

## BOROUGH OF KETTERING

<b>Committee</b>	<b>Full Planning Committee - 22/07/2015</b>	<b>Item No: 4.1</b>
<b>Report Originator</b>	<b>Nicola Thompson</b>	<b>Application No: KET/2015/0459</b>
<b>Wards Affected</b>	<b>Barton</b>	
<b>Location</b>	<b>East Kettering Development - Parcel PS4, Cranford Road (land off), Barton Seagrave</b>	
<b>Proposal</b>	<b>Full Application: Upgrade of construction access to form temporary access road and utilities to serve Parcel PS4</b>	
<b>Applicant</b>	<b>Mr A Wordie Alledge Brook LLP,</b>	

### 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 shall be carried out in accordance with the following amended plans:
  - (i) Surface Water Discharge received 29th June 2015
  - (ii) Mobile Lighting Tower Details received 17th June 2015
  - (iii) Tank Details Issue C received 17th June 2015

- (iv) Surface Water Outfall Model E02 Rev C14 received 29th June 2015
- (v) Proposed Temporary Access Road (SK)60 Rev C received 29th June 2015
- (vi) Proposed Temporary Car Park Access & Cross Section (SK)61 Rev B received 17th June 2015
- (vii) Proposed Temporary Cycle Shelter with Generator and Gas Tank Base Locations (SK)62 received 29th June 2015
- (viii) Responses to Supplementary Questions received 29th June 2015

REASON: To secure an appropriate form of development, high quality design and in the interests of visual amenity in accordance with Policy 13 of the North Northamptonshire Spatial Strategy.

2. This permission shall be limited to a period expiring on 31/08/2016. At or before the expiration of this period the use of the access, road and temporary utilities hereby permitted shall be permanently discontinued and the site reinstated to the approved layout drawing ref. (90) 02 rev E in accordance with the reinstatement strategy received on 29.06.15.

REASON: To enable the Local Planning Authority to re-assess the situation given the temporary nature and design of the works, in accordance with Policy 13 of the North Northamptonshire Core Spatial Strategy.

3. No vehicles making deliveries to or from the site shall enter or leave the site, and no plant or machinery shall be operated, except between the hours of 07.00 and 18.00 hours Mondays to Fridays and between 08.00 and 16.00 hours on Saturdays. There shall be no deliveries, or operation of plant or machinery, on Sundays or recognised public holidays.

REASON: To minimise noise disturbance to neighbouring residents in the interests of amenity in accordance with policy 13 of the North Northamptonshire Core Spatial Strategy.

4. The mobile lighting towers as shown on Drawing (SK)60 Rev C shall be sited and operational between the months of October 2015 and April 2015 inclusive.

REASON: In the interests of highways safety.

5. Notwithstanding the submitted plans, the location of one satellite dish (maximum diameter of 1200mm, circular in shape and in a neutral colour) can be positioned to the northern side of the roof slope above the kitchen / plant room and hidden behind the high level parapet.

REASON: To secure a high quality design and in the interests of visual amenity in accordance with Policy 13 of the North Northamptonshire Core Spatial Strategy and the East Kettering Design Code.

6. Prior to the 30th September 2015, a programme for the maintenance of the access road and the lighting serving the access road shall be submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the maintenance programme.

REASON: In the interests of highway safety.

7. The area hatched as 'Edge of area for use as contractors compound and later for temporary parking' on drawing (90)02 rev E received 29.06.2015, shall be retained for temporary parking and drop off / pick up facilities in accordance with a programme of details to be submitted to and approved in writing by the Local Planning Authority prior to the 31/08/2016. The details shall include a timetable for its implementation and cessation of use.

REASON: To secure a satisfactory means of access, parking and manoeuvring in accordance with Policy 13 of the North Northamptonshire Core Spatial Strategy.

## **Officers Report for KET/2015/0459**

This application is reported for Committee decision because the proposal is a contentious application which, in the opinion of the Head of Development Services, is a matter for the decision of the Committee.

### **3.0 Information**

#### **Relevant Planning History**

KET/2007/0694 – Outline for 5500 dwellings and related development – APPROVED

KET/2008/0274 – Outline for 5500 dwellings and related development – APPROVED

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 & R26 for 308 dwellings in relation to outline KET/2008/0274 – COMMITTEE RESOLUTION TO APPROVE

KET/2013/0314 – Full application for Parcel R19 for 153 dwellings, including demolition of vacant dwelling and substation, and replacement substation – PENDING

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

KET/2013/0695 – Variation and Removal of Conditions application in relation to outline application KET/2013/0514 (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/2013/0792 – 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 – Primary School and associated works to Parcel PS4 - APPROVED

KET/2014/0357 – Variation and Removal of Conditions application in relation to outline application 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

KET/2015/0028 - 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 - APPROVED

#### 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 18 June 2015.

Kettering East is an area of 328.5 hectares to the east of Kettering and Barton Seagrave. Kettering East is positioned adjacent to existing development on the town's eastern edge, bounded by the A14 trunk road to the south and open countryside to the north and east. Aside from the Primary School under construction, the remainder of site currently comprises arable farmland, allotments and some woodland. The only existing buildings located within the site are those at Poplars Farm within the northern part of the site.

The first primary school that is under construction is development parcel PS4 as shown on the strategic masterplan. It is located south of the District Centre, adjacent to parcel DC3, and south of the Barton Road/Warkton Lane access (Access E). The application site is also positioned adjacent to residential parcels R21 and R22 and the secondary school site (SS1). The primary school site overall area is 2 hectares.

The site subject of this application currently comprises a temporary construction access to the primary school site across former agricultural land with a site compound area adjacent the school. The site includes the proposed car parking area to serve the school as this is where temporary utilities are to be sited. The construction of the school is well underway and is due for completion at the end of August 2015.

### **Proposed Development**

This application is a full planning application to upgrade the existing construction access and road to form temporary access (onto Cranford Road), access road, pedestrian facilities and associated works. The associated works include provision for temporary utilities including:

- Gas tank
- Electricity generator
- Parking / drop off arrangement
- Foul water tank
- Surface water drainage
- Broadband – satellite dish
- Access road lighting

The requested temporary period is until September 2016 (when the approved infill link road will be constructed and completed to serve the school, and the temporary access and road lifted and removed as well as the temporary utilities).

## **Any Constraints Affecting The Site**

None affecting this specific parcel of the East Kettering site.

## **Environmental Impact Assessment**

The site area for this application is 0.655 hectare. Consequently it does not fall under the Town and County Planning (Environmental Impact Assessment) Regulations 2011 requirements as set out in Schedule 2, Part 10 (Infrastructure projects) section (f) for the construction of roads, due to the area not exceeding 1 hectare.

However, the original outline planning applications (KET/2007/0694 and KET/2008/0274) were EIA development and a screening opinion was carried out for these applications. It was concluded 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 proposal and that no further environmental information is necessary other than that as supplied in support of the proposal.

## **4.0 Consultation and Customer Impact**

### **Barton Seagrave Parish Council**

No objection.

### **Burton Latimer Town Council**

No comments.

### **North Northants Badger Group**

No comments to make.

### **Crime Prevention Design Advisor**

No objection or comment to make.

### **Natural England**

No objection

### **County Archaeological Advisor**

No comments



### **Northamptonshire Highway Authority**

Happy with the general arrangement however requests a streetlight at the junction entrance along Cranford Road. This is to ensure that the junction is correctly illuminated at all times during darkness for the benefit of drivers on the highway being able to see the emerging or turning vehicles.

### **Environment Agency**

No objection

### **Anglian Water**

No comment as the foul is to septic tank and the surface water discharging to ditches.

### **Environmental Health**

No objection subject to a working hour for construction condition imposed.

### **Neighbours**

192 letters were sent to local residents and one comment has been received from a resident along Cranford Road. The comment is regarding the speed limit along Cranford Road being restricted to 30mph. They ask for clarification regarding the type of signage to be used to announce the speed limit and how it will be enforced and the length in which the speed restriction will apply along Cranford Road. Without this they believe that the road will be dangerous.

## **5.0 Planning Policy**

### **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 8 – Promoting healthy communities

Policy 10 – Meeting the challenge of climate change, flooding and coastal change

Policy 11 – Conserving and enhancing the natural environment

Policy 12 – Conserving and enhancing the historic environment

### **Development Plan Policies**

#### **North Northamptonshire Core Spatial Strategy**

Policy 1 – Strengthening the network of settlements

Policy 3 – Connecting the urban core

Policy 5 – Green Infrastructure

Policy 6 – Infrastructure delivery and developer contributions

Policy 8 – Delivering economic prosperity

Policy 9 – Distribution and location of development

Policy 13 – General sustainable development principles

Policy 14 – Energy efficiency and sustainable construction

Policy 16 – Sustainable urban extensions

#### **Saved Local Plan Policies**

Policy K3 – Kettering: Ise Valley

#### **Other documents**

East Kettering Design Code approved on 26.03.2013 giving more detailed design guidance for the site as a whole.

#### **Emerging Policies (Local Development Framework)**

Emerging Core Strategy

### **6.0 Financial/Resource Implications**

None.

### **7.0 Planning Considerations**

The key issues for consideration in this application are:-

1. Principle of development
2. Access and highways matters
3. Layout, design and appearance
4. Landscaping
5. Ecology
6. Drainage
7. Archaeology
8. Construction management
9. Funding and delivery

### **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 material planning 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 variation of condition applications KET/2013/0514 (October 2013). A further variation of condition application has been approved (KET/2013/0695 and KET/2014/0357 - Hallam S73) which secures the development of East Kettering in two phases subject to conditions and a deed of variation linking the application to the revised Section 106 agreement. Development at East Kettering has outline consent for:

- 5,500 dwellings
- 4 Primary Schools
- Secondary School
- District Centre
- Local Centres
- Health Clinic
- Employment
- Hotel
- Formal and Informal Open Space
- Roads, Drainage and Other Infrastructure

A reserved matter application for a primary school and associated works on Parcel PS4 was approved in October 2014.

## **2. Access and Highway Matters**

The site presently comprises a temporary access road for construction to the primary school site across former agricultural land. The construction of the school is well underway and is due for completion at the end of August 2015. Following this the access will no longer be used for construction traffic and it is proposed to use the access and road by vehicles carrying parents, children, staff and visitors to the school as well as delivery vehicles. These works are only required for the short term until the infill link road is constructed and complete.

The existing construction access road from Cranford Road will be upgraded to ensure that it meets NCC Highway requirements with regard to visibility, safety, lighting, road markings and hard surfacing. All vehicles are able to enter and leave the site in a forward gear. The visibility splays on both sides of the access ensure a clear unobstructed view of approaching vehicles from the east and west. Kerbing and tactile paving are proposed and inward opening gates which will be set well back from the public highway at Cranford Road. For approx. 20 metres from the public highway into the site, the road would be covered in base-coat tarmac and will be line-marked and road signed appropriately.

Along the access road the speed limit would be 20mph. The road provides three passing bays and beyond the 20 metre tarmac area it will have a stabilised stone surface. Pupils and staff need to be segregated from traffic, so the road will have a timber sleeper edge to the stoned footpath to provide a physical separation. The sleepers will be painted red and white to highlight them in safety terms. The footpath will be on the western side of the road all the way into the school site with a pedestrian barrier to avoid conflict with other road users. With the footpath only on the west side of the road, there would be no need to provide crossing facilities. The road will be laid out to ensure surface water run-off, and the temporary water main that will be routed alongside the road to the east will be backfilled with soil cover.

Temporary lighting will be required during winter months and will be located in the three passing bays with dual direction lamps which will light the full extent of the road and footpath from Cranford Road to the school boundary.

From the access road and into the school, the temporary arrangement results in some cycle hoops / shelters, landscaping and boundary treatment being omitted until the temporary period has expired and the reinstatement commenced. The temporary works involve herringbone block paving across from the road to the school car parking area. To allow adequate circulation within the car park some of the car parking bays demarcation (4 bays) will be omitted and reinstated after the temporary period. The works also include the

temporary closure of the permanent access points onto the infill link road. Within the school main site and car parking area the speed limit will be reduced to 5mph.

NCC Highways have been consulted on this application and is generally happy with the arrangement. However they raised concerns regarding the junction onto Cranford Road, and it has been requested that a lighting column is installed at the junction entrance on the school side of Cranford Road (north side). This is to ensure that the junction is correctly illuminated at all times during darkness for the benefit of drivers on the highway being able to see the emerging or turning vehicles and for security purposes. The lighting column would need to be to NCC or equivalent specification. This amendment has been put forward to the developer and an update will be provided to Members.

It is important to note that the access road will be a private road and will not be adopted by NCC Highways. However the end user of the school is NCC Education and therefore you would expect that the two departments would work together to ensure that the proposal is kept to a high standard throughout the temporary period and to ensure a convenient and safe route for the school road users. There is a need to maintain the lighting and the access road surface; as this is a temporary surface it will require regular inspections and attention. A condition is recommended regarding a maintenance programme for these two elements during this temporary period.

As set out in the parcel PS4, Primary School reserved matters report (KET/2014/0255) it is acknowledged that there will be a loop provided within the site for cars and deliveries to access the site and also allow for some drop-off and pick-up. It is however recognised that this alone will not be sufficient to cater for the potential requirement, but also has to be balanced with the need for modal shift and encourage walking and cycling. It is therefore proposed that as an interim measure the area that was used for construction compounds/storage and if this application is granted, for temporary access to the school, that after the temporary period it will be turned into a parking/drop-off area for parents accessed off the infill road. This will be removed when adjacent parcels within the District Centre come forward and are developed. It is considered that the best approach is to plan drop-off/pick-up holistically as part of the access and parking strategy for the District Centre. This will result in a comprehensive, high quality design which is not visually car dominated. To ensure the pick-up / drop-off area retention a condition is recommended.

Overall the proposed access, route up to the primary school and circulation within the site is considered to be acceptable.

One resident raised comments regarding the speed limit along Cranford Road

being restricted to 30mph. They asked for clarification regarding the type of signage to be used to announce the speed limit, how it will be enforced and the length in which the speed restriction will apply along Cranford Road. NCC Highways responded clarifying that the speed limit, once changed to 30mph, will be indicated by terminal round signs at the eastern end of Cranford Road (where it changes to 40mph or the de-restricted part towards Cranford) but on the western end near Barton Road, the existing 40mph signs will be removed because the limit will become 30mph throughout in this vicinity. There is currently a Traffic Regulation Order (TRO) in place for a 30mph speed limit along Cranford Road. This TRO will need to be extended and an informative is proposed regarding this.

Signs stating, 'new 30mph speed limit in force' could be used. This is permissible where there was previously a higher limit and street lights are present. It has not been considered to provide vehicle activated signage for this length of Cranford Road but if a speeding problem is present after the school access is open and the infill road S278 scheme is complete, then there may be scope to deploy this type of sign. With regard to enforcing the speed, there are no live fixed cameras in Northamptonshire but the mobile enforcement vehicle could be deployed here and there is the Community Speedwatch scheme for residents to take up if interest is shown locally.

The speed restriction is proposed to include the entire section from Barton Road to a point some 100 metres east of the new infill road junction. NCC Highways speed limit panel could not justify extending it any further than this and therefore there will be a short section of 40mph until the national speed limit signs are reached on the way to Cranford village.

### **3. Layout, Design and Appearance**

There are several utility services proposed that are required for a temporary period to serve the new primary school. This is to ensure that it opens for staff, pupils and visitors on the 1<sup>st</sup> September 2015. The majority of the temporary services will be located within the immediate school boundary within landscaped areas. Detail of each is set out below.

The proposed gas tank would be an approx. 2000 litre pod shaped tank. It would be sited to the west of the school car park within a landscaped area. The tank would be on a concrete base and will be fenced off with 2 metre high security fencing that matches the approved school perimeter security fencing. At the end of the temporary period the gas tank will be taken off site and the fencing and concrete base removed. The landscaping will be reinstated as per the approved landscaping plan ref. (90)02 Rev E.

The proposed electricity generator housing dimensions are 3 metres x 2.5 metres x 2.6 metres high. It would be sited on the eastern boundary of the school main site within a landscaped area. The generator and its housing would be on a concrete base and will be fenced off with 2 metre high security fencing that matches the approved school perimeter security fencing. At the end of the temporary period the generator and housing will be taken off site and the fencing and concrete base removed. The landscaping will be reinstated as per the approved landscaping plan ref. (90)02 Rev E.

The proposed septic tank will be approx. 2.8 cubic metres and the approx. sizing is 2.4 metres x 3.7 metres. It would be submerged below the ground sited in the north eastern corner of the site in a landscaped area. At the end of the temporary period the tank will be filled with concrete and closed off. The landscaping will be reinstated as per the approved landscaping plan ref. (90)02 Rev E.

With regard to satellite dishes, the exact specification has not yet been agreed between the developer and NCC as the final occupier. However, it is anticipated to be maximum diameter of 1.2 metres, circular and neutral in colour. The dish would be roof mounted and located to the north side of the roof where the dish would be screened from public vantage points. The maximum size and detail can be secured by way of condition. At the end of the temporary period the dish will be removed.

A temporary water main is proposed along the eastern boundary of the site. When meeting Cranford Road it will follow the eastern side of the temporary access road along Cranford Road, where it would connect in to a point by Anglian Water (approx. 46 metres to the east of the access). The pipe would be within a ditch that would be backfilled with topsoil. Towards the end of the temporary period this water main will be disconnected.

The temporary surface water measures involve a 65mm pipe of approx. 300 metres in length laid to collect the surface water from the impermeable areas. This will be directed to the ditch in which the field naturally discharges. The pipe also provides temporary water storage depending on the rainfall. Reinstatement into the approved strategic drainage network will involve connecting the two discharge points into this system.

The access and road will follow the same route and layout as the current construction access and road. It will be widened to provide adequate vehicle passing space with three passing bays along the road too. The road will be tarmacked for 20 metres off Cranford Road into the site with a tactile paving crossing at the entrance. The remainder of the road will have a stabilised stone surface with a timber sleeper edge to the stoned footpath on the western side of the road. It is proposed to use vehicular paving to the temporary road

strip into the car parking pick up and drop off area. This will be reinstated back to paving to match the rest of the area, landscaped and the cycle hoops / shelters erected with appropriate boundary treatment at the end of the temporary period. At the end of the temporary period the access will be reinstated to kerb pavement and verge and the road lifted.

The temporary access road will be lit during the winter months via dual direction lamps. These will be located along the footpath side of the road and will be clamped and within a bund for security purposes. Once the temporary period has ended and the permanent road with street lighting complete, the lighting will be removed.

The temporary access, road and utility services are required until the infill link road (planning ref. KET/2015/0028) is complete and permanent utility connections made (by the 1<sup>st</sup> September 2016). However, permanent utility connections will be made earlier where possible and the land reinstated as set out in the above paragraphs. The temporary services will be disconnected once permanent connections are made. The onsite reinstatement will take place prior to the 1<sup>st</sup> September 2016, with most of the works taking place during July and August 2016 (the school summer holiday period).

It is considered that the layout, design and appearance of the above works for a temporary period of time are acceptable. Given that the majority of the proposed works will be located within the school site set away from the road, it is considered that there will be no adverse impact on the surroundings.

#### **4. Landscaping**

The primary school reserved matter approval includes a landscaping scheme which will be implemented. This proposal will cause minimal interruption to the approved landscaping. As set out in section 3, this proposal for temporary measures will reinstate the hard and soft landscaping to the approved scheme. This can be secured via a compliance condition and is included within the recommendation.

#### **5. Ecology**

Surrounding the site is open grassland/fields used for grazing. The current trees, hedgerows and planting within the site have been recently planted in accordance with the school's approved landscaping scheme. As part of this landscaping scheme, a habitat area is proposed with the school grounds which will have both ecological and educational benefits. This proposal does not encroach on this habitat area. It is considered that this proposal does not



result in any adverse impact on ecology.

## **6. Drainage**

The permanent drainage facilities will connect to the approved wider drainage strategy for both foul and surface water flows (Ref. AOC/0274/0802 for foul water drainage strategy and KET/2013/0781 for surface water drainage strategy). As detailed in section 3 of this report, a temporary underground septic tank is proposed to serve the school for the period up until 1<sup>st</sup> September 2016. As mentioned earlier in this report, for surface water drainage it is proposed to lay a 65mm pipe of approx. 300 metres in length to collect the surface water from the impermeable areas. This will be directed to the ditch in which the field naturally discharges. The Environment Agency and Anglian Water have been consulted with this temporary proposal and raise no objections. The proposal is therefore considered acceptable in this regard.

## **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 was considered and approved by Members in September 2012. Since that time, further work has been carried out on various parcels contained within the East Kettering development. The intrusive ground works as part of this application all fall within areas of land that has previously been assessed with regard to archaeology. It was concluded that this parcel was not in an area of archaeological sensitivity. Given the locations of the proposed intrusive ground works and previous archaeological works on the site, it is considered that this application is acceptable with respect to archaeological matters, and therefore accords with Policy 12 of the NPPF and Policy 13 of the Core Spatial Strategy.

## **8. Construction Management**

A construction management plan was submitted and approved with the primary school reserved matters application. It covers matters such as deliveries, working hours, wheel washing and dust control measures, site security and waste management. This approved construction management plan would still be adhered to under the reserved matters approval whilst the temporary measure works is carried out. However it is proposed to impose a condition regarding site working hours to ensure minimal disturbance to the

surrounding area.

## **9. Funding and delivery**

Funding was secured from the Homes and Communities Agency (HCA) to deliver the first primary school. The final planning and development of the school must take place over the next couple of months in order to ensure the school is completed and ready for the September 2015 intake. Therefore the upgrade of the existing construction access and road to form a temporary access (onto Cranford Road), access road, pedestrian facilities and associated works (temporary utilities) is important, as it will ensure that the first primary school within East Kettering is serviced and accessible for an interim period whilst the infill road and permanent utilities are being built out.

## **Conclusion**

The school will contribute to the educational provision for the East Kettering development and will form one of the first key elements of infrastructure delivered on site. The delivery of this proposed temporary access, road and utilities is critical for the opening of the school and to provide safe access for staff, parents, visitors and children. It will form the main point of access to the school in the interim period whilst other infrastructure is completed. The proposed scheme is considered to accord with both development plan policy and also National Planning Policy and Guidance. The application is therefore recommended to Members for approval subject to conditions.

### **Background Papers**

Title of Document:

Date:

Contact Officer:

Nicola Thompson, on 01536 534316

### **Previous Reports/Minutes**

Ref:

Date: