

**North Northamptonshire Joint Core Strategy
2011 – 2031**

**Consultation on
Strategic Housing and
Employment Sites**

August 2013



1.0 The purpose of the consultation

- 1.1 The Joint Core Strategy (JCS) will identify strategic sites for housing and employment across North Northamptonshire over the period to 2031. Strategic sites have been defined as employment sites of 5ha and above and housing sites of 500 or more dwellings.
- 1.2 The interim consultation provides an opportunity to comment on:
- **Whether the proposed strategic housing and employment sites are the most appropriate or whether there are better alternatives;**
 - **Draft policies and key principles for several strategic sites; and**
 - **The broad location and draft policy for a sustainable urban extension at Rushden East.**
- 1.3 It is important to clarify that the interim consultation is not concerned with the total amount of housing and employment development required in North Northamptonshire. These matters were consulted on as part of the emerging JCS in 2012 and the Joint Planning Unit will need to review them in the light of further work on objectively assessed housing requirements; the delivery timescales for strategic sites; and any implications for the spatial strategy arising from the Secretary of State's decision on the Rushden Lakes (retail and leisure) development which is expected by 30 January 2014.
- 1.4 The Joint Planning Unit would particularly welcome comments on the questions listed in this paper at paragraphs 3.7 and 4.3.

2.0 The consultation period and how to respond

- 2.1 Comments are invited up until **11th October 2013**. You can forward your comments to the North Northamptonshire Joint Planning Unit
- **By email to:** consultation@nnjpu.org.uk
 - **By post to:** North Northamptonshire Joint Planning Unit,
c/o East Northamptonshire Council,
Cedar Drive,
Thrapston,
Northamptonshire
NN14 4LZ.
- 2.2 We will acknowledge receipt of your representation within 5 working days. If you do not hear from us within this period please contact the Joint Planning Unit to confirm that your representation has been received. You can telephone us on 01832 742355. Responses will be analysed and reported back to the Joint Committee in November 2013.

3.0 The list of strategic housing and employment sites

- 3.1 In 2012 an 'Emerging Draft' version of the JCS was published for consultation together with a Draft Background Paper on Strategic Housing and Employment Sites. The Background Paper assessed approximately 90 sites compiled from various sources against a range of social, environmental and economic criteria. This process of comparing the advantages and disadvantages of each site using a 'traffic light' system (see paragraph 4.10 of the updated Background Paper¹) enables a judgement to be made as to which sites to put forward for possible inclusion in the JCS.
- 3.2 The consultation resulted in the promotion of several 'new' sites together with comments on the assessment of a number of the sites in the Draft Background Paper. The detailed analysis of these responses and how these informed the update to the Background Paper is set out in Appendix 7 of the Strategic Sites Background Paper.
- 3.3 Extensive commitments for housing development already exist, particularly at the consented sustainable urban extensions (SUEs) of Wellingborough East, Kettering East, North-East Corby, North-West Wellingborough and at Raunds. In addition the principle of developing a sustainable urban extension at Corby West has been established in the 2008 adopted Core Strategy, although the site boundary, policy and key principles (see page 11) are matters for consideration as part of this consultation. Further sustainable urban extensions are proposed as part of the JCS at West Corby, Rushden East and Rothwell North.
- 3.4 Employment sites are defined as those which will accommodate uses falling within the planning 'B' use classes i.e. offices (B1), manufacturing (B2) and warehousing and distribution (B8). Substantial commitments exist across North Northamptonshire, including land within the sustainable urban extensions and on other sites intended solely for employment purposes. Additional sites are, however, proposed to meet sector-specific requirements and provide the market with a choice of high quality employment sites to ensure that land availability does not prevent minimum job targets being met.
- 3.5 The emerging JCS referred to a new strategic employment site at Appleby Lodge, Wellingborough. However, Wellingborough Council has subsequently resolved to grant outline planning permission for an employment development on this site, which will therefore be referred to as a commitment rather than as a proposed allocation in the emerging JCS.
- 3.6 The following table lists preferred sites for inclusion in the JCS together with a reference to the page number in the updated Draft Background Paper at which the detailed assessment is set out:

¹ Available on www.nnjpu.org.uk or from the JPU on request

Table 1 - Strategic sites or broad locations that are not yet committed			
Site	Proposed use	Proposed status	Background Paper page no
Corby			
Cockerell Rd	Employment	allocation	50
West Corby	Mixed use sustainable urban extension	allocation	39
Rockingham Enterprise Area ²	Employment	allocation	52
East Northamptonshire³			
Rushden – Nene Valley Farm	Employment	allocation	93
Rushden – Rushden East	Mixed use sustainable urban extension	broad location	Not included
Kettering			
South Kettering (A14 jcn 9)	Employment	allocation or broad location - to be determined	119
A14 jcn 10/A6, Burton Latimer	Employment	allocation	96
Rothwell North	Mixed use sustainable urban extension	allocation	59
North Kettering	Employment	allocation	116

3.7 *The list of strategic housing and employment sites - Questions*

- a) Is the methodology for assessing strategic sites, explained in the updated Background Paper, appropriate? If not, what changes are required?
- b) Are the traffic light scores for sites in the updated Background Paper appropriate and is the information contained in the paper up-to-date? Please provide details of any evidence you consider warrants an amended score or changes to the text.
- c) Having regard to the evidence in the updated Background Paper, are the strategic sites listed in table 1 (above) the most appropriate housing and employment sites to deliver sustainable development across North Northamptonshire alongside the existing committed sites? If not, please explain the reasons for this and identify any alternative sites that should be included in the JCS?

² Rockingham Enterprise Area incorporates land in both Corby Borough and East Northamptonshire District

³ The emerging JCS (August 2012) also identified a strategic development site at Irthlingborough West (site 38 in the updated Background Paper) for a mixed-use urban extension. In response, East Northamptonshire Council raised concern over viability issues given the history of mining on the site. This is being considered in detail through a current planning application. The Joint Committee will review the implications for the JCS in the light of the outcome of the application and/or further evidence on deliverability.

4.0 Draft site specific policy for the development of strategic sites

4.1 Draft policy and key principles are included in this section for the sites listed in table 2 (below). In respect of Rushden East, a broad location for development to be shown on the JCS key diagram is included in this consultation paper together with a supporting draft policy and text. The allocation of a more precise development boundary and key principles will be included in a later site-specific development plan document.

Site	Page	Ref
A14 junction 10, Burton Latimer	5	A
Cockerell Road, Corby	8	B
West Corby Sustainable Urban Extension	11	C
Nene Valley Farm, Rushden	16	D
Kettering North	20	E
Rushden East Sustainable Urban Extension	25	F

4.2 Draft policy has not been included for the sites listed in table 1 at Rockingham Enterprise Area, South Kettering and Rothwell North.

- A draft policy and key principles for Rockingham Enterprise Area was consulted on as part of the Emerging JCS (August 2012).
- Rothwell North is currently the subject of a planning application and the Joint Planning Committee has agreed that it is unnecessary to prepare policy for such sites to avoid confusion.
- The promoter of the South Kettering site is to commission work to demonstrate to an appropriate level that mitigation of the constraints identified in the updated Background Paper is possible. Draft policy and key principles for the site will be prepared for inclusion in the JCS at that stage.

4.3 Site specific policies and key principles - Questions

- d) Do the key principles and draft policy address all of the key issues associated with the relevant strategic site? If not, please indicate why amendments are necessary and the form of wording that would satisfy your concerns.
- e) Do you support the broad location for a sustainable urban extension at Rushden East as identified on the key diagram (see page 25)? If not, please explain

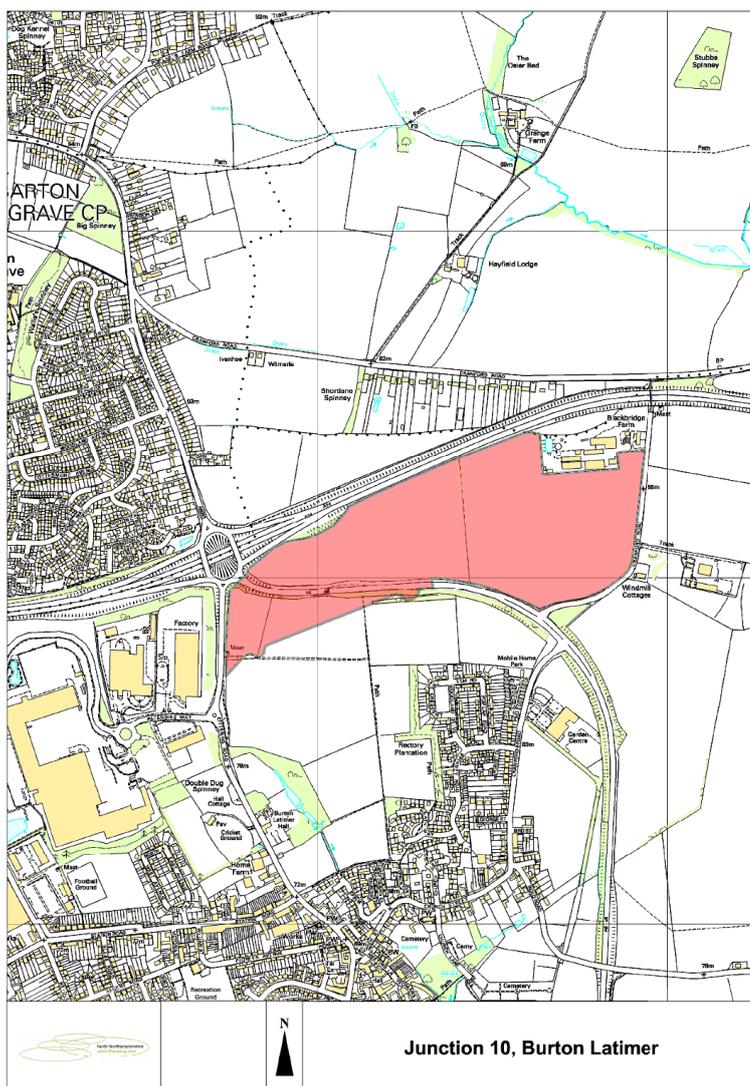
A. A14 junction 10, Burton Latimer

4.4 Site description

Land adjacent to A14, junction 10 (the site) is located on agricultural land immediately to the south of the A14 and east of its junction with the A6 at Burton Latimer. The land abuts the A6 to the south and Cranford Rd to the east. The planned East Kettering sustainable urban extension is located directly north of the A14 whilst the Latimer Park employment area lies immediately to the west.

4.5 Proposed land uses and scale of development

The site, which has a net developable area of approximately 32ha, will provide a major opportunity to develop a high quality business park with a mix of B1 (business), B2 (general industrial) and small scale B8 (distribution) uses. Roadside services, such as a hotel, will be permitted provided that, both cumulatively and individually, they are of a minor scale relative to the overall site area.



4.6 Key objectives

The development should deliver:

- employment and training opportunities which help to build a more diverse, dynamic and self reliant economy;
- improvements to the road network made necessary by the development;
- opportunities for non-car based travel through the provision of public transport which is commercially sustainable in the long term; enhanced pedestrian and cycling connections with existing and planned urban areas; and on-site provision of ancillary roadside services;
- accessible green infrastructure which links into sub-regional and local corridors; enhances access to the countryside; and protects and enhances biodiversity assets;
- high quality landscape treatment to enhance the character of the development and ensure that it is satisfactorily assimilated into the surrounding countryside; and
- proposals of the highest quality of design which support low carbon growth through the attainment of high standards of energy efficiency, renewable energy and sustainable construction; and reduce the risk of flooding in accordance with policies in the Plan.

4.7 Key constraints

Highway capacity and access infrastructure constraints associated with the A14/A6 junction will require major improvement works to be undertaken. The A6 and A14 act as major barriers, particularly for pedestrians and cyclists, restricting connectivity between the site and neighbouring settlements. In addition, street connections within the vicinity of the site are limited to Cranford Road on the eastern flank of the development area. Adjacent to the north-east corner of the site is Blackbridge Farm, which is used for the storage and treatment of non-hazardous biodegradable waste.

4.8 Key infrastructure

Development of the scale proposed will require the phased provision of infrastructure. Relevant providers and stakeholders have broadly indicated how and when these facilities might be required and this information is set out in the Infrastructure Delivery Plan. Key infrastructure requirements will include:

- Major improvements to the A14. The Highways Agency is undertaking an investigation in order to identify measures to safeguard the future operation of the A14 in the area and will consider the proposal as part of that study. Significant remodelling of junction 10 of the A14 will be required, which must be planned in tandem with highway infrastructure provision for East Kettering. It is also likely that a new A14 junction 10a will be required to the east of Blackbridge Farm in connection with the Kettering East urban extension will be required with a link to the A6/Cranford Road junction. The precise alignment of the road has yet to be determined but it will be essential that development of the business park does not prejudice the delivery of the link road;
- The provision of a new bridge across the A14 for cyclists and pedestrians to align with the existing footpath;
- The provision of a bus service as part of an integrated transport network to serve the development if it can be proven, in consultation with Northamptonshire County Council, that a bus service can be sustained commercially in the long term;
- Sustainable drainage systems, which may include a contribution towards off-site flood storage reservoir enhancement; and
- Other infrastructure as detailed in the Infrastructure Delivery Plan.

4.9 Place shaping requirements

Access: The site will need to be accessed from the A6, although a secondary link into the road connecting to the proposed A14 junction 10a may be appropriate.

Key strategic links to the surrounding area: In order to encourage a modal shift away from the car it will be essential to enhance connectivity with Kettering and Burton Latimer. Scope exists to link the site to Burton Latimer via the provision of suitable crossing points over the A6. The agricultural land south of the A6 is understood to be in the same ownership as the site and provides an opportunity to enhance the existing public right of way (route code UA11) and provide links into this route.

The existing public footpath which traverses the allocated site (UA11) has been diverted at the point where it meets the A14 and currently provides a circuitous route across the trunk road via the bridge at junction 10 of the A14. The viability of supplementing this circuitous route with a direct link across the A14 in the form of a bridge for pedestrians and cyclists should be explored as a means of improving access between the site and planned development and related green infrastructure corridor at East Kettering.

Street connections surrounding the development are currently limited to Cranford Road, which links to a bridleway (route code UA23) and a bridge at its northern end over the A14 into the planned sustainable urban extension at East Kettering. Whilst the street may need to be realigned to improve access to the A14, measures must be taken to ensure that it provides an inviting link which encourages its use by pedestrians and cyclists as a further route to East Kettering and Burton Latimer. In this connection, and where feasible, Cranford Road should be used to form the skeleton of a main street with uses on the site fronting on to it and a network of smaller streets with a variety of unit sizes springing from it.

Strategic landscaping and green infrastructure: High quality strategic landscaping should enhance the character of the development and minimise the visual impact of the development. Measures should include structural landscaping, including woodland creation, in order to screen the A14 and minimise the impact on other neighbouring land uses. Limitations on the scale and height of buildings may also be appropriate and landmark buildings should be incorporated into the masterplan in order to emphasise the importance of the site as a gateway to Kettering. Woodland creation, existing landscape features and sustainable drainage systems should be woven into a network of green infrastructure which acts as a wildlife corridor; provides opportunities for informal recreation; and provides footpath and cycleway links that enhance connectivity with Burton Latimer, Kettering East and the local green infrastructure corridor (Wicksteed Park to Thrapston) which runs along the northern boundary of the site and to the north of the A14.

Delivery: Proposals will need to be subject to an agreed masterplan and phasing strategy that can be conditioned as part of any planning permission for the site to maintain development viability and ensure deliverability of all aspects of the scheme.

4.10 Policy

Land at A14 junction 10, Burton Latimer is allocated for employment uses on the Policy Map. The floorspace shall be reserved for a mix of B1 (business), B2 (general industry) and small scale B8 (storage and distribution) uses with the provision of minor ancillary roadside services.

Proposals must:

- a. Be subject to a masterplan that forms part of a consented planning permission;**
- b. Minimise visual impact on surrounding development and the countryside;**
- c. Include a network of high quality landscaping and green infrastructure which includes woodland creation; enhances the character and ecological value of the site; and provides links to Burton Latimer, Kettering, the Sustainable Urban Extension at East Kettering, and the adjoining countryside;**
- d. Include principal access from the A6 and satisfactory measures to accommodate traffic levels arising from the proposed development through nil-detriment schemes on the A14 and surrounding highway network;**
- e. Provide an integrated transport network focused on sustainable transport modes including walking, cycling and commercially sustainable public transport with strong connectivity to the neighbouring urban areas of Burton Latimer, Kettering and the Sustainable Urban Extension at East Kettering;**
- f. Provide other infrastructure requirements as set out in the North Northamptonshire Infrastructure Delivery Plan; and**
- g. Comply with all other relevant policies in the Core Strategy and be planned and implemented in a comprehensive way that is linked to the delivery of infrastructure.**

B. Cockerell Road, Corby

4.11 Site description

The site consists of an area of vacant land which was formerly used as part of the British Steel Plant. Cockerell Road adjoins the eastern boundary of the development whilst Courier Road, which provides access to the Phoenix Parkway retail park, is located to the south. Phoenix Parkway, which forms part of the principal road network, forms the northern boundary of the site. To the west there is a railway line with residential development beyond.

4.12 Proposed land uses and scale of development

The site extends to approximately 9.5ha and should be developed as a high quality business park with a selection of small/medium size flexible units for class B employment uses.

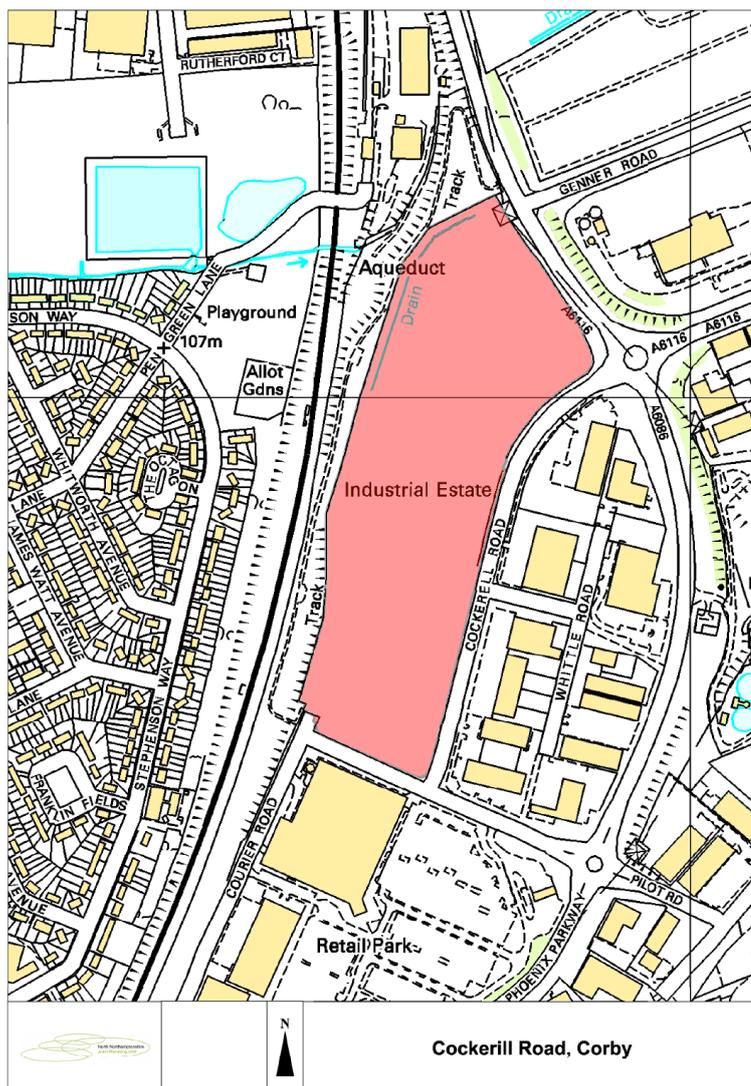
4.13 Key objectives

The site at Cockerell Road should deliver:

- employment and training opportunities;
- a high quality, landscaped business park;
- infrastructure needed to support the development;
- a shift away from car use through the inclusion of measures designed to increase opportunities for walking and cycling and enhance public transport provision;
- a net gain in green infrastructure and biodiversity; and
- a development that is of the highest quality of design; supports low carbon growth through the attainment of high standards of energy efficiency, renewable energy and sustainable construction; and reduces the risk of flooding in accordance with policies in the Plan.

4.14 Constraints

The site has been previously developed and it will therefore be necessary to undertake a contaminated land survey and implement any consequent remediation works required by the local planning authority. The likely impact of noise and, if appropriate, light disturbance arising from the development on the neighbouring residential area to the west of



the railway will need to be assessed and any necessary mitigation measures will need to be implemented.

The site is located within the Nene Valley Nature Improvement Area (see Policy 3) and adjacent to a reptile reserve on the adjoining railway embankment. Development will need to avoid adversely affecting this reserve and will be encouraged to contribute towards its enhancement.

4.15 **Key infrastructure requirements**

Key infrastructure requirements required to deliver the development are as follows:

- The provision of a bridge over the railway and pedestrian access across Courier Road and Phoenix Parkway in order to create a well-connected place that increases opportunities for walking and cycling;
- Junction improvements, where necessary, to ensure that there is no deterioration of the local highway network arising from the development;
- An agreed surface water management scheme in order to reduce the risk of flooding;
- Structural landscaping and biodiversity enhancement; and
- Other infrastructure as detailed in the Infrastructure Delivery Plan.

4.16 **Place shaping requirements**

Access arrangements: Vehicular access should be delivered primarily from Cockerell Road. In addition, the overall scheme must include buildings that front onto Cockerell Road and onto internal roads within the development. The road system must also be designed to facilitate low speeds to encourage walking and cycling.

Highway capacity: Whilst the highway capacity in Corby is reasonably good, further investigation is required in order to determine the need for local capacity enhancements arising from the development.

Key strategic links to the surrounding area: A bridge must be provided for pedestrians and cyclists over the railway line to link with the residential development to the west. This will improve opportunities for modal shift by improving access for residents to the site and more widely. In addition, pedestrian access should be provided across Courier Road and Phoenix Parkway in order to improve connectivity to the retail-park and wider employment area. An off-road pedestrian/cycle link should be provided along Phoenix Parkway to link the development with the Priors Hall route and enhance safety.

Landmark buildings: Key landmark buildings which will add to the quality of the development must be provided at the junctions of Cockerell Road/Phoenix Parkway and Cockerell Road/Courier Road in order to contribute towards a high quality development.

Strategic landscaping and green infrastructure: This should include an avenue of trees or feature planting with a sustainable drainage system that includes swales; provides connectivity between habitats; and addresses climate change.

Delivery: Proposals will need to be subject to an agreed masterplan and phasing strategy that can be conditioned as part of any planning permission for the site to maintain development viability and ensure deliverability of all aspects of the scheme.

4.17 Policy

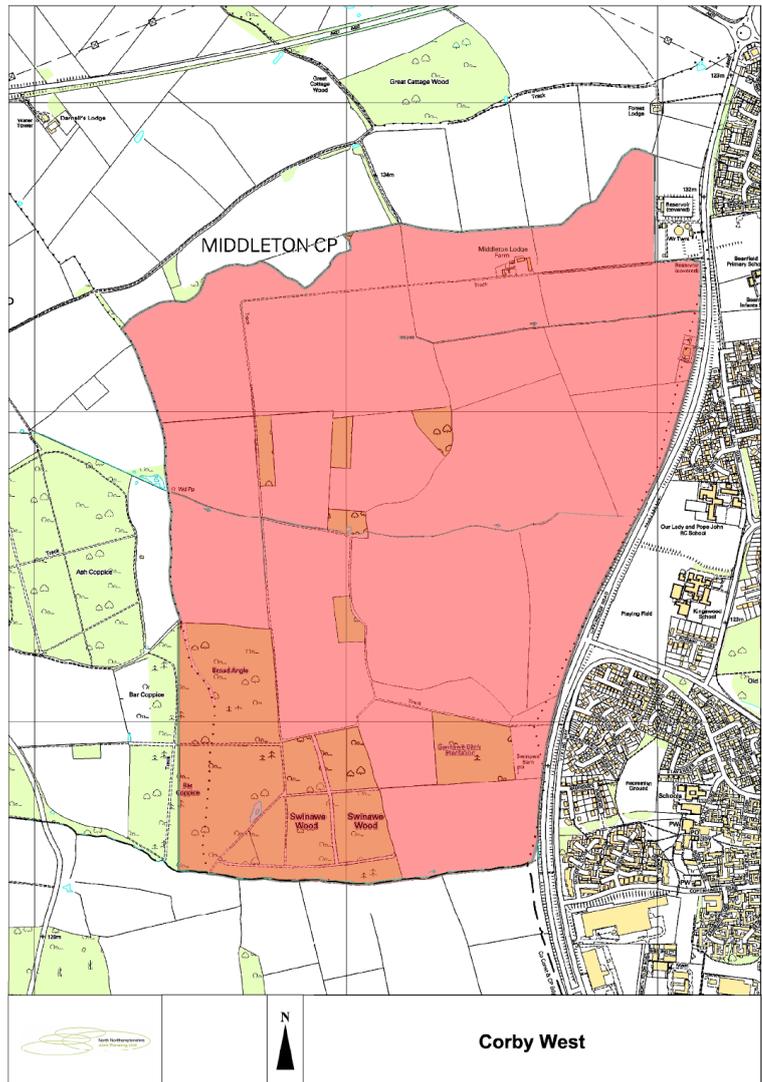
Land at Cockerell Road is allocated for a high quality business park on the Policy Map with provision for small/medium size flexible units that can be used for B1 (business), B2 (general industry) or B8 (storage and distribution) uses. Proposals must:

- a. be compatible with a masterplan that forms part of a consented planning permission;
- b. include primary access from Cockerell Road with development fronting onto this road;
- c. provide for junction improvements, where necessary, to ensure that there is no deterioration of the local highway network arising from the development;
- d. provide a pedestrian/cycle bridge across the railway together with upgraded pedestrian access across Courier Road and Phoenix Parkway;
- e. deliver key landmark buildings at the junctions of Cockerell Road with Phoenix Parkway and with Courier Road;
- f. provide high quality landscaping as an integral part of the design concept;
- g. deliver a net gain in biodiversity, particularly through the inclusion of swales designed to provide connectivity between habitats;
- h. be sensitive to the existing reptile reserve located on the railway embankment directly to the west of the site; and
- i. in so far as they relate to the development, provide or make contributions, where more appropriate, towards other infrastructure requirements as set out in the North Northamptonshire Infrastructure Delivery Plan, and
- j. comply with all other relevant policies in the Core Strategy and be planned and implemented in a comprehensive way that is linked to the delivery of key infrastructure.

C. West Corby Sustainable Urban Extension

4.18 Site description

West Corby was identified in the 2008 adopted Core Spatial Strategy as the general location for a mixed-use Sustainable Urban Extension of a scale that would provide for 4,000 dwellings and associated land uses. The area now allocated for development is separated from the existing urban area by the A6003, which forms the eastern site boundary. The land forms a plateau between the slopes of the Welland Valley to the north and Harper's Brook to the south. It is essentially in agricultural use with hedgerows, areas of woodland and several shallow valleys with small streams running west to east. The water towers adjacent to the A6003, towards the northern end of the site, have been excluded from the allocated site. The northern boundary is defined by hedgerows with agricultural land beyond. To the west the site adjoins woodland and land in agricultural use whilst the southern boundary is defined by a brook beyond which there is a bridleway and agricultural land.



4.19 Proposed Land Use and Scale of Development

The site extends to 297ha and will provide for a high quality sustainable urban extension that will deliver 4,000 dwellings and at least 2,500 jobs during the Plan period. Open space, local centres, public transport and community facilities will be provided as part of the development.

4.20 Key Objectives

The development will deliver:

- a high quality, sustainable urban extension which is permeable and well-connected and integrated with the town of Corby;
- a distinct and cohesive community with an enhanced quality of life for all residents;
- high quality landscape treatment to enhance the character of the development and ensure that it is satisfactorily assimilated into the surrounding countryside;
- a broad balance and range of housing sizes and tenures to meet the needs of Corby;

- a wide range of local employment and training opportunities that benefit the population of the urban extension and the wider area;
- infrastructure to mitigate the impact of the development on the surrounding highway network;
- services and community facilities that meet local needs arising from the development but do not serve the wider area or compete with the town centre of Corby;
- a network of green spaces which link to the wider green infrastructure framework and provide for the conservation and enhancement of important environmental assets and the creation of wildlife corridors and areas for formal and informal recreation;
- low carbon growth through the attainment of high standards, where viable, of energy and water efficiency; renewable energy provision; sustainable construction; and recycling;
- a modal shift away from car use and towards more sustainable forms of transport through the provision of public transport services, cycling and walking facilities; and
- flood mitigation measures.

4.21 Key Constraints

The A6003 acts as a major barrier to east-west movement between the urban extension and Corby, particularly for pedestrians and cyclists. A strategy will need to be agreed and implemented to ensure that West Corby is well-connected to areas of neighbouring development and to the town centre. The A6003 is essentially a single carriageway road with a 60mph speed limit and is therefore a potential source of noise pollution. As a consequence, the need for attenuation measures will need to be assessed and implemented to the satisfaction of the local planning authority if such measures are deemed necessary.

There is an extant planning permission for a major egg production farm on land directly adjoining the north-west boundary of the site. An assessment of the potential impact of that development on the urban extension will therefore be required along with the implementation of any necessary mitigation measures.

Several water mains along the eastern edge of the development run parallel to the A6003 and a further main runs westwards from the water towers across the site. Easements associated with these utilities will need to be defined and incorporated into the development. In addition, there are overhead 11kv cables on poles which cross the site.

Swinawe Woods and Ash Coppice, located at the southern end of the site are Local Wildlife Sites and areas of ancient woodland. Other potentially important habitats and features include watercourses, ponds, hedgerows and trees. Measures must be taken to safeguard and enhance the landscape, wildlife and recreational value of these assets where it is appropriate to do so. In addition, there is a bridleway (route code GS14) which crosses the site from the A6003 to Great Cattage Wood and will need to be integrated into the development.

The rural setting of Rockingham Castle and the villages to the north of the A427 (Cottingham, Middleton and East Carlton) must be maintained and detailed consideration will need to be given to the location and height of development and landscape structure as part of the masterplan. Within the site there are areas of potential archaeological interest and a strategy for investigating these will need to be developed as part of a masterplan. Built features on the site (Middleton Lodge Farm

and Beanfield Lawns Farm Cottages) are not listed but should be assessed for their local heritage significance and incorporated into the development where feasible.

Part of the site is located within a Minerals Safeguarding Area, as defined in the Northamptonshire Minerals and Waste Development Framework and an assessment will therefore need to be undertaken to assess the viability and need to undertake prior extraction of the mineral resource.

4.22 **Key Infrastructure requirements**

Development of the scale proposed will require the phased provision of a range of physical and social infrastructure. Relevant providers and stakeholders have broadly indicated how and when these facilities might be required and this information is set out in the Infrastructure Delivery Plan. Further discussions will be required prior to the submission of any planning application in order to take account of the most up to date information on infrastructure needs.

Key infrastructure required to deliver the development will include the following:

- highway improvements at the junctions of the A6003 with Cottingham Road, Oakley Road and at any other junctions shown to be impacted upon through the Transport Assessment. Further investigation will be required into the likely impact that development would have on the capacity of the A14 (junction7) and the consequent need for any mitigation measures;
- a secondary school and three new primary schools;
- structural landscaping and the provision of green infrastructure;
- community facilities and services to meet the needs of the development;
- pedestrian/cycleway links and public transport provision;
- sustainable drainage systems to manage surface water;
- potable water, foul water, electricity and gas supply networks; and
- other infrastructure as detailed in the Infrastructure Delivery Plan

4.23 **Place-shaping requirements**

Access arrangements: Multiple pedestrian and cycle access points will be required to connect with the town centre, neighbouring communities and wider countryside. Vehicular access should be taken from the A6003. Subject to the conclusions of a detailed Transport Assessment, a northern link road to the A427, across land outside of the allocated area, may also need to be provided over land owned by the promoter.

Key strategic links to the surrounding area: The A6003 acts as a major barrier to the integration of the urban extension and Corby. A strategy will therefore need to be agreed and implemented to ensure that West Corby is well-connected to areas of neighbouring development and to the town centre. Safe and convenient links across these roads will be vital whilst downgrading the A6003 and frontage development along this road would further enhance connectivity with Corby. The mains water easement will reduce the scope for built development directly on to the road, so creating a sense of enclosure will need to be addressed creatively, ensuring there are views of frontage buildings, through structural landscaping or other place shaping features such as public art. Footpaths and cycle routes should also be designed to provide links to the surrounding countryside and rights of way network.

Density: In order to make efficient use of land it is envisaged that the overall net density of residential development will be 35 dwellings per hectare. This will vary across the site

with lower densities on the countryside edge and higher densities at places with good public transport accessibility such as around major nodes along good quality public transport corridors and around local/neighbourhood centres.

Housing mix: To ensure social diversity and a cohesive community, proposals should provide for the seamless integration ('pepper-potting') of a mix of housing sizes, types and tenures including starter homes, family housing and housing for the elderly.

Character areas: The development should be designed as a number of character areas, each with a distinctive treatment and developed in response to the site and its context in order to create a locally specific development that will contribute to a clear identity which gives residents a sense of place and belonging. New street patterns should be connected with limited use of cul-de-sacs; a clear street hierarchy; and mixed uses and civic uses on the most connected streets. There is an expectation that comprehensive 'design coding' of development will be used to support the masterplan.

The location of services and facilities: These should generally be provided as part of a neighbourhood centre with attractive bus waiting facilities. There should be a network of neighbourhood centres located at key junctions that benefit from passing trade and are well linked to surrounding residential and employment areas via safe and convenient routes. They should act as focal points for the community and incorporate retail development, local services and facilities and small-scale business floorspace uses (including offices, studios, workshops and live-work units), where these are compatible with the residential environment. Both vertical and horizontal mixing of uses should be included in order to add vitality, interest and minimise the need to travel. Within other employment/business areas provision of support services, such as crèches, social and conference facilities together with small retail facilities serving local employees, such as a sandwich bar, can help to reduce the need to travel and can enhance the attractiveness of the area for both employees and employers.

Strategic landscaping and green infrastructure: High quality strategic landscaping and green infrastructure will enhance the character of the development and ensure that it is integrated into the surrounding countryside. The existing woodland areas, watercourses, ponds, hedgerows trees and public rights of way provide important features and habitats which must be retained and enhanced, where appropriate. Woodland creation and hedgerow planting will be required to create a green, accessible corridor which will permeate the development; provide links to the countryside; act as a wildlife corridor; include areas of formal and informal recreation; incorporate footpaths, cycleways and sustainable drainage infrastructure; and create links towards Corby, including a visual and physical link to Old King's Wood to the east of the A6003.

Woodland creation should form a green edge to the northern and western edges of the development. This should form part of a layout and design strategy to protect the rural setting of Rockingham Castle and the villages north of the A427; assimilate the development into the countryside; provide green infrastructure links into the Ise Valley sub-regional green infrastructure corridor north of the A427 and into the wider countryside; and mitigate the potential impact of the proposed egg farm to the north of the urban extension. Woodland proposals, however, must not prejudice the potential for the future integration of the land between the allocated area and the A427 into the development beyond the plan period.

4.24 Policy

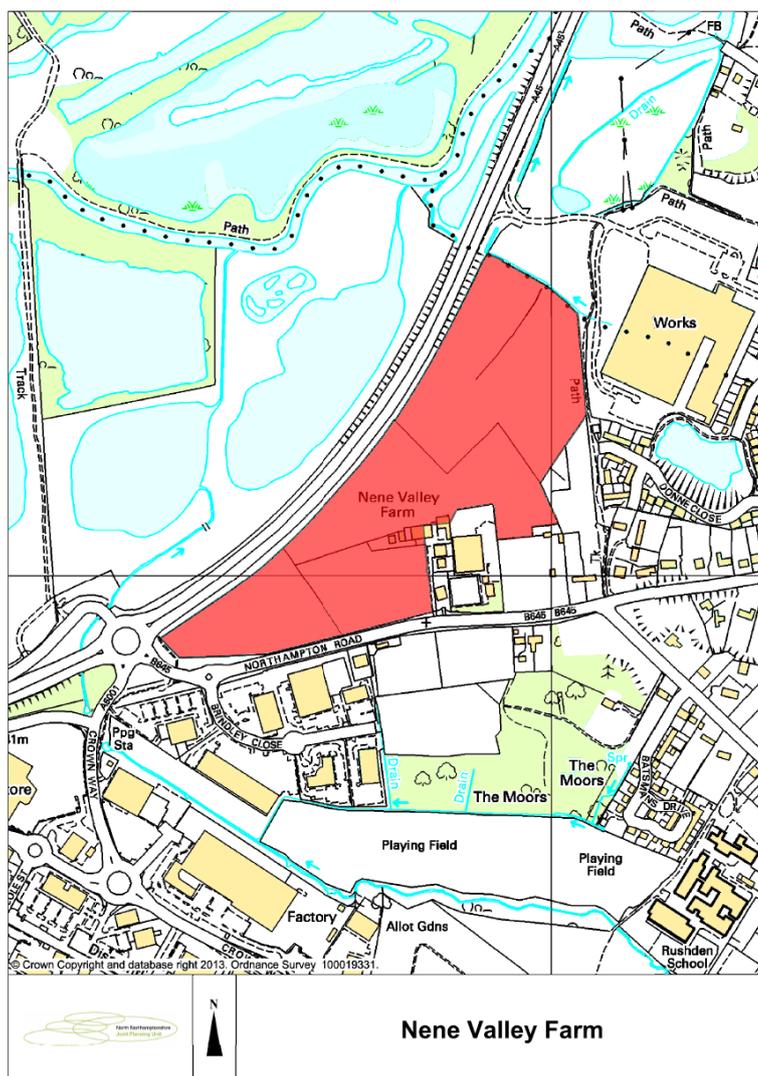
Land at West Corby, as defined on the Policy Map, is allocated for a mixed-use sustainable urban extension that is well connected and integrated with the existing built up area. Development must be compatible with a detailed masterplan for the whole of the site to be agreed by the local planning authority and must include provision for:

- a. development to commence adjacent to the existing town and avoid the possible creation of isolated areas of development;**
- b. phased delivery of 4,000 homes in the period to 2031 to include the seamless integration of housing sizes, types and tenures**
- c. a wide range of employment opportunities that provide for a minimum of 2,500 jobs in different sectors of the economy and include provision for small/medium size flexible units that can be used for B1 (business) and B2 (general industry) uses;**
- d. vehicular access at safe and convenient locations along the A6003 and, if necessary, the A427;**
- e. infrastructure to mitigate the impact of the development on the surrounding highway network;**
- f. an integrated transport network that is focused on walking, cycling and excellent public transport and provides strong, convenient, permeable and safe routes that connect homes to other destinations within the urban extension and link Corby West to adjoining neighbourhoods, the town centre and the countryside;**
- g. primary and secondary education facilities to meet the needs of the development;**
- h. retail, leisure, social, cultural, community and health facilities to meet the day to day needs of the development without adversely affecting the town centre of Corby;**
- i. a network of high quality landscaping and green infrastructure which integrates the development into the countryside; enhances the character and ecological value of the area; incorporates open space for play, sport and recreation to meet the needs of the development; provides links into Corby and the countryside; and ensures that the development will not be adversely affected by the proposed egg farm to the north;**
- j. other infrastructure requirements as set out in the North Northamptonshire Infrastructure Delivery Plan; and**
- k. Proposals to comply with all other relevant policies set out in the Core Strategy and be planned and implemented in a comprehensive way that is linked to the delivery of key infrastructure; and**
- l. Land between the entire length of the northern boundary of the allocated site and the A427 may be an appropriate location for further development beyond the Plan period (post 2031), subject to technical assessment. The masterplan should therefore provide for the comprehensive integration and connectivity of this additional land into the urban extension.**

D. Nene Valley Farm, Northampton Rd, Rushden

4.25 Site description

The site is located on agricultural land adjacent to the A45 and east of the A45/B645 (Northampton Road) junction. It lies within the natural physical Rushden/Higham Ferrers boundary (i.e. the A45), sloping away from Northampton Road towards the A45, beyond which is located the River Nene. The southern extent of the site is defined by Northampton Road, the Rushden Town Bowls Club and several dwellings and gardens. Along the south side of Northampton Road, opposite the development site, there is a mix of commercial development, open space and a small number of residential properties. The eastern-most flank of the development area abuts a public footpath with an employment site beyond. Land adjacent to the north-east boundary consists of open space and includes a woodland area and gravel pit (Higham Ferrers Fishing Lake) that forms part of the Nene Valley Special Protection Area/Ramsar site. The site is currently designated as important open land of significance to the form and character of Rushden in accordance with 'saved' policy EN20 of the East Northamptonshire Local Plan adopted in 1996.



4.26 Proposed land uses and scale of development

The site of approximately 12ha will provide primarily for a mix of B1 (business) and B2 (general industrial) development together with open space and a small percentage of other employment uses where these are compatible with the intended primary uses.

4.27 Key objectives

The development should deliver:

- Employment and training opportunities which help to build a more diverse, dynamic and self reliant economy and support sustainable housing growth;
- Improvements to the road network made necessary by the development;
- Accessible green infrastructure which links into the Nene Valley sub-regional corridor, providing opportunities to enhance access to the countryside from Rushden and protect and enhance biodiversity assets;

- Direct and safe pedestrian and cycle links to the existing urban area and the enhancement of public transport;
- High quality landscape treatment to enhance the character of the site and ensure that it is satisfactorily assimilated into the surrounding landscape; and
- A high quality development that minimises carbon emissions in accordance with policies in the Plan.

4.28 **Key constraints**

The development is expected to increase congestion on the A45 during peak periods, particularly at the A6 Chown's Mill roundabout (Higham Ferrers). Additional pressure on the A45/B645 junction and town centre junctions within Rushden and Higham Ferrers is also anticipated. Transport improvements necessary to deliver a sustainable development at Nene Valley Farm will need to be identified through a transport assessment.

There are several dwellings adjacent to the site and the need to ensure that the amenity of these properties is not diminished will be a key consideration. This may be delivered through measures such as noise attenuation, which will need to be implemented to the satisfaction of the local planning authority.

The land is located within a Minerals Safeguarding Area, as defined in the Northamptonshire Minerals and Waste Development Framework. An assessment will therefore need to be undertaken of the viability and need to undertake prior extraction of the mineral resource in accordance with the adopted Northamptonshire Minerals and Waste Core Strategy (Policy CS10).

A gas main traverses the site, running much of its length, from northeast to southwest. Accordingly, the easement standards associated with this will need to be defined and incorporated into the development.

The hedgerows and trees within the development area and the water body along the north-east boundary form potentially important habitats and landscape features. Where possible, these should be retained, reinforced and linked into a network of green infrastructure.

4.29 **Key infrastructure**

Key infrastructure requirements will include:

- Junction improvements to ensure that there is no deterioration of the highway network arising from the development;
- Structural landscaping, biodiversity enhancement and accessible green infrastructure which enhances connectivity between Rushden and the Nene Valley sub-regional corridor;
- New pedestrian and cycle links to improve connectivity;
- Improvements to public transport provision;
- Sustainable drainage systems; and
- Other specific infrastructure as detailed in the Infrastructure Delivery Plan.

Notwithstanding the above, it will be necessary to review infrastructure requirements at the planning application stage in order to take account of the most up to date information on infrastructure needs.

4.30 **Place shaping requirements**

Access: Vehicular access should be from Northampton Road (B645).

Key strategic links to the surrounding area: To encourage a modal shift away from the car it will be essential to enhance connectivity with the established Rushden and Higham Ferrers urban areas. Improved access will be required for pedestrians and cyclists between the site and existing development to the south of Northampton Road allowing for improved access to residential areas, Rushden town centre, Higham Ferrers town centre and the retail outlets close to the A45/Northampton Road junction.

Along the easternmost flank of the site there is a public footpath (UK 10) which forms part of an existing link between Northampton Rd and a footbridge over the A45 to the north of the site and provides an established pedestrian access between the existing urban area and the Nene Valley sub-regional corridor. A link between the site and this public footpath must be provided in order to enhance access between Rushden and the countryside and to secure improved connectivity with the residential development to the east.

The existing bus service along Northampton Road is infrequent and there is no bus stop within close proximity to the site. Proposals must therefore incorporate suitable measures to enhance public transport provision.

Strategic landscaping and green infrastructure: High quality strategic landscaping should be utilised to enhance the character of the development and reduce its visual impact. The site is located within the designated Nene Valley Nature Improvement Area where the aim is to improve ecological connectivity and enlarge existing biodiversity assets. Existing landscape features should be retained, where possible, and reinforced. They should be integrated with sustainable drainage systems into a network of green infrastructure which provides for informal recreation and acts as a wildlife corridor linking Northampton Road with the woodland area and gravel pit (Higham Ferrers Fishing Lake) to the north-east of the development area. There are likely to be some species that are able to cross the A45 and the green infrastructure should therefore provide natural habitat similar to that within the neighbouring Nene Valley.

Landmark buildings: Key landmark buildings which will add to the quality of the development must be provided, particularly at the A45/Northampton Road junction. This is essential in order to maximise the local landscape benefits of the scheme and contribute towards the highest quality of development.

Delivery: Proposals will need to accord with a detailed masterplan agreed with the local planning authority. This must include phasing proposals to deliver a comprehensive scheme.

4.31 Policy

Land at Nene Valley Farm, Rushden is allocated for employment and open space, as shown on the Policy Map. Development will primarily consist of a mix of B1 (business) and B2 (general industry) employment together with open space and a small percentage of other employment uses where these are compatible with the intended primary uses.

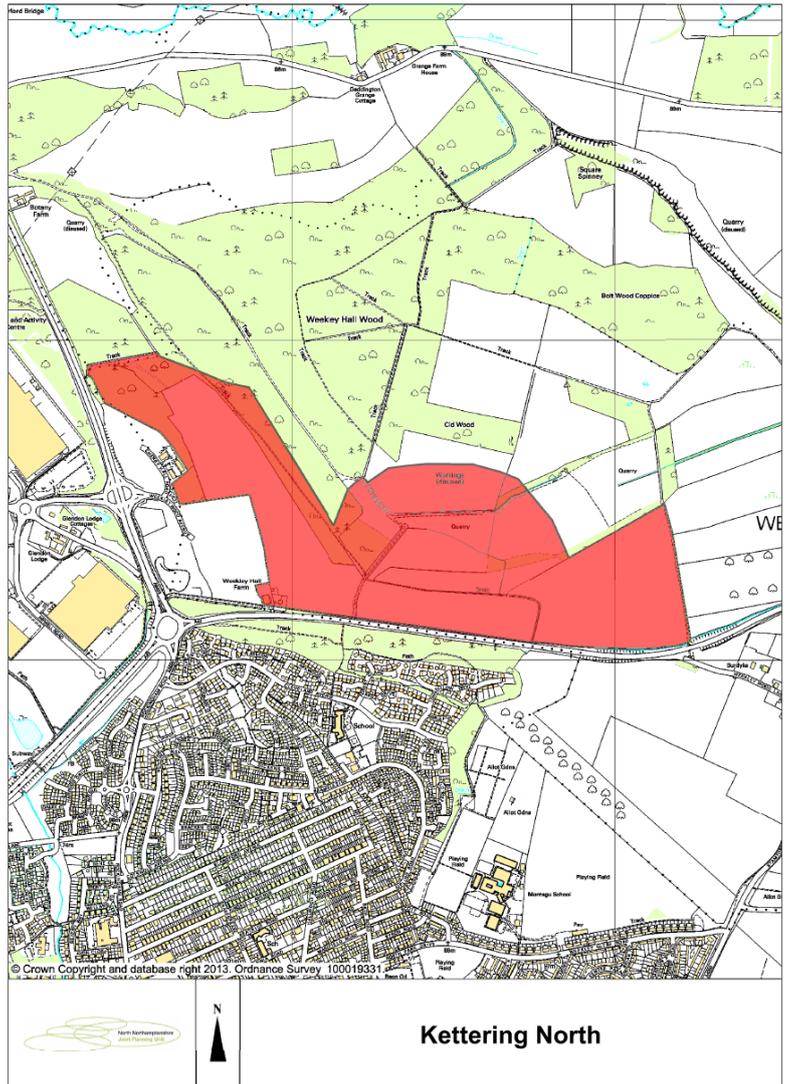
Proposals must:

- a. Be compatible with an approved masterplan that forms part of a planning permission;**
- b. Provide for vehicular access into the site solely from Northampton Road;**
- c. Incorporate appropriate measures to ensure that there is adequate capacity in the surrounding highway network to accommodate traffic generated by the development;**
- d. Include a substantial, publically accessible, green infrastructure corridor which enhances connectivity between Northampton Road and the River Nene sub-regional corridor. This green infrastructure corridor must provide natural habitat for species within the surrounding area together with opportunities for informal recreation and access to the countryside;**
- e. Encourage modal shift through the provision of safe and convenient links for pedestrian and cyclists to the wider area;**
- f. Include a high quality, landmark building(s) at the A45/Northampton Road/Crown Way roundabout, as a gateway to Rushden;**
- g. Provide other specific and justified infrastructure requirements as set out in the North Northamptonshire Infrastructure Delivery Plan; and**
- h. Comply with all other relevant policies in the Core Strategy and be planned and implemented in a comprehensive way that is linked to the delivery of the necessary infrastructure.**

E. Kettering North

4.32 Site description

The site is located on the north side of Kettering. The A43 forms the southern extent of the allocated land whilst the northern boundary is defined by woodland. North Kettering Business Park is located directly to the west and is accessed from the A6003 Kettering to Corby Road. The eastern boundary is defined by a hedge beyond which lies Boughton Park. Kettering North occupies an area of reclaimed quarry land characterised by grassland and woodland.



4.33 Proposed land uses and scale of development

Kettering North totals approximately 75ha and provides a major opportunity to extend the existing Kettering Business Park, providing a high quality development which will include the provision of 40ha of land for a mix of B1 (business), B2 (general industrial) and small scale B8 (distribution) uses together with up to 3 ha of land for leisure development. Proposals will incorporate extensive woodland planting to further enhance the development and will provide for the extension of a circular walk to be implemented as part of the proposals for the Kettering Business Park.

4.34 Key objectives

The development should deliver:

- employment and training opportunities which help to build a more diverse, dynamic and self reliant economy;
- improvements to the road network made necessary by the development;
- opportunities for non-car based travel through the provision of public transport which is commercially sustainable in the long term; improved walking and cycling connections with the existing urban area; and on-site provision of ancillary facilities to serve the development;
- accessible green infrastructure which enhances not only access to the countryside but also biodiversity assets and recreational opportunities;
- high quality landscape treatment to supplement the quality of the development; mitigate the impact on heritage assets; enhance the setting of Boughton House

- Registered Park and Boughton House; and ensure that the development is satisfactorily assimilated into the surrounding countryside;
- low carbon growth through the attainment of high standards of energy and water efficiency; renewable energy provision; sustainable construction; and recycling; and
 - flood mitigation measures.

4.35 **Key constraints**

The A43, which is a single carriageway with a 60mph speed limit and high traffic flows, forms a significant barrier to pedestrians and cyclists. To the south of this road there is an area of woodland which further isolates the site from the urban area of Kettering. Whilst there are public footpath links into the residential area across the woodland the routes may be perceived as isolated and intimidating. . The adjoining Kettering North Business Park is currently served by existing bus routes and opportunities to develop these in order to serve the development must be investigated. An overall strategy will therefore need to be agreed and implemented to deliver a development that is well-connected to North Kettering Business Park, the town centre and residential areas to the south of the A43 by sustainable means.

Following the opening of the Corby Link Road, this section of the A43 will experience lower traffic flows and be downgraded. Notwithstanding this, however, enhancements to the highway network within the vicinity of the site will be required where this is necessary to mitigate the impact of the development. The A14 Kettering Bypass Improvement (junctions 7 to 9) will address pressures on the mainline carriageway and slip roads but does not include material changes to the A14 junctions themselves. The development is, however, likely to increase traffic queues on the approaches to junction 7 and this will require further investigation, including consideration of the cumulative impact of Kettering North and the Corby West urban extension.

Whilst the site is screened from the A43, the road represents a potential source of noise pollution and the need for attenuation measures will therefore need to be investigated and, where necessary, agreed and implemented.

Much of the woodland on the site and directly to the north is designated as a Local Wildlife Site and forms an important feature in the landscape. The woodland should be maintained and enhanced and should incorporate areas of new planting. Other potentially important habitats and features include hedgerows and trees, areas of semi-improved grassland and dry ditches. Measures must be taken to safeguard and enhance the landscape, wildlife and recreational value of these assets where it is appropriate to do so.

In addition, there is a slight possibility that great crested newts may utilise the site. An area of wet flush located off-site but adjacent to the eastern boundary at the northern end of the site is owned by the promoter and its value as a wetland habitat could therefore be enhanced, if appropriate.

There is an upwards slope from the eastern boundary into the site. This creates long distance views of the grade 1 listed Boughton House and parts of the associated registered park and garden along the Broad Walk Avenue (a tree-lined avenue which is a key feature of Boughton House Registered Park) to the east. There are also glimpsed views from the villages of Weekley and Warkton which both include a conservation area and a number of listed buildings. It will be vital to maintain the setting of these assets and

detailed consideration will therefore need to be given to the location and height of development and landscape structure as part of the masterplan

4.36 **Key infrastructure requirements**

Development of the scale proposed will require a range of infrastructure. Relevant providers and stakeholders have broadly indicated how and when these facilities might be required and this information is set out in the Infrastructure Delivery Plan. Further discussions will be required prior to the submission of any planning application in order to take account of the most up to date information on infrastructure needs.

Key infrastructure required to deliver the development will include the following:

- structural landscaping and the provision of green infrastructure;
- pedestrian/cycleway routes and public transport provision;
- highway measures where necessary to mitigate the impact of the development on the surrounding highway network;
- the extension of the circular walk planned as part of the development of the adjoining North Kettering Business Park;
- sustainable drainage systems to manage surface water;
- potable water, foul water, electricity and gas supply networks; and
- other infrastructure as detailed in the Infrastructure Delivery Plan.
- In addition, highway mitigation measures may be necessary following further investigation into the likely impact on the capacity of the A14 at junction7.

4.37 **Place shaping requirements**

Access: The site could be accessed from the A6003 via the existing Kettering Business Park. The site would, however, benefit from an additional access point off the A43.

Key strategic links to the surrounding area: In order to encourage a modal shift away from the car it will be essential to enhance connectivity with Kettering. Completion of the Corby Link Road will reduce traffic flows on the A43 to the south of Kettering North and offer opportunities to enhance crossing conditions. In addition, the woodland area directly south of the A43 is in the ownership of the site promoter and the opportunity must therefore be taken to provide clear and safe crossing facilities for pedestrians and cyclists and improvements to the existing links through to the residential area to the south. In order to help reduce speeds, the opportunity to provide built frontages to the A43 should be explored.

Strategic landscaping and green infrastructure: High quality strategic landscaping and green infrastructure must enhance the character of the development and ensure that it is integrated into the surrounding countryside. The existing woodland areas and other important features and habitats must be retained and enhanced, where appropriate. Woodland creation and hedgerow planting will be required to create a green, accessible corridor which will permeate the development; provide links to the countryside; act as a wildlife corridor; include areas of formal and informal recreation; incorporate footpaths, cycleways and sustainable drainage infrastructure; and create links towards Kettering.

Heritage Assets: The Broad Walk Avenue (referred to above) frames long distance views from Boughton House and the Registered Park towards the horizon and the hedgerow which forms the eastern boundary of the development site. The views must be maintained, continuing the sense of openness and the impression of a 'view to infinity'. Proposals should screen the development whilst avoiding the appearance of overly

dense woodland along the eastern boundary of the site. Historically an avenue crossed the Broad Walk Avenue at a right angle and the development provides an important opportunity to re-establish the line of this lost tree-lined avenue along the eastern edge of the site with strips of grassed land either side. This approach could also mitigate any visual impact of the development on the heritage assets at Weekley and Warkton. West of the lost corridor a substantial area of woodland could further serve to separate new development from the sensitive eastern edge of the site with a grass ride extending westwards across this woodland area, continuing the long distance views along the Broad Walk Avenue with further screening between the edge of the avenue and proposed development to the west.

Built form: The woodland setting of the site should provide inspiration for the development of contemporary, innovative buildings. Examples might include the use of timber, green walls and green roofs. It will be essential to undertake a tree survey and ensure that the location of these key assets is fully taken into account in designing the site layout. Capitalising on the views of the landscape from within the buildings will provide a further opportunity to create an excellent place.

The location of services and facilities: The planning permission for the adjoining North Kettering Business Park includes provision for minor retail development together with a hotel, pub/restaurant and a health and fitness centre. The proposals for North Kettering must therefore provide for convenient and safe routes for pedestrians and cyclists to access these facilities.

Renewable energy: The opportunity to provide combined heat and power using the neighbouring estate woodlands should be fully explored as part of a strategy to minimise carbon emissions.

Delivery: Proposals will need to be in accordance with a detailed, agreed masterplan which includes a phasing scheme in order to ensure the delivery of all of the infrastructure requirements.

4.38 Policy

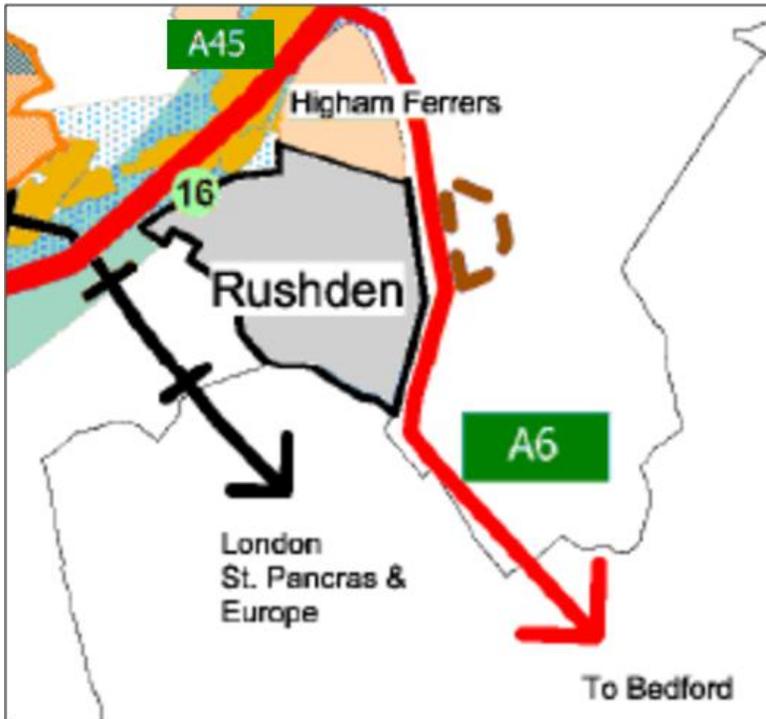
Land at Kettering North, as defined on the Policy Map, is allocated primarily for employment uses. The site will provide for a wide range of opportunities including a minimum of 40ha of B1 (business), B2 (general industry) and small scale B8 (storage and distribution) together with approximately 3ha of leisure (D2) related development. Development must be compatible with a detailed masterplan for the whole of the site agreed with the local planning authority.

Proposals must include:

- a. vehicular access at safe and convenient locations along the A6003 (via the existing Kettering Business Park) and A43;**
- b. infrastructure required to mitigate the impact of the development on the surrounding highway network;**
- c. an integrated transport network that is focused on walking, cycling and excellent public transport and provides strong, convenient, permeable and safe routes that connect Kettering North to the adjoining North Kettering Business Park, the town centre, areas to the south of the A43 and to the neighbouring countryside;**

- d. High quality landscaping which mitigates the impact caused by the development on the setting of heritage assets to the east and south-east and enhances the setting of Boughton House Registered Park and Boughton House;**
- e. a network of high quality landscaping and green infrastructure which integrates the development into the countryside and enhances its character and its ecological and recreational value; and**
- f. other infrastructure requirements as set out in the North Northamptonshire Infrastructure Delivery Plan.**
- g. Proposals must comply with all other relevant policies in the Core Strategy and be planned and implemented in a comprehensive way that is linked to the delivery of key infrastructure.**

F. **Rushden East Sustainable Urban Extension**



Extract from proposed Joint Core Strategy Key Diagram indicating (brown broken line) the proposed broad location for the Rushden East Sustainable Urban Extension

- 4.39 In order to provide for significant expansion at Rushden in accordance with its status as a Growth Town a broad, strategic location for a sustainable urban extension to the east of the A6, on land between the John Clark Way and Newton Road roundabouts, has been identified as shown on the key diagram. Rushden East represents the most significant new strategic development proposal over and above those already consented or identified in the 2008 adopted Core Spatial Strategy. The land is considered to be the most sustainable option for the future development of Rushden and provides a major opportunity for a high quality, cohesive and distinctive sustainable urban extension. Whilst the A6 bypass forms a significant barrier between the proposed urban extension and Rushden, innovative solutions will be examined in order to create a development which is permeable and well-connected to Rushden and the facilities offered by the existing urban area.
- 4.40 The broad location contains several farm holdings and is predominantly in agricultural use. Other land uses include nurseries, allotments, scrapyards and some isolated dwellings. Rushden East is being actively promoted by several key landowners. Whilst it is recognised that land assembly and planning processes could result in a significant lead-in time, the local planning authority will promote and encourage the early development of the urban extension.

4.41 Whilst a broad location for development is shown on the key diagram, the allocation of a more precise development boundary will be included in a site-specific development plan document. The following list, though not intended to be exhaustive, indicates that the site-specific plan should identify:

- the boundaries of the site;
- existing built and natural environmental assets which need to be conserved or enhanced;
- the quantum of development and mix of uses to be provided on the site;
- the form/layout of the urban extension in so far as this is judged to be necessary as part of the development plan document;
- access points;
- existing land uses to be retained or, where more appropriate, replaced;
- opportunities to develop a well designed edge to the development and a sensitive transition to the adjoining countryside;
- key infrastructure requirements;
- other opportunities that accord with the policies of the development plan and can contribute towards the regeneration of Rushden;
- measures to ensure that the development is well connected and integrated with the existing urban area of Rushden;
- opportunities for the provision of strategic green infrastructure including links both to the countryside and within the development area itself;
- possible opportunities for the long-term expansion of the urban extension beyond the Plan period;
- measures to mitigate the potential impact of the development on the principle and local road network, including the A6 and A45. The potential need to widen the A6 should be examined; and
- other site constraints which need to be addressed in order for development to take place. Examples may include noise attenuation measures made necessary as a consequence of the proximity to the A6 and contamination associated with the scrapyards to the south of Alexandra Road.

4.42 A masterplan for the development of the site should be prepared and submitted as part of a planning application. This will be an important tool in demonstrating how the site can be brought forward in a comprehensive manner and how the proposals will accord with the relevant policies of the Development Plan, including the policies in this Plan. The masterplan will include proposals to ensure that the phasing of housing provision is linked to the development of land for employment, meeting the needs of new residents and enabling Rushden to become more self-reliant for employment. In addition, there is an expectation that the masterplan will be supported by comprehensive 'design coding' of the development.

4.43 **Policy**

Land to the East of Rushden is identified on the key diagram as the location for a sustainable urban extension to include an indicative 2,000 – 2,500 dwellings and provision for an appropriate level of job opportunities, ancillary facilities, services and open space. A site specific development plan document will facilitate more detailed work with a range of stakeholders and the local community in order to allocate land for development and further develop specific policy and key principles for the site.