

## Appendix 2o - Newton

Comment	KBC Response
<p><b>532. Chapter 12.12 Newton</b>            Newton residents are in favour of the area being sympathetically developed for residential use.</p>	<p>One site was considered for allocation in Newton, however following a site assessment it was agreed at Planning Policy Committee on 4<sup>th</sup> October 2017 to discount the site. The reasoning behind this was outstanding issues in relation to highway access and capacity of the village and concerns relating to the sustainability of the settlement to accommodate growth. Therefore no sites have been proposed for allocation in the Draft Site Specific Part 2 Local Plan.</p>
<p><b>544. Chapter 12.12 Newton</b></p> <p>The Estate has previously promoted their site to the south of Dovecote Farm as a potential housing allocation for 4 homes (and in the process improving the character and quality of this part of the village). The site comprises farm buildings/barns and associated outbuildings which would be consolidated or moved to a more suitable site on Dovecote Farm should the use continue in the longer term. Officers confirmed after the call for sites exercise that they were considering allocating the site.</p> <p>To help inform the officers, work was undertaken by the Estate to demonstrate that the proposals were acceptable in highways terms. However the site was discounted as a housing allocation in April 2017 with officers stating that that there were “more sustainable locations within the rural area of the Borough, which require less mitigation and present fewer constraints to development” (Kettering Borough Council Planning Committee Report, April 19 2017). A letter on behalf of the Estate (appended to these representations) was submitted to the Council further to this decision, setting out the results of additional highways work and confirming that the redevelopment of the site</p>	<p>The Council acknowledge the fall back positions via permitted development rights.</p> <p>The work that was requested by the Council was required in order to effectively assess the highway issue that was initially raised by NCC Highways through consultation with statutory consultees in 2015.</p> <p>However, when the site assessment process had been undertaken for all sites in the rural area, as stated, the site was discounted on 19<sup>th</sup> April 2017 at Planning Policy Committee.</p>

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<p>for housing is supported by the Parish Council. This remains the position today.</p> <p>Whilst it is the Estate's position that the site should be allocated for residential development, the Council should note that there are a number of fallback positions possible via permitted development rights. These permitted development rights are set out in Classes Q, R and S of Part 3 of Schedule 2 (changes of use) to the Town and Country Planning (General Permitted Development) (England) Order 2015.</p> <p>Subject to a number of conditions and restrictions, agricultural buildings and land in their curtilage may convert to a "flexible use" under Class R. This comprises any use falling within Class A1 (shops), Class A2 (financial and professional services), Class A3 (restaurants and cafes), Class B1 (business), Class B8 (storage or distribution), Class C1 (hotels) or Class D2 (assembly and leisure).</p> <p>Class Q allows the right for agricultural buildings to be converted into residential dwellings as follows:</p> <ul style="list-style-type: none"><li>• up to 3 larger homes, to be greater than 100 square metres and within an overall floorspace of 465 square metres; or</li><li>• up to 5 smaller homes each no greater than 100 square metres; or up to 5 homes comprising a mixture of larger and smaller homes, with neither exceeding the thresholds for each type home (Planning Practice Guidance, Paragraph: 104 Reference ID: 13-104-20180615 refers).</li></ul> <p>To further assist officers, and in response to the highway authority's concerns that the proposals would result in a highways intensification of the village, further transport work was undertaken in 2017 which compared the levels of traffic which would be generated by 4 dwellings compared to those which could be generated if the site was redeveloped for various uses permitted under the General Permitted Development Order (results appended to these representations). It is demonstrably the case that the</p>	<p>The SSP2 looks to allocate sites in the Rural Area which total 171-179 dwellings, which is beyond the residual requirement of 140 dwellings once existing commitments and completions and a windfall allowance has been subtracted from the JCS housing requirement of 480, for the plan period. The sites included within this total are sites which have been recommended to allocate by officers and agreed by Members of Planning Policy Committee. Therefore as stated, the highway constraints as well as the sustainability of the settlement have been considered and the allocation of the site is not required given the quantity of sites and potential dwellings that have been considered suitable for housing.</p> <p>The highways issue although significant was a contributory factor in discounting the site and not the sole reason for the Council's decision not to further consider the site for allocation. As stated above, there are a sufficient amount of sites and dwellings to fulfil the requirement without this site.</p>
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exercise of the permitted development rights could result in a greater level of traffic generation than that arising from its redevelopment for residential use, and as a result it is the case that the site's allocation for up to 4 dwellings cannot be considered to result in any material increase of traffic through the Newton Road junction.

Given the position stated above, that further rural sites are required to meet the Borough's Rural Area housing requirement, the Estate is of the opinion that a site allocation for 4 dwellings would provide a better opportunity to enhance the setting of the village, its Conservation Area and Dovecote House (Grade II listed) whilst providing a level of housing which is in keeping with the existing character of the settlement. The proposals should also be regarded as being acceptable in highways terms, as demonstrated by the extensive highways work completed on behalf of the Estate. The proposals would provide highways improvements in the form of a new turning head which could be used by large refuse vehicles and coaches using the nearby Field Centre.

The development (as shown on the submitted layout) would provide a number of improvements to the village. It should also be noted that this development is supported by the local Parish Council.