Member's Information Evening & East Kettering Liaison Forum

East Kettering: Conditions 40 & 41 (waste) , 63 (water efficiency) and 84 (walking and cycling)

Tuesday 29th January 2013

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Approval of conditions - work completed to date

- Applications submitted 30th November 2012.
- Statutory consultations completed.
- Screening opinion carried out – no further EIAs required for conditions 40, 41, 63 and 84.
- Amendments sought to improve/clarify original information submitted.

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Waste Conditions

Condition 40 – requires a Waste Audit to be submitted prior to the submission of the Reserved Matters application.
(A waste audit provides details on the predicted amount of waste to be generated during construction and operational phases of the development)

Condition 41 – requires a Waste Management Facility Strategy to be submitted prior to the submission of the Reserved Matters Application.
(This will provide a strategy for the management of waste generated from future on-site activities)

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Waste Conditions 40 and 41

Purpose of Conditions

The main reason for having a Waste Audit and Waste Management Facilities Strategy is to reduce the amount of materials entering landfill and to reduce impacts of resource consumption on the environment in accordance with the waste hierarchy.

The waste hierarchy comprises the following:

1. **Prevention** – using less material, keeping products for longer, using less hazardous material
2. **Preparing for re-use** – Checking, cleaning, repairing, refurbishing
3. **Recycling** – Turning waste into a new product (includes composting)
4. **Other recovery** – Can include anaerobic digestion, incineration with energy recovery
5. **Disposal** – Landfill and incineration without energy recovery

Aim of dealing with construction waste – eliminate and reduce resource consumption, develop strategies and devise methods for reuse and recycling

Aim of dealing with operational waste – set up a waste management facility

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Waste Conditions 40 and 41

The table below shows the type and quantity of estimated waste during construction and operational phases of East Kettering

Type of Waste	Tonnes
Construction	427,000 (tonnes)[3] (over 20 yrs)
Commercial and Industrial	4,200 tonnes/annum
Municipal (household)	2,300 tonnes/annum

The table shows that there is estimated to be 21,500 tonnes of construction waste per year and 6,500 tonnes for operational waste.

A Site Waste Management Plan will be required to help set targets for waste reduction and recovery (this will form the detailed planning design stage).

The procurement process will also include commitments that at least 10% of the materials to be used will be recycled and sustainably sourced where possible.

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Proposed initiatives to reduce waste

- Encourage off-site prefabrication
- Reduce off cuts
- Sell back or return unused materials
- Use online scrap groups
- Promote use of secondary aggregates
- Segregate wastes
- The provision of a waste management facility on site
- Composting
- Community Initiatives e.g. educational programmes towards waste reduction

A NEW LOCAL WASTE MANAGEMENT FACILITY WILL BE PROVIDED AT THE DISTRICT CENTRE AND WILL BE DELIVERED WITHIN PHASE 1

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Water Efficiency Condition 63

Condition 63 – requires a scheme for water efficiency in non-residential buildings (examines opportunities to reduce the quantity of incoming potable water for offices, schools, industrial buildings, Retail etc) (Potable water – drinking water)

Purpose of the Condition

The pressure on water resources in England has become more significant due to the increase in use of potable water. Water efficiency measures for new development such as East Kettering will help to reduce energy use needed for water abstraction, treatment, conveyance and distribution.

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Condition 63

The water efficiency strategy is to achieve a 'very good' BREEAM Rating

- A 'very good' rating requires a 25% reduction in potable water consumption (the equivalent of 2 BREEAM credits)
- 1 credit is required for water consumption and 1 for water monitoring
- Grey water and rainwater harvesting systems can be used to offset potable water demand (to help reduce consumption).
- Requiring Water meters on the mains supply to each non-domestic building (to help attain the monitoring credit).
- Better quality/design/technology of fixtures and fittings (to help eliminate leakage and reduce potable water use)

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Examples of water efficient consumption levels by component type

Component	Baseline figure	'Very good' BREEAM rating	Unit
WC	6	4.5	Effective flush volume (litres)
Wash hand basin	12	7.5	Litres/min
Showers	14	8	Litres/min
Urinals	7.5	3	Litres/bowl/hour
Commercial washing machines	14	10	Litres/kg

The water efficiency strategy details the appliances which can be used to achieve The required BREEAM rating (and better)

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Walking and Cycling Audit

- Condition 84 requires a Walking and Cycling Audit to be submitted prior to the submission of Reserved Matters.

- Purpose of Condition
  - To ensure there are good links connecting the development to the wider area.

- NCC Access and Development Officer has been a key consultee. Working with the applicant.

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Walking and Cycling

- What does the audit consist of?
  - An assessment of existing walking and cycling facilities
  - Identification of new and improved off-site facilities
- Considered destinations, key routes and locations where the development meets the existing highway.
- Amendment requested:
  - Programme of delivery to be added to audit – phased approach.
- Essentially the audit will contain what, where and when.
- The timing of delivery for each improvement/new facility will be agreed before works start on a phase (e.g. timing of Phase 1 improvements will be agreed before P1 works begin).

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Key Proposals

- Types of measures proposed include:
  - New combined footway/cycleways
  - New cycleways
  - New formal and informal crossing facilities
  - Enhanced/upgraded crossing facilities
- Detailed designs of measures will need to be approved before the works are completed (KBC & NCC).
- Broad locations include: Stamford Road, Elizabeth Road, Deeble Road, Barton Road and J10A, A6 Link and Cranford Road.

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