure that development within East Kettering can be implemented. As part of this process, funding loans have been made through the Growth Fund, Local Infrastructure Fund (LIF) and Large Sites Infrastructure Fund

(LSIF).

These funding streams however, are based on the early installation of key infrastructure. Other funding through the Growth fund has been secured from Northamptonshire Enterprise Partnerships (NEP) and South East Midlands Local Enterprise Partnership (SEMLEP) to support access F. The implementation of this infill road is therefore critical to opening up further development parcels within East Kettering and to help accelerate development. Very importantly it will also ensure that the first Primary School (due to open in September 2015) has an appropriate means of access for children, parents and teachers in the interim period whilst other access points are being built out.

Conclusion

This proposed infill road is a key element of the East Kettering development and its delivery is critical for the development of future residential and employment parcels for East Kettering. It will also act as the key link road between Access E and Access F.

Very importantly, the infill road is paramount to the delivery and opening of the first Primary School on site which is due to open in September 2015. It will provide the main point of access to the school in the interim period whilst other infrastructure is completed.

The details submitted as part of this reserved matters application are considered to be acceptable and comply with Development Plan Policy and the National Planning Policy Framework (NPPF). The infill road proposal is therefore recommended to Members for approval subject to the conditions set out within this report.

Background Papers

Title of Document:

Date:

Contact Officer:

Louise Jelley, Senior Development Officer on 01536 534316

Previous Reports/Minutes

Ref:

Date: