

LAND AT GIPSY LANE KETTERING



DESIGN & ACCESS STATEMENT

OCTOBER 2016

Carter Jonas

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1.0

INTRODUCTION



VIEW TAKEN FROM THE SOUTH-EAST CORNER. NOTE THE PYLONS AND HIGH VOLTAGE POWER LINES CROSSING THE SITE

The site is physically and visually contained by the strategic local road network in the form of the A14 to the west, Gipsy Lane to the east and Thorpe Lane to the north, which provides access over the A14. The site is contiguous with existing areas of housing to the east, which front onto Gipsy Lane, and is immediately adjacent to the approved West Hill development site (see approved masterplan below), which has planning permission for:

- Up to 460 no dwellings
- A primary school
- A local centre including retail use, a potential micro brewery and residential apartments
- Recreational uses including allotments and open space.

Wren Spinney School, which is accessed from Westover Road, lies close to the south-eastern corner of the site.

The site comprises predominantly arable fields which are currently under crop. The application site is shown as grades 2 and 3a on the Agricultural Land Classification map for the East Midlands region.

Access to the site is from Gipsy Lane. There is currently no public access to the site except for a footpath which runs along the southern boundary and runs west towards the A14, where it then passes underneath to join the wider network of rights of way on the western side of the road.

DESCRIPTION OF DEVELOPMENT

Outline planning permission is sought for a development of up to 350 dwellings with vehicular access from Gipsy Lane, forming the eastern site boundary, together with public open space and other associated infrastructure. Full details of access are to be determined at outline stage, with all other matters reserved.

This document should be read in conjunction with the other supporting technical reports submitted as part of the application:

- Planning Statement (Carter Jonas)
- Statement of Community Involvement (Carter Jonas)
- Transport Assessment (Peter Brett Associates)
- Travel Plan (Peter Brett Associates)
- Extended Phase 1 Habitat Survey and Report (JBA Consulting)
- Badger Mitigation Strategy (JBA Consulting)
- Flood Risk Assessment and Drainage Strategy (Peter Brett Associates)
- Arboricultural Impact Assessment (Haydens)
- Utilities Assessment (Peter Brett Associates)
- Contamination Study (Peter Brett Associates)
- Archaeological Survey (CGMS Consulting)
- Sustainability Appraisal and Energy Statement (SES)
- Air Quality Assessment (SES)
- Noise Impact Assessment (SES)

The description of development is as follows:

Outline application for up to 350 dwellings, public open space and details of two new vehicular accesses.



THE A14 FORMS THE WESTERN SITE BOUNDARY



GLIMPSE OF THE SITE LOOKING NORTH-WEST FROM THE WEST HILL DEVELOPMENT SITE



APPROVED WEST HILL MASTERPLAN

The illustrative masterplan shows a development of 350 dwellings, incorporating a mix of house sizes and types, and including 30% affordable housing. In addition, it proposes over 7 hectares of publicly accessible open space, substantial landscaped buffers, improvements to biodiversity and a network of footpaths. The development will make appropriate contributions towards local infrastructure.

2.0

CONTEXT

HISTORICAL OVERVIEW

Kettering began as an Anglo-Saxon village. The town grew mostly during the 19th century, with the expansion of the boot and shoe industry and the coming of the railway line. In 1885 Kettering was a market town and parish with a railway station and a population of 11,095 people.

Despite the site being located only a little over a kilometre as the crow flies from Kettering Station and its adjacent industrial areas, the area surrounding the site was not developed until the middle of the last century. The first County Series map of 1885 shows an agricultural area with little urban development, and not until 1901 was the Kettering and District General Hospital located on Rothwell Road. At this time Gipsy Lane was a largely rural lane running straight north to Rothwell Road with only a couple of houses to the south.

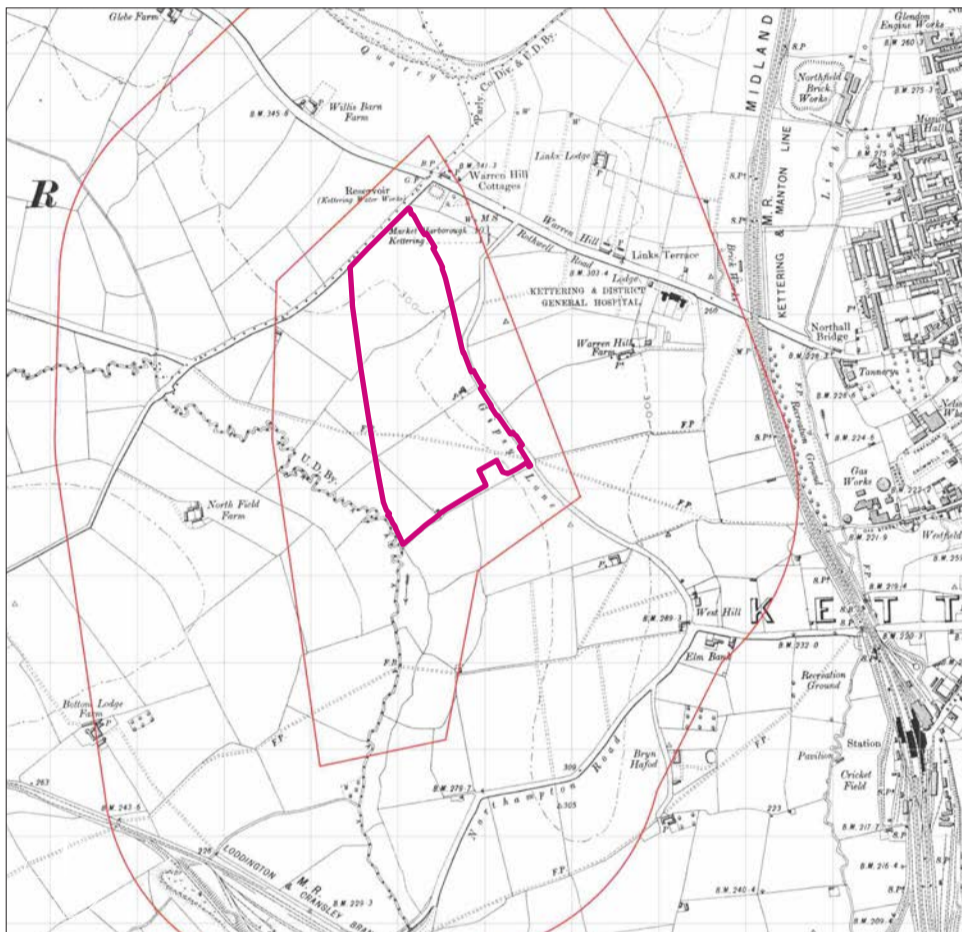
There was still very little urban development west of the railway apart from hospital expansion by 1924, when Gipsy Lane was diverted north on to

Thorpe Lane, although there were tramway tracks near the hospital – one of which was later turned into the existing public footpath. As late as the 1950s there was no development opposite the site, the power lines did not exist and neither did the A14.

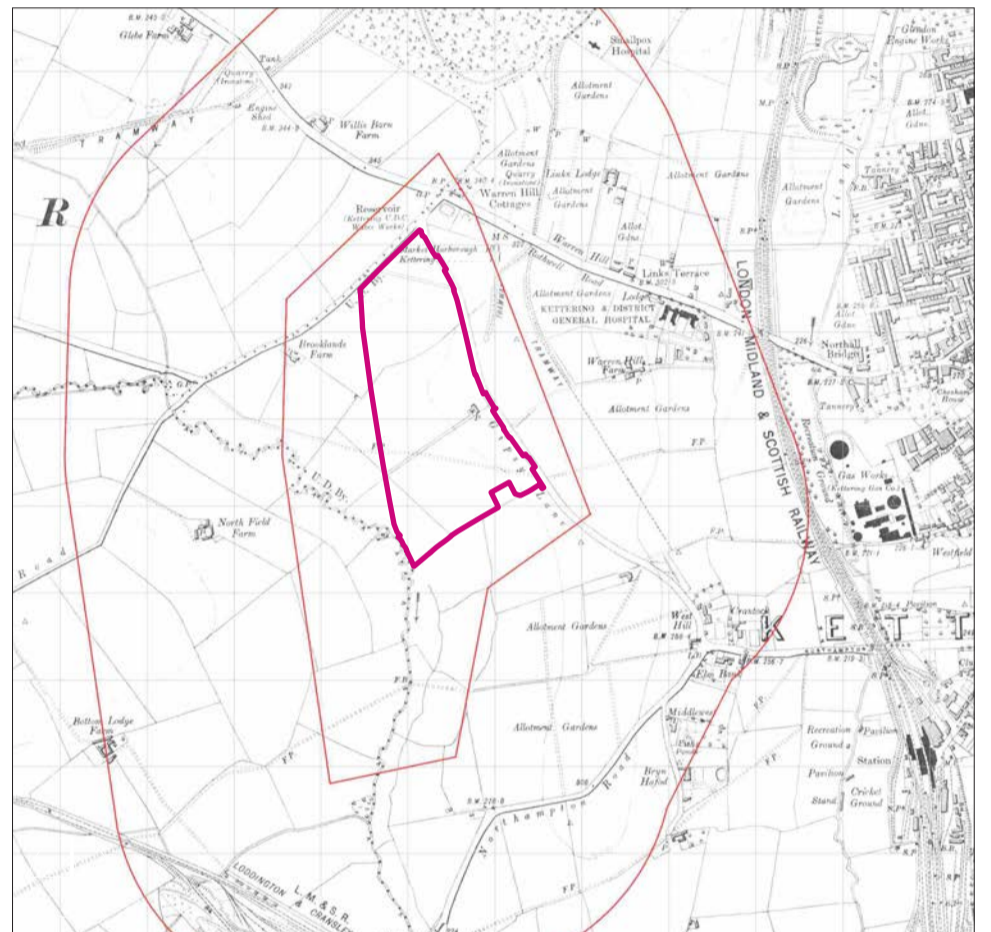
The 1973/4 Ordnance Survey map shows the adjacent streets developed - Windermere, Ullswater, Coniston et al, as well as part of the Gipsy Lane frontage. These were laid out in a traditional style with detached and terraced houses fronting on to streets which benefitted from generous landscaping, and tree planting. In addition, the whole of Gipsy Lane provides an attractive avenue tree backdrop to the site. This tradition was lost in the subsequent planning of the nurses and hospital accommodation running up to the footpath, and in the slightly higher density cul-de-sac development which had filled the Gipsy Lane frontage by the early 2000s.

The power lines are shown crossing the site in the early 1970s, with the gas pipeline and Special Needs School following in the early 1990s. The

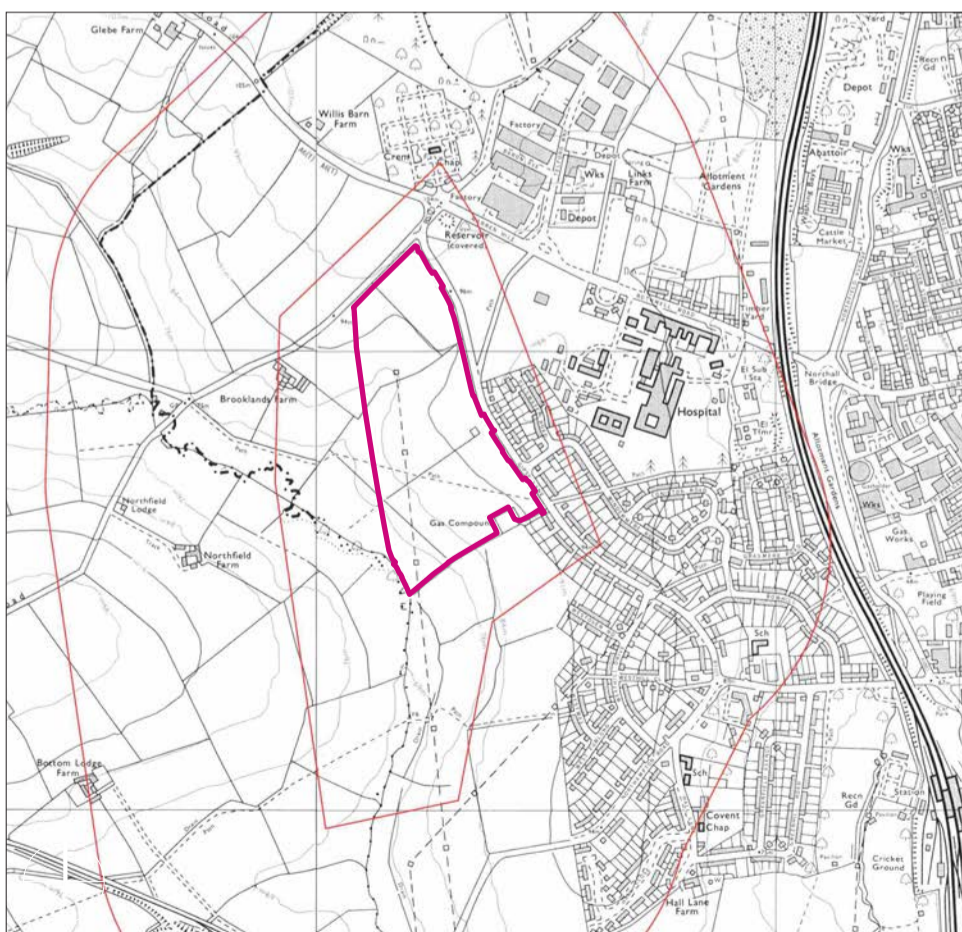
A14 was also completed as a long distance route in the 1990s and widened to three lanes in 2015.



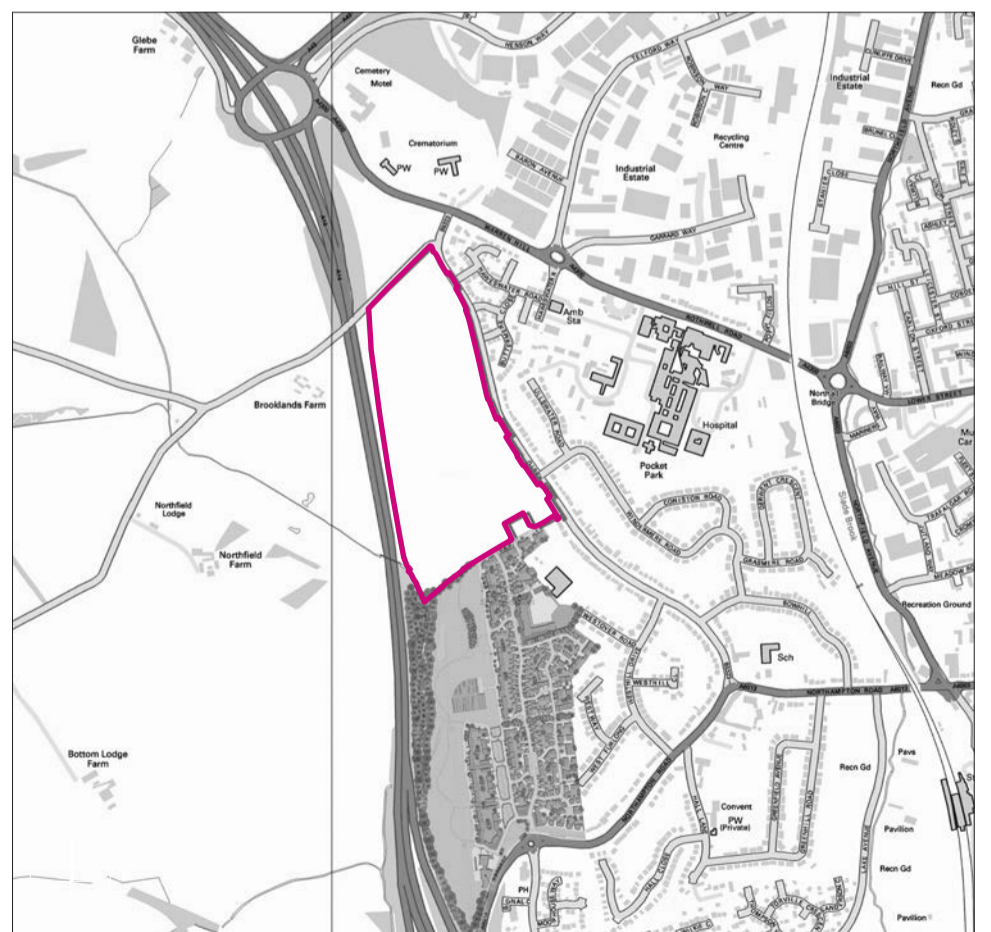
1901 - GIPSY LANE RUNS DIRECTLY TO ROTHWELL ROAD WHERE THE NEW KETTERING AND DISTRICT GENERAL HOSPITAL IS SITED



1924 - THE HOSPITAL HAS BEEN EXTENDED BUT OTHERWISE THERE IS VERY LITTLE DEVELOPMENT SHOWN TO THE WEST OF THE RAILWAY. GIPSY LANE HAS BEEN DIVERTED NORTH TO MEET THORPE LANE, AND ITS OLD ALIGNMENT LARGELY TAKEN BY A TRAMWAY



1973/4 - THE FIRST HOUSING DEVELOPMENT HAS OCCURRED OPPOSITE THE SITE ALONG GIPSY LANE, WINDERMERE AND ULLSWATER ROADS. GAS GOVERNOR ON SITE BUT A14 NOT PRESENT



2015 - HOSPITAL RESIDENTIAL DEVELOPMENT BETWEEN GIPSY LANE AND WARREN HILL, AND NEW STREETS ARE SHOWN NORTH OF THE PUBLIC FOOTPATH. A14 NOW PRESENT AND FORMS THE WESTERN EDGE OF THE TOWN

SITE CONTEXT














The site is located on the edge of the existing settlement and the residential areas which border the site to the east present a typical suburban layout with a series of cul-de-sacs breaking the frontage along Gipsy Lane.

The character of the surrounding area is defined by a late twentieth century suburban layout with medium/low densities, comprising predominantly semi-detached and detached houses. As you travel south of the site along Gipsy Lane the age of the dwellings increases. Gipsy Lane in particular is a 'Defined Housing Area' in the adopted Kettering Local Plan, reflecting the particular residential character conveyed by large detached dwellings of 1950s vintage, set in extensive landscaped plots and fronting a well-treed road. With exception of Windermere Road, a through-road linking Gipsy Lane and Bowhill Street, the layout of the adjacent residential area is formed around cul-de-sacs.

The site presents an opportunity to provide high quality new homes and supporting facilities in a sustainable location close to Kettering General Hospital, the proposed West Hill development to the south, the main railway station and the town centre. However there are a number of unusual issues on and around this site which will influence the scale, form and extent of development which will be possible.

These may be summarised as follows:

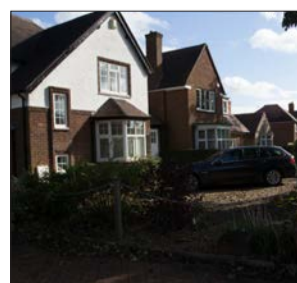
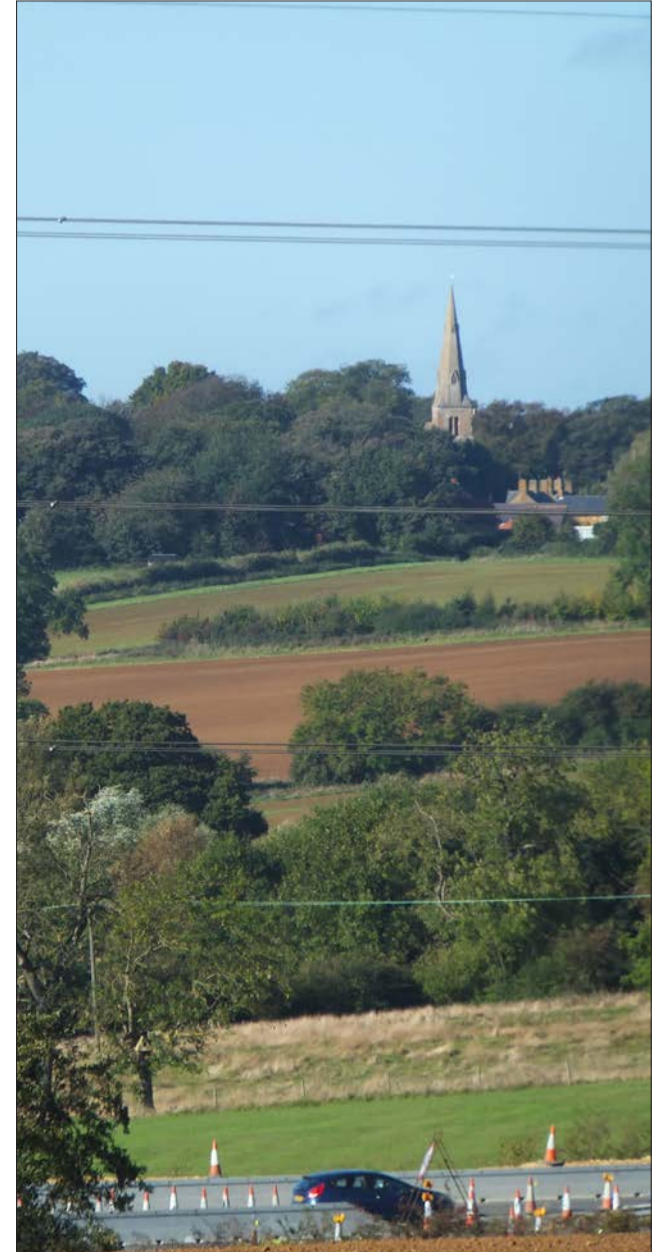
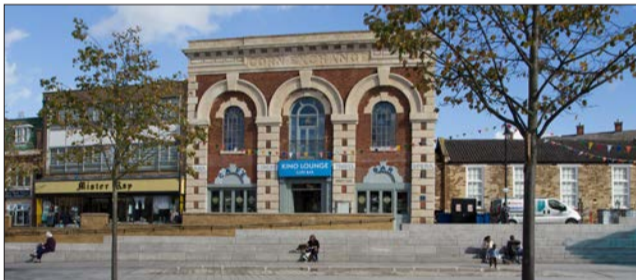
- Existing pylons and high voltage 132 kv cables cross the site and are unsightly and preclude any buildings within 15 metres
- A high pressure gas main runs across the site with a no-build zone of 9 metres. There is also a gas main running along the southern boundary to a gas governor station, which provides an additional constraint to the developable area
- With the exception of the streams, central hedgerow, the avenue of trees along Gipsy Lane, and a number of badger setts, there are few existing landscape and ecological assets on the site, however these still impact upon the developable area
- The site's topography slopes down some 30 metres from a high point in the north-eastern corner to a low point in the south-western corner beside the A14, where a stream drains the site. However, local topography can be quite varied and some parts of the site, especially around the central hedgerow, are quite steep and will need designing carefully
- A section of Thorpe Malsor Brook runs along the south-western corner of the site, set partially within a dense belt of mature mixed wet woodland of approximately 8-10 m in height.

-  **SITE BOUNDARY**
-  **CATEGORY B TREE/HEDGE**
-  **CATEGORY C TREE/HEDGE**
-  **CATEGORY C/U TREE/HEDGE**
-  **ELECTRICITY CABLE**
-  **GAS MAIN**
-  **WATER MAIN**
-  **BRITISH TELECOM CABLE**
-  **ELECTRICITY CABLE OFFSET - 5.5M-15M**
-  **VULNERABLE USES OFFSET - 90M**
-  **GAS PIPELINE EASEMENT - 9M**
-  **WATER MAIN EASEMENT - 3M**
-  **STREAM OFFSET - 5M**



SITE CONSTRAINTS

- The A14 has recently been widened and as a busy 24-hour dual carriageway, it presents both acoustic and air quality environmental issues. It is also visually intrusive by day and by night since in places it is on embankment and has high level lighting columns
- Existing housing along Gipsy Lane generally comprises traditional two-storey dwellings under pitched roofs, which implies a height limit of no more than 2.5 storeys, apart from any special landmark development
- Views of the application site are possible, most notably from rising ground to the west of the A14 although it is partly obscured by trees and appears against the backdrop of the existing settlement. In contrast with the urban townscape visible when looking eastwards, the open countryside beyond the A14 that separates Kettering from Broughton.
- The West Hill proposals to the south include 460 homes, a two-form entry primary school, community facilities, shops and cafe. These are in addition to the existing pub/restaurant and Co-op store along the A43 road, which may impact upon the demand for and viability of any commercial uses within the site.



KETTERING CHARACTER IMAGES

VIEW FROM SITE TO VILLAGE OF THORPE MALSOR



VIEW ACROSS THE SITE LOOKING SOUTH EAST TOWARDS GIPSY LANE FROM THE NORTH-WEST POINT OF THE SITE

PLANNING CONTEXT

The Development Plan for Kettering Borough currently comprises the North Northamptonshire Core Spatial Strategy adopted in June 2008, and Saved Policies from the 1995 Local Plan. In addition the National Planning Policy Framework (NPPF) is an important Material Consideration.

NATIONAL CONTEXT

A presumption in favour of sustainable development is the overriding message of the NPPF, meaning development proposals that are in accordance with the Development Plan should be approved without delay if they are economically, socially and environmentally sustainable.

The NPPF identifies the need to significantly boost the supply of housing to deliver a wide choice of high quality homes, widen opportunities for home ownership, and create sustainable, inclusive and mixed communities. It also states that development should be actively managed to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are, or can be made, sustainable. Paragraph 49 of the document states that housing applications should be considered in the context of the presumption in favour of sustainable development.

The Government, through the NPPF, attaches importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. Planning decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. Government also requires decision taking to be approached in a positive way to foster the delivery of sustainable development. Local Planning Authorities should look for solutions rather than problems, and decision takers at every level should seek to approve applications for sustainable development where possible.

LOCAL CONTEXT

The following policies are those which are relevant to the development of the site, and which have informed the type and amount of development proposed:

Kettering Local Plan Saved Policies (1995)

- Policy 35: Housing: Within Towns

North Northamptonshire Core Spatial Strategy 2008 (CSS)

- Policy 1: Strengthening the Network of Settlements
- Policy 6: Infrastructure Delivery and Developer Contributions
- Policy 7: Delivering Housing
- Policy 9: Distribution and Location of Development
- Policy 10: Distribution of Housing
- Policy 13: General Sustainable Development Principles
- Policy 14: Energy Efficiency and Sustainable Construction
- Policy 15: Sustainable Housing Provision.

EMERGING POLICY

The Council is in the process of creating a Joint Core Strategy (JCS) with neighbouring districts. The emerging JCS maintains the focus on the growth town of Kettering, along with a requirement for sufficient infrastructure capacity to support and meet all the requirements arising from proposed development.

The Council is also preparing a Site Specific Proposals Local Development Document (LDD) which is anticipated to propose the Gypsy Lane site be considered to be allocated for development, having been through an earlier process of assessment. The Site Specific Proposals LDD when adopted, will form part of the North Northamptonshire Local Development Framework and will contain allocations of land for housing, employment, retail, leisure and community facilities, as well as policies relating to town centres and overarching planning issues.

The Site Specific Proposals LDD will be the subject of public consultation in autumn 2015, before being finalised for submission to the Secretary of State for examination in the winter, with formal adoption in late 2016. However, the Council can still consider a planning application for development on any site, and their assessment of this site in earlier consultations will partly inform the Council's considerations of this planning application.

Full details of the planning context can be found within the Planning Statement which has been submitted as part of this outline planning application.



LOOKING WEST TOWARDS A14 ALONG THE NORTHERN HEDGEROW



LOOKING SOUTH TOWARDS SOUTHERN HEDGEROW AND WEST HILL DEVELOPMENT SITE

TRANSPORT

KETTERING RAILWAY STATION

Kettering railway station is located 1.7 km to the south-east of the site. The station provides direct services to Wellingborough, Luton, Bedford and London (St Pancras International) to the south, and Corby, Market Harborough, Leicester, Derby and Nottingham to the North.

BUS ROUTES

The site is well served by public transport, with a number of bus services stopping within 400 m of the site. There are a number of established bus routes that travel along Gipsy Lane and Warren Hill that stop near to the site, including route numbers 19, 39, 43, X1, X17 and X43.

Local bus services link the site to Kettering town centre, Northampton and other nearby locations of employment and retail interest including Kettering North Business Park and Telford Way Industrial Estate. Strategic services are also available, for inter-urban route choices, between nearby employment and retail destinations, including the settlements of Desborough, Market Harborough and Northampton.

WALKING & CYCLING

Public right of way VD34 runs along the southern boundary of the site, connecting eastwards to the Kettering General Hospital and Kettering and west

to Thorpe Malsor village, via an underpass beneath the A14. A number of other green routes link between Gipsy Lane and Warren Hill.

Footways are provided along the eastern side of Gipsy Lane adjacent to the site boundary, which are approximately 1.5 m in width and in a generally good condition. No formal footway provision is provided along the site frontage on the western side of Gipsy Lane. Street lighting is provided along the road, facilitating safe and well-lit pedestrian movements.

There are no formal pedestrian crossing points in close proximity to the site. The footways described above are however provided with drop kerbs at crossing point and a dedicated pedestrian/cyclists route to Kettering General Hospital is located to the west of Ullswater Road via a surfaced, lit footway.

The development site is located within an existing pedestrian network that offers permeable and direct pedestrian facilities to Kettering Town Centre, the hospital and other employment / leisure facilities such as Telford Way Industrial Estate, various primary schools and a supermarket.

There are no specific designated on or off-road cycle facilities along Gipsy Lane, although on-carriageway conditions are deemed suitable for cycling given the low traffic speeds (30 mph

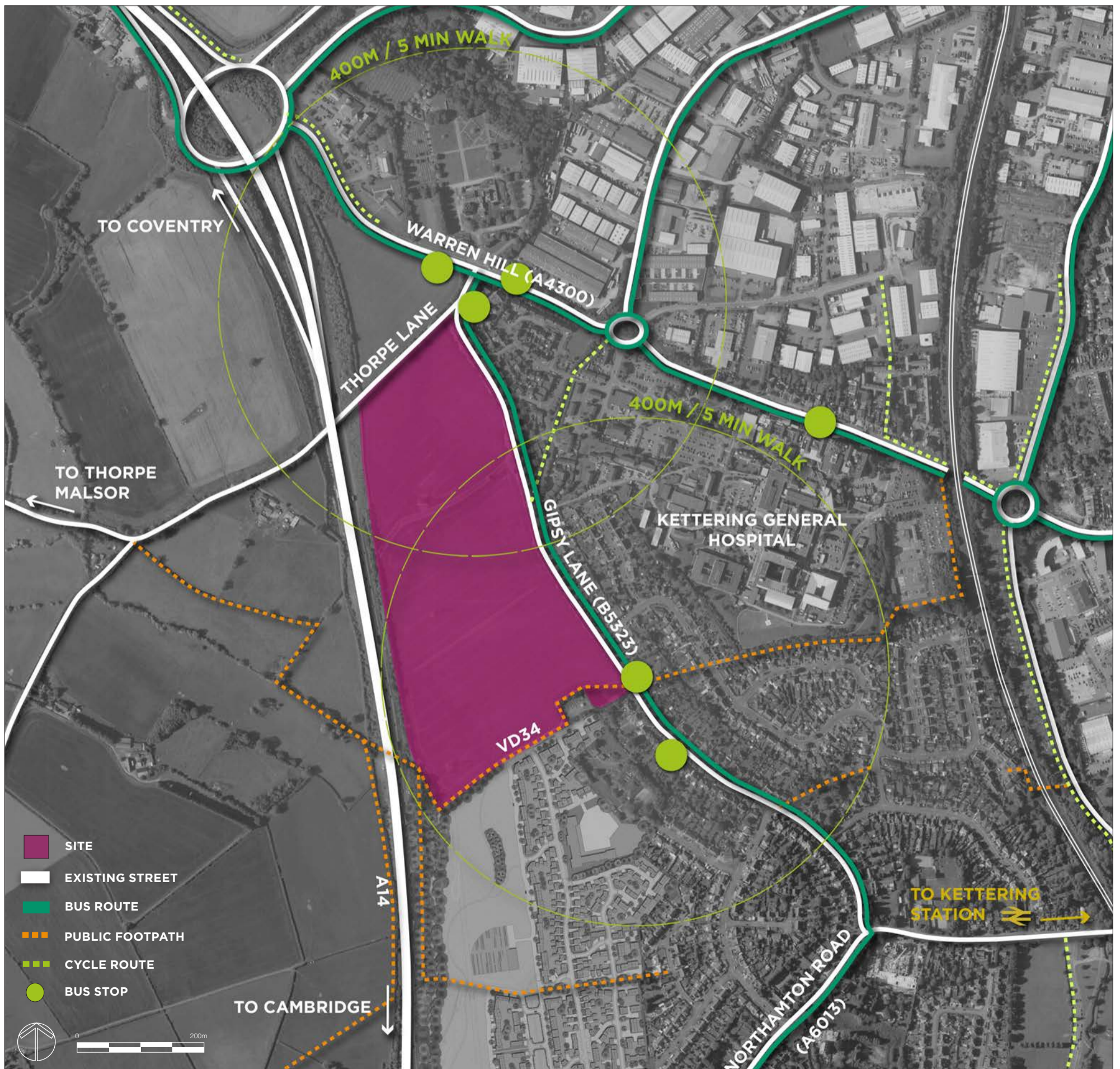
speed limit), moderate traffic volumes and good sight lines. The 2011 Kettering Cycle Map has designated Gipsy Lane as a 'through route' with moderate traffic and low speeds.

A cycle route to Kettering General Hospital and the Telford Way Industrial Estate is also provided from Gipsy Lane directly opposite the site. There are good cycle connections between the site and Kettering Town Centre via Gipsy Lane and then via Northampton Road.

LOCAL HIGHWAY NETWORK

The site lies adjacent to Gipsy Lane (B5323), a main distributor road, with a width of 7.3 m and a footway to the eastern side. The speed limit on Gipsy Lane is 30 mph. At its northern end, Gipsy Lane connects to Warren Hill (A4300). Warren Hill connects the A14 at Junction 7 with Kettering Town Centre, thus forming the main northern route into the town from the west. To the south, Gipsy Lane connects to the A6013 Northampton Road. This road provides a main connection between the A14 at Junction 8 and Kettering Town Centre.

Thorpe Lane runs along the northern boundary of the site and connects Gipsy Lane with Northfield Road, and subsequently the village of Thorpe Malsor. The lane is approximately 6 m wide and currently has no footways.



MOVEMENT PLAN

The A14 forms the western boundary of the site and has recently been widened to provide an extra lane in each direction. The A14 is an important road that connects the M1 and M6 motorways in the Midlands with the A1, the M11 and the east coast ports near Felixstowe. Because of its links with the port, it is part of the Trans-European Network. Prior to the improvements, the section around Kettering suffered from congestion and poor journey times. The aim of the improvements is to create smoother and more reliable journeys, contribute to the region's economy and to allow for the increased demand in the area that will occur as a result of the Government's Growth Agenda to develop 40,500 homes in the area.

CAR PARKING

Car parking in the surrounding area is a combination of defined and informal on-street parking together with off-street curtilage car parking and garages.

COMMUNITY FACILITIES

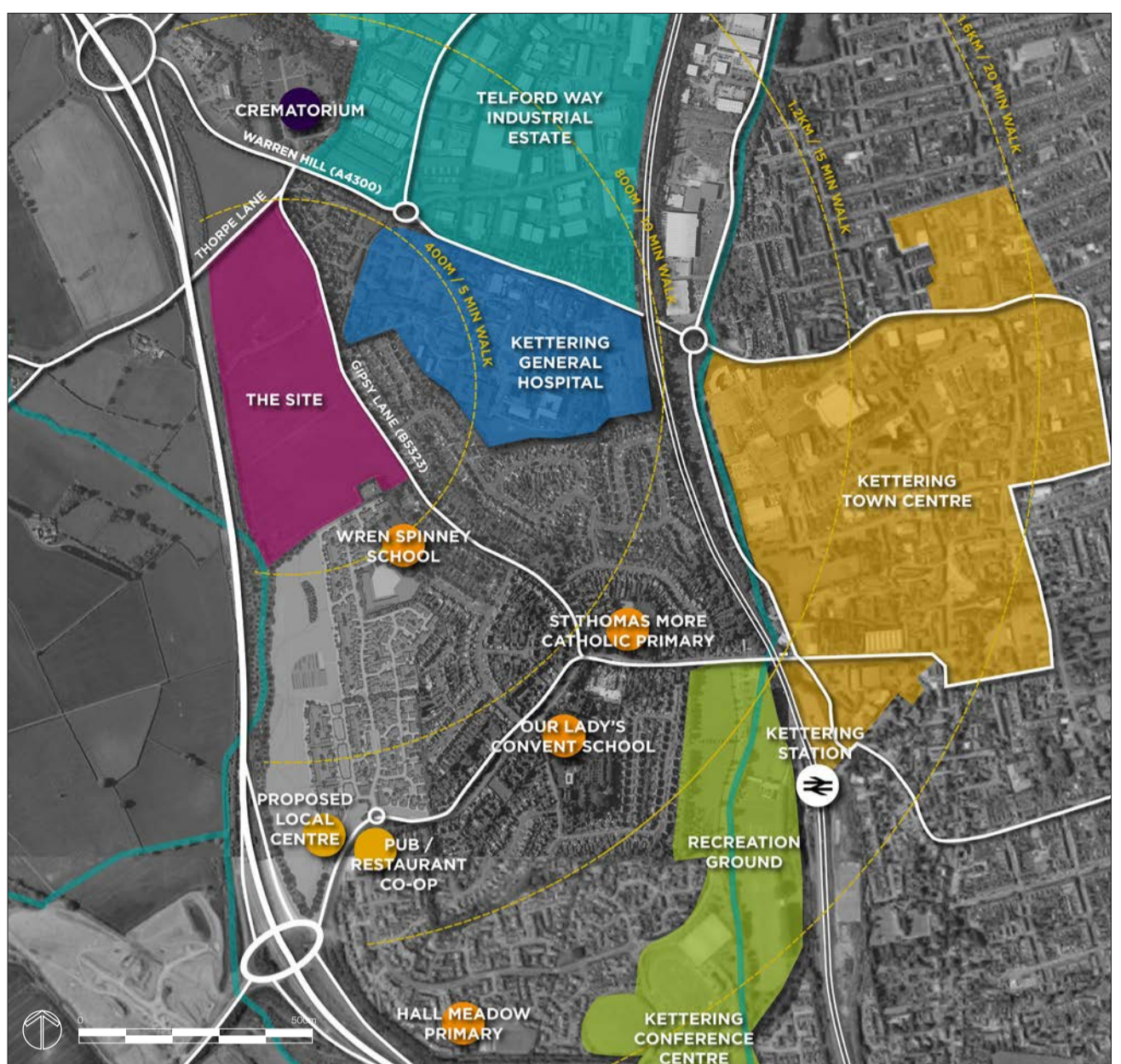
Kettering's economy was built on the boot and shoe industry. With the arrival of railways in the 19th century, industries such as engineering and clothing developed. The clothing manufacturer Aquascutum built its first factory here in 1909. Now Kettering's economy is based on service and distribution industries due to its central location and transport links. Kettering's unemployment rate is amongst the lowest in the UK and over 80% of its adults are in full-time employment. It is home to a wide range of companies including Weetabix, Pegasus Software, RCI Europe, Timsons Ltd and Morrisons Distribution as well as Wicksteed Park, the United Kingdom's oldest theme park.

Kettering Business Park is a new development situated on the A43/A6003, on the north side of Kettering. The development will provide a mixed-use environment which has planning consent for up to 274,000 sqft of office accommodation, a 50,000 sqft leisure and fitness facility and 20,000 sqft of complementary food/restaurant provision and potential for a 120-bedroom hotel. Many large distribution warehouses have been constructed in the area, creating thousands of jobs for the local economy. Kettering General Hospital is located less than 5 minutes walk from the site and provides acute and A&E department services for North Northamptonshire, including Corby and Wellingborough.

Primary schools close to the site include St Thomas Moore Catholic School, Our Lady's Convent School and Hall Meadow Primary School. A new primary school is also proposed as part of the West Hill development immediately to the south of the site. Kettering has four secondary schools, each with the ability to take on students after the age of 16 to allow students to complete their A-Levels and BTEC Diplomas. The four schools are Bishop Stopford School, Kettering Science Academy, Kettering Buccleuch Academy and Southfield School for Girls. Both the Kettering Science Academy and Kettering Buccleuch Academy have become academies in recent years, and both academies are joined to separate primary schools to allow for an easier transition from Key Stage 2 to Key Stage 3. Wren Spinney Special School is located close to the southern boundary of the site and meets the educational needs of up to 60 pupils with learning difficulties, autism, visual impairment, and multi-sensory impairment from 11 to 18+ years of age. Latimer Arts College is also in the area and is located in the nearby village of Barton Seagrave. The school also has a sixth form facility.

Kettering is also home to one of Tresham College of Further and Higher Education's three campuses. Tresham allows part and full-time students over the age of 16 to study A-Levels and degree level courses as well as offering vocational courses such as beauty therapy and child care. With its new £20 million campus, 16,000 students and 800 staff, the college is a significant employer in the town.

Kettering Town Centre provides for the retail needs of the community, containing a range of shops, bars, restaurants and other facilities, ranging from large national retailers to small



COMMUNITY FACILITIES



FACILITIES IMAGES, ALL OF WHICH ARE WITHIN 15 MINUTES' WALK OF THE SITE: 1. RECREATION GROUND, 2. CREMATORIUM, 3. KETTERING OLD TOWN SQUARE, 4. KETTERING GENERAL HOSPITAL, 5. HIGH STREET, 6. LIBRARY

independents and market traders. A multi-purpose sports and business facility at the Kettering Conference Centre provides both a leisure centre, health club, children's activity and conference centre all in one venue. It is also the home to Volleyball England's National Volleyball Centre.

ENVIRONMENT & ECOLOGY

The wider landscape is dominated by arable land with occasional, small patches of woodland. There are no statutory designated sites within 2 km of the site, and no Special Areas of Conservation (SACs), Special Protection Areas (SPAs) or RAMSAR sites within 7 km. There are three non-statutory conservation sites within 2 km of the site. These are Cransley Reservoir and Slade Brook and Lake, both Local Nature Reserves (LNR) and Kettering General Hospital Pocket Park. There are also five Potential Wildlife Sites within 2 km of the site. These are areas considered to be of wildlife value, but have not been sufficiently surveyed to establish this.

The site itself comprises three arable fields intersected by hedgerows, with a footpath adjacent to the southern boundary. Mature hedgerows with occasional standard trees are present to the northern, western and southern boundaries and also cross the site, effectively splitting it into three.

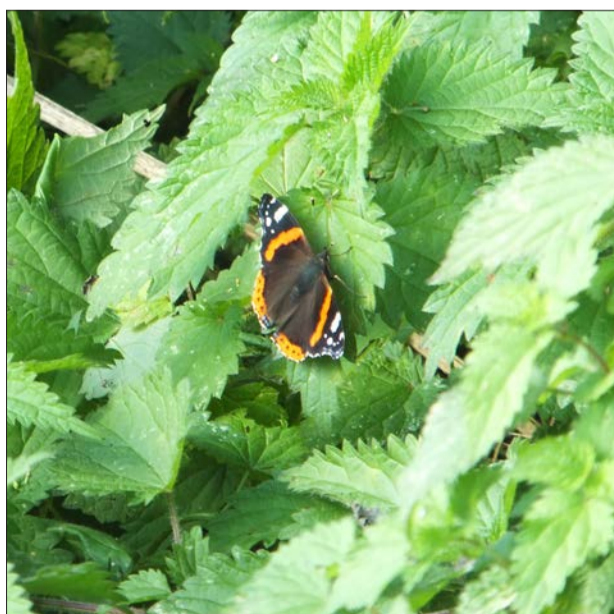
A line of scattered trees forms the eastern boundary with Gipsy Lane and rough, semi-improved grassland margins of varying widths (between 1 and 3 m) run along the field boundaries, acting as a buffer between the hedgerow and arable fields. The majority of these areas have poor species richness, with pockets of greater plant diversity near the corner of the fields and along the ditch. Rough grassland surrounds the three pylons. A small area of woodland with Slade Brook running through it, lies adjacent to the south-west corner of the site.

The site comprises arable land, which provides poor quality foraging habitat for bats. However habitat situated off site, such as the woodland areas to the south, provide good quality foraging habitat for bats. Hedgerows along the boundary of the site may provide suitable commuting routes for bats. Trees and hedgerows surrounding the site provide potential nesting and foraging opportunities for birds. Bird species observed during the field survey included greenfinch, goldfinch, long tailed tit, blue tit, great tit, magpie, robin, wood pigeon, wren, carrion crow, blackbird and red kite. Badger setts were recorded on the site, details of which are given in the confidential badger survey which accompanies this application.

TOPOGRAPHY & DRAINAGE

Ground levels fall generally westwards towards A14, however the hedgerow and ditch dividing the northern field from the middle field also forms the centre line of a shallow valley. The site slopes from a level of 99 m AOD in the north-east corner of the site to a level of 69.5 m AOD adjacent to the A14 in the south-western corner. There is a minor crest across the site approximately mid-way from north to south.

The majority of the site falls within flood zone 1, with the exception of the south-western corner where the Slade Brook (Thorpe Malsor Arm) passes, resulting in a small area falling within flood zones 2 and 3, but this in no way affects development of the site.



BUTTERFLY PHOTOGRAPHED ON SITE



ECOLOGY



TOPOGRAPHY AND DRAINAGE














ISSUES & OPPORTUNITIES

This is a key development site comprising west and south facing sloping land, overlooking the attractive church spire of the neighbouring village of Thorpe Malsor. It relates well to existing development along Gypsy Lane which comprises a gently curving avenue of sycamore trees, and to Kettering General Hospital beyond. There is also great potential to seamlessly link into the consented development of West Hill to the south, which includes housing, primary school and a local centre.

Linkages to the existing community are excellent, both via two carefully located vehicle entrances along Gypsy Lane, and by foot, cycle and public transport modes. There is also an existing footpath link which passes underneath the A14, giving convenient links out to the countryside beyond.

There is little vegetation of visual or ecological merit on site, apart from a hedgerow and ditch in the northern section, which gives great opportunity to enhance both the biodiversity and attractiveness of this landscape corridor. The hedgerow is reinforced by landscape corridors on the northern and southern boundaries which allow a comprehensive landscape strategy for pedestrian movement, recreation, children's play, wildlife enhancement and visual screening.

Only a very small area in the southern corner of the site is within a flood zone, and the need to store surface water on site offers opportunities for attractively landscaped drainage features and biodiversity enhancement, as well as helping to balance cut and fill on site.

-  SITE BOUNDARY
-  CATEGORY B TREE/HEDGE
-  CATEGORY C TREE/HEDGE
-  CATEGORY C/U TREE/HEDGE
-  SITE ACCESS
-  EXISTING PEDESTRIAN LINK
-  WATERCOURSE
-  ELECTRICITY PYLON
-  CONTOURS
-  LANDSCAPED AREA
-  AREA WITHIN FLOOD ZONES 2 & 3



ISSUES AND OPPORTUNITIES

3.0

DESIGN EVOLUTION

VISION

The vision for this site is to provide a balanced and comprehensive community with a range of dwelling types, including 30% affordable housing, and a significant amount of public open space.

Given the site's edge-of-town location, adjoining land uses and planning history, we believe the site provides an opportunity to deliver a sustainable urban extension. The development of the Gypsy Lane site will respond to its unique location and distinctive context. As such, the vision is landscape-led, establishing an extensive green framework which enhances and complements the existing local landscape character, whilst seamlessly linking into the landscape of West Hill, so that together they will form a green edge to Kettering.

Built form will have contemporary regard for the vernacular architectural character, and its arrangement will reflect the forms of settlement that are typical of the surrounding area. The vision is for a contextually sensitive scheme which creates a new residential community within a robust landscape framework.

The aims and objectives of the proposals are:

- Development of a new sustainable extension to Kettering that comprises homes of mixed tenure and which addresses landscape and visual sensitivities
- Delivery of a scheme that meets the aspirations of the Local Authority and the community
- Creation of a naturally defined edge to the town
- Provision of high quality homes which meet local demand
- Achievement of the most efficient use of the site whilst minimising traffic impacts on the local road network and environmental impacts on the surrounding area.

CONCEPT

The constraints in the western part of the site resulted in the conscious decision to have a clear separation between the linear park and development parcels. However, the development platform is further broken down by a series of cross-cutting landscape interventions running at right angles to the linear park. These include:

- Between the northern field and the two southern fields, where there is an existing hedgerow and ditch
- The northern field is further articulated by a small village green and pedestrian-friendly route
- A new linear landscaped open space provides a direct open space link and line of sight between Gypsy Lane and the linear park.
- A diagonal access road opens from the primary access in the south.

Linking all these separate development areas is the internal spine street, conceived as an informal avenue, lined with a variety of housing but generally higher density in the south and lower in the north.

Each of the two vehicular access points from Gypsy Lane is quite different in character:

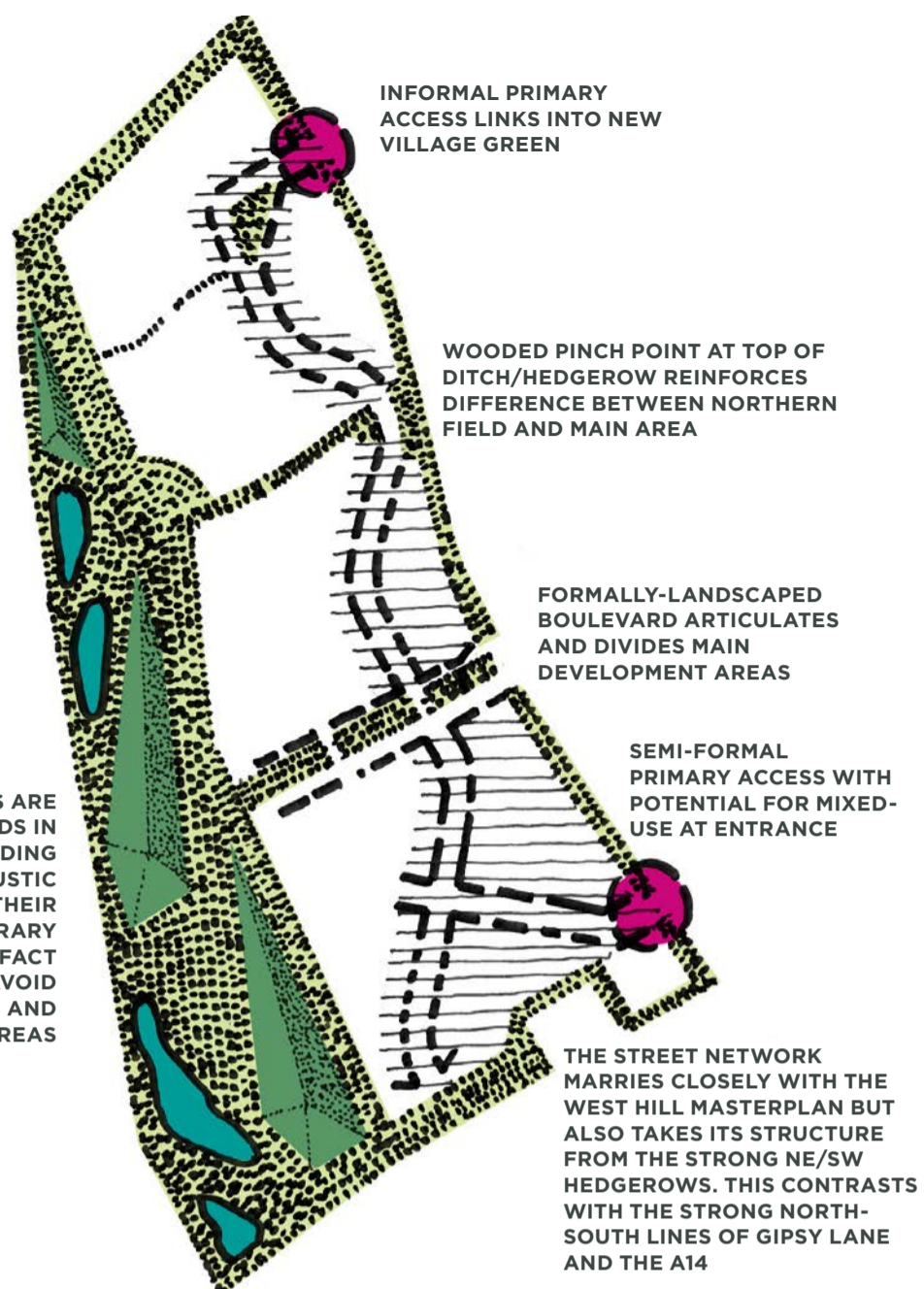
- The northern access is landscaped and informal
- The southern access is much more urban.

The grid of the spine street marries closely with that of West Hill so that pedestrians, cyclists and possibly buses (if required in the future) can link through the neighbourhood.

THE INTERNAL LANE IS MORE SINUOUS IN THE NORTH AND STRAIGHTER IN THE SOUTHERN FIELDS. ITS ALIGNMENT REFLECTS THE CONTOURS TO MINIMISE UNNECESSARY CUT AND FILL. IT WILL BE ACCESSED FROM TWO ENTRANCES ON GIPSY LANE, LINED WITH TREES AND DIRECTLY FRONTED BY DWELLINGS

THE PLANTED MOUNDS ARE LIKE FLOATING ISLANDS IN THE LINEAR PARK, PROVIDING VISUAL AND ACOUSTIC SHELTER FROM THE A14. THEIR FORM APPEARS ARBITRARY BUT THEY ARE IN FACT CAREFULLY SITED TO AVOID SERVICE CONSTRAINTS AND SUSTAINABLE DRAINAGE AREAS

CONCEPT PLAN



PUBLIC CONSULTATION

A public exhibition was held at the Wren Spinney Community Special School on Friday 6th March from 4pm to 8pm and Saturday 7th March from 10am to 2pm to consult on an early version of the masterplan. It was felt that these dates and times would provide sufficient opportunity for most people to attend. The exhibition was widely publicised both through both letters sent to 156 occupiers in the area neighbouring the site and a press release which was sent to the Northamptonshire Telegraph and resulted in an online article.

An attendance register was kept, and those attending were encouraged to sign in. The register shows that there were 35 attendees on the Friday and 69 attendees on the Saturday, totalling 104. The majority of attendees were from the addresses to which letters had been sent.

The exhibition consisted of six display boards (see overleaf). The boards were set out as follows:

1. Welcome

This introduced the site's location and its relationship to the surrounding community and West Hill development, and stated the aim of the exhibition to present draft proposals and seek feedback.

2. The Site

Opportunities and constraints were set out, to demonstrate the limits to the developable area which have strongly influenced the masterplan.

3. Masterplan

An indicative masterplan showed how development and associated works could be accommodated, in particular access points, surface water attenuation, public open space, the potential for linkage through to the new development to the south and the possibility of a small shop.

4. Landscape

Landscape principles, comprising a linear park along the western part of the site, with green corridors linking it to the site frontage



PUBLIC EXHIBITION

1. WELCOME

LAND AT GIPSY LANE, KETTERING

EXHIBITION CONTENT & PURPOSE

This exhibition is about a proposed new housing development on land to the west of Gypsy Lane, Kettering, owned by the Diocese of Peterborough.

The site is approximately 17 hectares in size. It is bounded to the east by Gypsy Lane, to the west by the A14 and to the north by Thorpe Lane, which provides access over the A14. The West Hill development site, which has planning permission for up to 460 homes, a primary school, a local centre and recreational uses, lies immediately to the south.

The aim of the exhibition is to present our draft proposals for the site and to get your feedback before we begin to design the scheme in detail. Your comments will be taken into account before we finalise the proposals and submit a planning application to Kettering Borough Council. We have already had some discussions with the Council and their comments have informed our proposals.

SITE LOCATION

SITE CONTEXT

THE SITE & SURROUNDINGS

ADJACENT WEST HILL MASTERPLAN

We welcome your comments and suggestions and ask that you provide us with some feedback either by completing a comments form today or by submitting your comments by email to: kettering@carteronas.co.uk

2. THE SITE

Carter Jonas

LAND AT GIPSY LANE, KETTERING

OPPORTUNITIES & CONSTRAINTS

The site presents an opportunity to provide high quality new homes and supporting facilities in a sustainable location close to Kettering General Hospital, the proposed West Hill development to the south, the main railway station and the town centre. However there are a number of unusual issues on and around this site which will influence the scale, form and extent of development which will be possible. These may be summarised as follows:

- Existing pylons and high voltage cables crossing the site which are unsightly and preclude any buildings within 15 metres
- A high pressure gas main running across the site with a no-build zone of 9 metres. There is also a gas main running along the southern boundary to a gas governor station, which provides an additional constraint to the developable area
- With the exception of the streams, central hedgerow, the avenue of trees along Gypsy Lane, and a number of badger setts, there are few existing landscape and ecological assets on the site, however these still impact upon the developable area
- The site's topography slopes down some 30 metres from a high point in the north-eastern corner to a low point in the south-western corner beside the A14, where a stream drains the site. However local topography can be quite varied and some parts of the site, especially around the central hedgerow, are quite steep and may need designing carefully
- The A14 has recently been widened and as a busy 24-hour dual carriageway, it presents both acoustic and air quality environmental issues. It is also visually intrusive by day and by night since in places it is an embankment and has high level lighting columns
- While the site is at low risk of flooding, it will still be necessary to provide sustainable drainage either by infiltration (where feasible) or attenuation ponds at the lowest parts of the site
- It will also be necessary to provide space for on-site waste water storage and two linked pumping stations
- Existing housing along Gypsy Lane generally comprises traditional two-storey dwellings under pitched roofs, which implies a height limit of no more than 2.5 storeys, apart from any special landmark development
- The West Hill proposals to the south include 460 homes, a two-form entry primary school, community facilities, shops and cafe. These are in addition to the existing pub/restaurant and Co-op store along the A43 road, which may increase the demand and capacity of any commercial uses within the site.

SITE CONSTRAINTS

- SITE BOUNDARY
- CATEGORY B TREE/HEDGE
- CATEGORY C TREE/HEDGE
- CATEGORY C/JU TREE/HEDGE
- ELECTRICITY CABLE
- GAS MAIN
- WATER MAIN
- BRITISH TELECOM CABLE
- ELECTRICITY CABLE OFFSET - 5.0M-SH
- NO VULNERABLE USES OFFSET - 5.0M
- GAS PIPELINE EASEMENT - 3M
- WATER MAIN EASEMENT - 3M
- STREAM OFFSET - 5M

3. MASTERPLAN

Carter Jonas

LAND AT GIPSY LANE, KETTERING

DRAFT PROPOSALS

The site has previously been considered by the Council for allocation for development, in a Site Options Consultation in 2012. The Council concluded that it should be identified as a potential housing allocation for up to 484 dwellings.

The Council is presently drafting its Site Specific Proposals document in which it will consider this and a wide range of sites to be allocated for development. However, the Council can still consider a planning application for development on any site, and its assessment of the site in earlier consultations will partly inform its considerations of a planning application.

Taking into account the site's opportunities and constraints, a residential scheme of approximately 350 new houses is proposed. The main features of the indicative masterplan include:

- A mix of house sizes and types, including 30% affordable housing
- Low density, landscape-led, development of no more than 2.5 storeys with pitched roofs
- Substantial landscaped buffers and mounding along the A14 to reduce both the noise and visual impact of the road
- A substantial amount of publicly accessible open space, which connects to the open space provided as part of the West Hill scheme to the south
- Enhanced habitats for protected species and improvements to biodiversity, including attenuation/ecology ponds
- A network of footpaths linking through the site to the rest of Kettering, including the West Hill site
- A sustainable drainage system which controls surface water drainage flows to the same rate as the undeveloped site

The development will make appropriate contributions towards local infrastructure where necessary.

We are at the early stages of designing the masterplan and will be designing it in more detail following your comments.

DRAFT MASTERPLAN

4. LANDSCAPE

Carter Jonas

LAND AT GIPSY LANE, KETTERING

LANDSCAPE

The proposals are landscape-led, reflecting the site's edge-of-town location. Where possible, existing trees and hedgerows will be retained, particularly the fine avenue trees along Gypsy Lane. A large linear area of open space is provided along the western half of the site, which when combined with the open spaces proposed as part of the West Hill development to the south, provides a continuous green park, marking the transition between the town and the countryside beyond. Green corridors connect this space to Gypsy Lane, providing pedestrian connections as well as foraging routes for various species.

Formal avenue tree planting is proposed along the main avenue street, reflecting the character of Gypsy Lane. Existing boundary trees and hedgerows will be retained and supplemented, with new mixed-species native hedgerows introduced. Landscape buffers will extend around the northern and western site perimeters providing a strong edge to the site and softening the impact of the built development.

WASTE WATER

The local area is serviced by Anglian Water. The development is in the catchment of Broadholme Water Recycling Centre, which currently has capacity to serve the site. Anglian Water have suggested that the site uses a pumped system where waste water is stored on site and pumped away during non-peak hours when there is low demand on the existing network.

The waste water will discharge to two linked four pumping stations before being pumped off-site. The pumping stations will be located to the outer extent of the development and offered for adoption by Anglian Water.

LANDSCAPE STRATEGY

FLOOD RISK & DRAINAGE

The site is designated as being at low risk of flooding (Flood Zone 1) with only the south-western corner bordering Flood Zone 2 and 3 (medium to high risk of flooding), which lies along the line of the Slide Brook. This area is proposed to remain as green space.

The surface water drainage strategy will incorporate Sustainable Drainage Systems (SuDS) to mitigate the impact of the increase in impermeable areas. An initial review of ground conditions suggest there could be some potential to discharge surface water directly into the ground. The surface water run-off will be controlled at source and attenuated to existing green field run-off rate. The following SuDS features are being considered:

- Infiltration drainage directly into the ground, where possible, via soakaways, permeable paving, or a mixture of both
- Attenuation storage in wet or dry ponds, located within the lowest parts of the site.

The ponds will outfall to existing watercourses within and adjacent to the site, if infiltration directly into ground is not feasible. The proposed ponds will be located along the western boundary, adjacent to the A14, within the public open space. The water features will be designed to provide amenity value, wildlife habitat and encourage biodiversity.

DRAINAGE STRATEGY

FLOOD ZONES 2 & 3

5. TRANSPORT

Carter Jonas

LAND AT GIPSY LANE, KETTERING

TRANSPORT & PARKING

A Transport Assessment (TA) is being prepared to support the application. As part of this TA, the forecast traffic impacts of the development on the surrounding roads are being assessed assuming a worst case level of anticipated vehicle trips. In summary, the following can be concluded from the assessment:

- Three accesses are proposed directly off Gypsy Lane with the middle access being either a main access or an emergency-only route located between the two main accesses on Gypsy Lane
- The site access points will be designed to accommodate the proposed development and allow for future growth in traffic. The design options currently being considered for all accesses off Gypsy Lane is a simple priority controlled T-junction
- Existing public transport provision is located within 100m of the site boundary and within 500m of the entire proposed residential area of the site, providing links to Kettering Town Centre, Kettering Rail Station, Kettering General Hospital, Telford Way Industrial Estate and other local destinations.

WIDER TRANSPORT CONNECTIONS

INTERNAL SITE TRANSPORT STRATEGY

The site masterplan will be developed in accordance with relevant planning guidance and standards in order to:

- Minimise vehicle speeds within the site through natural traffic calming
- Encourage sustainable travel through the provision of highly accessible, permeable and safe routes for pedestrians and cyclists to local amenities and public transport infrastructure
- Allow for an attractive and accessible internal public realm that encourages movement on foot and makes pedestrians feel safe and secure through dedicated pedestrian routes combined with shared surfacing and appropriate traffic calming
- Enable all residents to walk to the primary school facilities provided at the West Hill scheme within 10 minutes
- Meet appropriate parking requirements, whilst seeking to encourage sustainable travel
- Meeting the requirements of service and emergency vehicles without detriment to pedestrian safety.

6. NEXT STEPS

Carter Jonas

LAND AT GIPSY LANE, KETTERING

Please help us refine our proposals by commenting. Comment sheets are available for you to complete today and deposit in the box as you leave the exhibition or you can email or post your comments to: kettering@carteronas.co.uk

Kettering Consultation
Carter Jonas LLP
6-8 Hills Road
Cambridge
CB2 1HU

The exhibition boards can be viewed online at the following address:
www.carteronas.co.uk/kettering

TO ENSURE THAT YOUR COMMENTS ARE TAKEN INTO ACCOUNT PLEASE ENSURE THAT THEY ARE RECEIVED BY NO LATER THAN MONDAY 23rd MARCH 2015

We will seek to take on board your comments when finalising the masterplan, prior to submitting an outline planning application in late April/early May 2015. Once the application is submitted you will have further opportunity to comment when Kettering Borough Council consults you on our application.

INDICATIVE TIMELINE

OCTOBER - DECEMBER 2014	BACKGROUND STUDIES AND ASSESSMENTS
JANUARY - FEBRUARY 2015	INITIAL DESIGN DEVELOPMENT
MARCH 2015	PRE-APPLICATION MEETING WITH KETTERING BOROUGH COUNCIL & PUBLIC EXHIBITION
MARCH - APRIL 2015	MASTERPLAN DESIGN
APRIL/MAY 2015	SUBMISSION OF OUTLINE PLANNING APPLICATION
MAY - JUNE 2015	COUNCIL CONSULTS LOCAL RESIDENTS
JUNE - AUGUST 2015	DETERMINATION OF PLANNING APPLICATION

DRAFT MASTERPLAN

CONSULTATION BOARDS

on Gypsy Lane, were set out, alongside the drainage strategy.

5. Transport

This board set out the internal circulation strategy from the proposed vehicular access points (three in number, as originally proposed), and the associated design principle and parking provision. It also presented the relationship of the site to the local transport network of roads and bus routes.

6. Next Steps

A timeline for the application was provided, so that attendees could appreciate how the exhibition fed into the development of the application. Attendees were invited to complete a feedback form either at the exhibition or subsequently, providing a temporary website where the exhibition boards could be viewed again, and an email address for the sending of comments.

The comments sheet was completed by 34 respondents, with four subsequent letters and emails, totalling 38 written comments. A summary of the issues raised in the comments, and how they have informed the development of the scheme, as well as copies of the original comments forms, is set out in the Statement of Community Involvement (SCI). As anticipated, there were recurring themes in the issues raised such as

highways, the form of development, impact on services and the proposed land uses. The responses provided within the SCI demonstrate how the proposals have been modified and evolved in order to address those issues. By consulting the local community before developing a more detailed illustrative masterplan, local people have been able to provide feedback on the early version of the proposals, prior to their more detailed development.

MASTERPLAN EVOLUTION

The masterplan has evolved through the development of the design to respond to the physical realities on site, possible layout options, discussions with Kettering Borough Council and as the result of the consultation process. The iterations of the masterplan had the following characteristics.

MASTERPLAN 1

This was an initial sketch plan with three entrances linked by a spine avenue. The dark brown areas show higher density development around entrances, whilst the light brown represents medium density housing towards Gipsy Lane. The yellow areas form low density residential uses towards the park fronting the A14.



MASTERPLAN EVOLUTION 1

MASTERPLAN 2

This was the plan exhibited at the public consultation event, demonstrating how the proposal could integrate well with West Hill, as well as the location and scale of the linear park and the position of the access points on Gipsy Lane (three in number as originally proposed). The pink area in the south-east corner was shown as a mixed-use area to gauge reactions from the local community.

MASTERPLAN 3

This developed the concept for the linear park both in plan and in section as a natural area for informal recreation, wildlife enhancement and surface water management, as well as affording acoustic and visual protection from the A14. Although water retention ponds are shown as blue, in practice they will normally be mostly dry.

MASTERPLAN 4

This is the final masterplan for the outline planning application. It incorporates all site constraints and in development terms provides for up to 350 units including 1, 2 and 3 bedroom affordable dwellings and a range of 2, 3, 4 and a few flats and 5 bedroom houses. The secondary vehicular access has been removed, leaving two primary access points, one at either end of the site frontage to Gipsy Lane. The retail provision is removed in this final iteration due to lack of demand, negative responses from local residents and proximity to the local centre provided as part of the West Hill proposals. The balancing ponds have also been revised due to the full development of the drainage strategy for the site. A full description of the development proposals is given in the illustrated masterplan section.



MASTERPLAN EVOLUTION 2



MASTERPLAN EVOLUTION 3



MASTERPLAN EVOLUTION 4

DESIGN RATIONALE

The design rationale below stems from a thorough analysis of the site, and its constraints and opportunities. The rationale demonstrates how each element of the concept is delivered within the masterplan.

There are four elements to the rationale:

1. Site constraints

Ensuring all development is outside of the easements zones for both the high pressure gas main and electricity pylons, as well as taking into account air and noise considerations associated with the A14.

2. Open space provision and buffer planting

A linear park is located along the western edge due to the location of the various site constraints, containing buffer planting and mounding to both reduce the impact of the A14 and soften the appearance of the scheme. Access to such a large amount of open space is one of the key attractions of the proposals.

3. **Street network** - two primary vehicular access points are located at the northern and southern ends of the Gipsy Lane frontage. A spine street connects these two accesses and streets follow site contours wherever possible. A network of pedestrian and cycle routes run through the linear park as well as along the east-west green corridors providing links between the scheme and the neighbouring community.

4. **Development parcels and key frontage** - a series development parcels work with the site's contours and provide key frontage onto Gipsy Lane, the spine street and overlooking all areas of open space.

ILLUSTRATIVE MASTERPLAN

In order to illustrate the character of the potential development and its positive relationship with the existing community along Gipsy Lane, as well as the proposed new community at West Hill, an indicative masterplan is shown opposite. As this is an outline planning application with all matters reserved apart from access, the layout is for indicative purposes only. Nevertheless, it demonstrates that the scale and type of development proposed is appropriate for the site and its location.

The site offers the opportunity to create a sensitive development and attractive place to live. The illustrative masterplan provides 350 residential units with the principal access from Gipsy Lane. From the northern access the avenue spine street swings to the south in order to follow the site contours and provide development platforms which work with the topography. The avenue crosses the ditch at the same point as is currently used by the tenant farmer. By bringing the avenue through the centre of the site it also



RATIONALE 1 - SITE CONSTRAINTS LIMIT THE DEVELOPABLE AREA. THESE INCLUDE ELECTRICITY PYLONS, A HIGH PRESSURE GAS MAIN AND THE A14



RATIONALE 2 - THE LANDSCAPE STRATEGY WORKS WITH THE SITE'S CONSTRAINTS IN THE WEST BY PROVIDING A LARGE LINEAR PARK, AS WELL AS PROVIDING A SERIES OF GREEN CORRIDORS ACROSS THE DEVELOPABLE PART OF THE SITE



RATIONALE 3 - THE STREET NETWORK IS DESIGNED FOLLOW THE SITE'S CONTOURS. A SPINE STREET RUNS THROUGH THE CORE OF THE DEVELOPABLE AREA AND A NETWORK OF FOOTPATHS AND CYCLE ROUTES CRISS-CROSS THE LINEAR PARK



RATIONALE 4 - THE STREET ARRANGEMENT PROVIDES A SERIES OF DEVELOPMENT PARCELS WITH KEY FRONTAGE ALONG GIPSY LANE, THE SPINE STREET AND FACING AREAS OF PUBLIC OPEN SPACE



allows for frontage to be provided on both sides of the street. Whilst dwellings front onto Gipsy Lane wherever possible, vehicular access to the individual plots is from the avenue.

Due to the east-west green corridors, three distinct pockets of development result. The southern development area lies closest to the West Hill scheme and the existing built area. The central area is defined by a formal area of open space to the south and the existing ditch to the north. The northern parcel runs north from the ditch to Thorpe Lane and forms the lowest density part of the site. Each of the green corridors connect the developed areas of the site to the linear park which runs parallel to the A14.

A mix of housing types and sizes is provided, including affordable dwellings. Lower density development is provided along the northern and western boundaries of the site, reflecting the edge of settlement conditions. A landscape buffer runs along the northern and southern boundaries and planted green gap runs between the development and Gipsy Lane, which respects the root protection areas for the existing corridor of trees. Significant landscape and mounding interventions are provided throughout the linear park to minimise the impact of the A14 on the new neighbourhood. All development is outside of flood zones 2 and 3.

The linear park provides a substantial new area of publicly accessible open space. As part of the park, residents will benefit from a Local Equipped Area of Play (LEAP) and more informal open space facilities, as well as a series of Local Areas of Play (LAPs) which will be provided throughout the site.

A network of footpaths, cycle ways and shared spaces are provided that integrate with the existing network, including that associated with the West Hill scheme. Several pedestrian and cycle links are provided between Gipsy Lane and the linear park, as well as connecting to existing footpaths where possible.

4.0

THE FRAMEWORKS

DESIGN PRINCIPLES

Kettering, as the largest town in the borough, offers the greatest capacity to cater for new development and this is reflected in the scale of existing commitments. The A14 around Kettering has created new opportunities for growth. Kettering is an attractive, safe and popular place to live. The challenge is how to accommodate new development whilst at the same time enhancing the qualities that make Kettering unique.

The outcome of the urban extension at the Gipsy Lane site will be a vibrant, attractive and safe community which uses land and natural resources in an efficient way. The overall aim will be to deliver a sustainable and integrated development that provides safe and convenient access to local facilities and services, and which stands the test of time. In order to deliver this, a series of design principles have been developed.

The key principles are as follows:

- Create a sustainable, safe, attractive place with buildings and landscape defining streets and public spaces
- Integrate new development with the existing community to the east, as well as the neighbouring West Hill scheme to the south, to ensure a positive interface
- Foster a distinctive identity for the urban extension whilst having regard to the built form of Kettering and set opportunities to reinforce local characteristics
- Incorporate a mix of house types and tenures to create a balanced community and to meet the housing needs of Kettering. This will enable greater potential for homes to be occupied throughout the day and give increased opportunity for natural surveillance, community interaction and environmental control
- Ensure that building heights reflect the edge-of-settlement location. This should result in a predominance of 2 storey buildings with some 2.5 storey buildings at key locations
- Create a scheme which is energy and water efficient, with all new units achieving the relevant requirements of Part L of the Building Regulations. The scheme should prevent water pollution and flooding. Building materials should be locally and sustainably sourced wherever possible
- Landscape should be an integral part of the new development with existing habitats retained and enhanced wherever possible. Wildlife interests in the site should be closely monitored to ensure the protection of important species and habitats
- Create new public open spaces as a focus for interaction, recreation and biodiversity
- Create a legible community where routes are safe, accessible, convenient and easily identified
- Create a network of streets and open spaces, which are a comfortable human scale and are well-overlooked, creating a feeling of safety and adhering to Secured by Design principles. Attention to detail is crucial to the quality of the public realm. There should be clear demarcation between public and private space
- Streets should be designed in accordance with Manual for Streets 1 and 2 and the Urban Design Compendium. Established footpaths, shortcuts and minor roads should be used as the basis of enduring linkages
- Enable pedestrian and cycle priority throughout the site. Speed restraint should be incorporated into street design and car parking should not dominate
- Mitigate the impact of the A14 on both new and existing residents through landscape interventions.
- Take into account the existing underground gas pipeline and overhead pylons and their associated easements should be respected.

AMOUNT OF DEVELOPMENT

Up to 350 dwellings are proposed for the site, across a site area of 16.92 hectares. This equates to an average gross density of 21 dwellings per hectare.

The density is highest around the site's southern boundary, closest to the West Hill development and the existing built up area, and along the Avenue, reflecting the more urbanised nature of this part of the site. As the development moves both northwards and westwards away from Gipsy Lane, the density reduces to reflect the edge-of-settlement location.

Thirty per cent of all homes across the site will be affordable. The precise mix of dwelling types and tenures will be agreed with Kettering Borough Council in order to respond to specific local needs. All affordable homes will be designed to achieve compliance with the Housing Quality Indicators (HQI). This is a system of assessment that evaluates the quality of the design. Affordable dwellings will also incorporate principles detailed in the Lifetime Homes Standards. The standards are about achieving flexibility and adaptability within the designs by incorporating a range of design criteria. These criteria support the changing needs of individuals and families at different stages of life.

The remainder of homes will be market dwellings and will provide a mix of sizes, types and tenures to provide for a range of end user needs, from small starter homes to large family properties.

LAND USE

The site provides the opportunity for a high quality residential development. The new population will equate to approximately 820 persons. All dwellings will have access to high quality public open space and a comprehensive footpath network linking the site with the neighbouring community. A green network is provided across

DEVELOPMENT SCHEDULE

ELEMENT	AMOUNT
TOTAL SITE AREA	16.92 HA
DEVELOPABLE AREA	9.78 HA (58%)
AVERAGE DENSITY	21 DPH
NO. DWELLINGS	350
POPULATION	823
OPEN SPACE REQUIREMENT	3.71 HA
OPEN SPACE PROVISION	7.14 HA (42%)

the site and linking into the surroundings. Buildings sit comfortably in the landscape and their design allows for adaptability over time. The amount of open space available for direct use by residents and neighbouring communities is one of the main attractions of the masterplan.

BUILT FORM

The form of housing will vary across the site to provide a range of sizes, types and tenures to meet the needs of the community. High quality architecture which is of its time will be encouraged to help create a distinctive neighbourhood. Housing of mixed size and type will help encourage daytime and evening surveillance. Affordable housing will be fully integrated and will be tenure blind in terms of appearance.

The grain of development, including plot sizes and scale of the buildings, has been designed in response to contextual cues taken from vernacular architectural forms within the area. For the most part homes will be 2 storeys in height in an effort to reflect the scale of the existing residential area, with 2.5 storeys situated only in key locations such as nodes, along the Avenue, overlooking open space and at gateways to the site. Similarly, the architectural styling of the buildings will be made with careful consideration to these local forms and while there may be differences in terms of



LAND USE

detailing, materiality and fenestration, an overall continuity will be maintained throughout the site, enhancing the 'sense of place'.

The layout of the buildings fosters integration with the natural landscape and enables the design to conform to good urban design practice with regards to appropriate building frontage on prominent corners, buildings overlooking open space and with back gardens meeting back gardens. This lower density, landscaped development will help soften the transition between the built-up area of Kettering and the open countryside beyond.

Kettering benefits from a varied mix of building materials including brick, timber, and render, and slate roofing. In the immediate context of the site there is a proliferation of modern, suburban building styles and materials.

INDICATIVE MARKET HOUSING MIX

DWELLING TYPE	SIZE (SQM)	%	NO.
2 BEDROOM HOUSE	67-70	25%	61
3 BEDROOM HOUSE	76-93	45%	110
4 BEDROOM HOUSE	102-139	25%	61
5 BEDROOM HOUSE	150+	5%	12

MAXIMUM AND MINIMUM DIMENSIONS

TYPE	WIDTH (M)		DEPTH (M)	
STANDARD BUILDING	5	9	6	9
CORNER BUILDING	8.5	9.5	6	9.5
APARTMENT BUILDING	11	27	9	12
DEVELOPMENT BLOCK	35	150	20	125

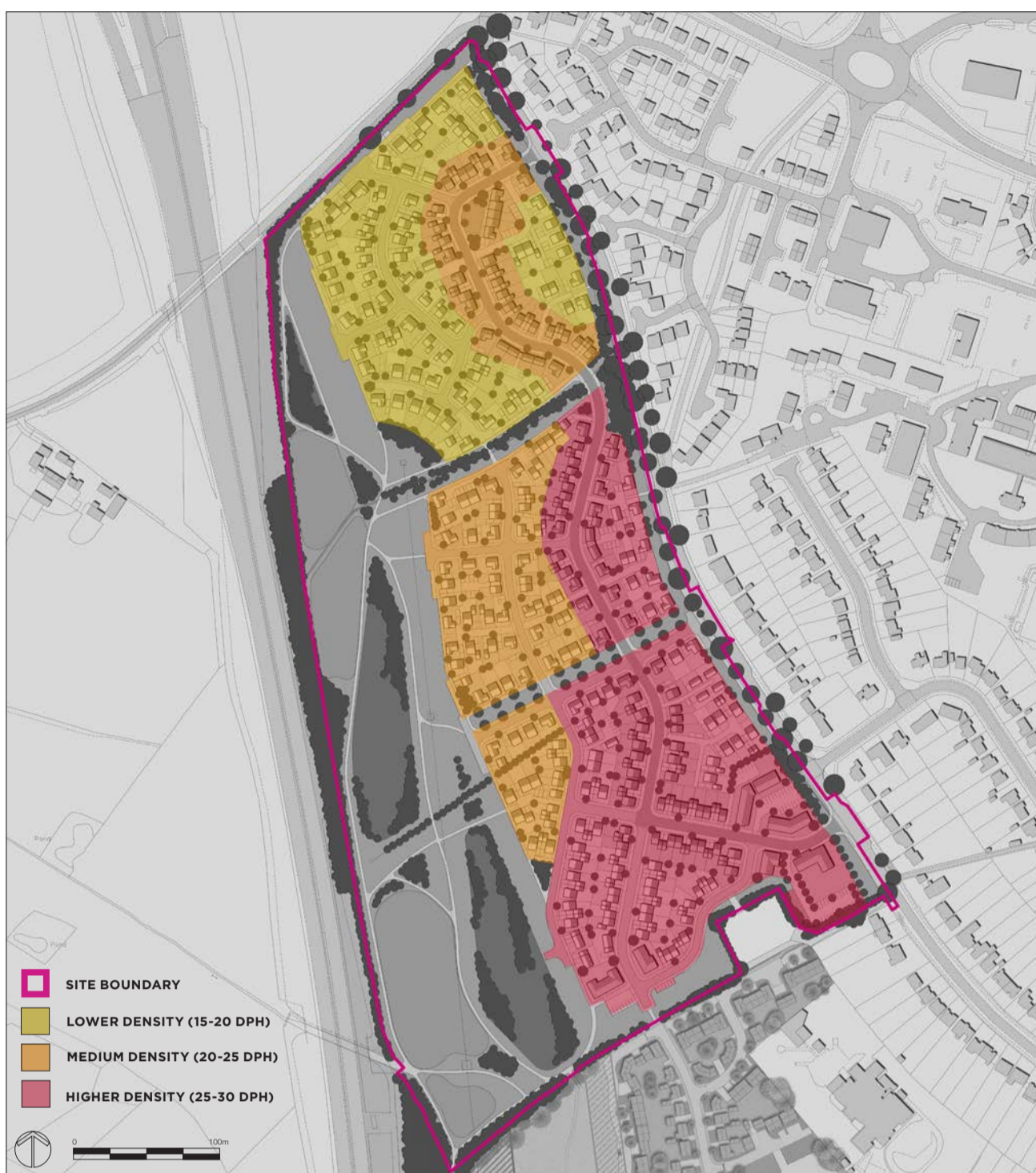
INCLUSIVENESS

The development will integrate the principles of inclusive design as set out in best practice guidance. The Disabled Persons Transport Advisory Committee defines inclusive environments as follows:

'Inclusive environments are those that can be used by everyone regardless of age, gender, ethnicity or disability. This makes them truly functional, efficient and sustainable. Inclusive environments recognise and accommodate differences in the way people use the built environment and provide solutions that enable all of us to participate in mainstream activities equally, independently, with choice and dignity.'

The development will integrate the principles of inclusive design in a number of ways:

- A mix of housing and tenure types will be provided to meet the needs of a wide spectrum of society
- Priority will be given to pedestrians and cyclists over the private car
- The development will ensure good access for all members of the community. The development will provide safe, direct and convenient access to public transport, public open space and local facilities via pedestrian, cycle and public transport routes which comply with Government regulations on disabled access. The public realm will be designed to satisfy the DDA standards.



DENSITY



BUILDING HEIGHTS

FLEXIBILITY

All elements of the masterplan will be future-proofed. This will be embedded from the start and should operate at the masterplan, block and building levels in order to be truly adaptable.

A responsive masterplan should provide clarity in what is prescribed and what is flexible. Adaptable blocks should allow for changes in layout depending on the requirements of the market and flexible buildings should provide the opportunity for users to modify and personalise their homes.

Flexibility is crucial for the masterplan to be sustainable, particularly in the context of climate change and the fact that the masterplan will take several years to build out.

SECURE BY DESIGN

One of the Government's key objectives for the planning of new housing is to secure high quality sustainable places where people will choose to live. To achieve this, much greater emphasis is placed on the quality of design and planning. Designing for community safety is a central part of this.

Secured by Design is a police initiative to encourage the building industry to adopt crime prevention measures in the design of developments to assist in reducing the opportunity for crime and the fear of crime, creating a safer and more secure environment.

The entire masterplan will be designed to meet the requirements of Secure by Design. It is important that each phase of the development is relatively 'stand alone' for security as well as design reasons.

The reduction of crime and the fear of crime are key objectives of Secured by Design. Busy movement routes provide informal control by the community and a heightened sense of safety. In particular, clear and direct routes through an area for all forms of movement are desirable.

These must not undermine defensible space and the sense of ownership and responsibility inherent in well-designed neighbourhoods. Secured by Design seeks to promote routes that are active and self-policing, and where leisure routes are less busy to ensure that the design approach responds accordingly. The creation of underused and lonely movement routes is to be avoided.

The masterplan facilitates natural surveillance and careful design will create a sense of ownership and responsibility for every part of the scheme, deterring criminal or antisocial behaviour. Design features will include secure parking, adequate lighting of communal areas, ensuring streets and open spaces are overlooked, controlling access to individual and common curtilages, defensible space and landscape design that supports natural surveillance and safety.



KETTERING VERNACULAR FORM EXAMPLES

TRANSPORT

SITE ACCESS

In order to encourage the use of environmentally friendly travel solutions, sustainable travel choices will be designed into the site proposals from the outset through careful site planning and access arrangements. In providing for pedestrians and cyclists on-site, reference has and will be made to the Department for Transport's *Manual for Streets*, *Manual for Streets 2* and *Northamptonshire Place and Movement Guide* (November 2008).

Vehicular access to the proposed development is from two points on Gipsy Lane in the form of simple priority junctions. These accesses will be designed as gateway entrances, ensuring those entering the site are aware of the changing character between Gipsy Lane and the development site.

INTERNAL STREETS

An internal street hierarchy, comprising a range of streets, with different functions has been designed for the new development. In accordance with *Manual for Streets*, all streets have been designed to be safe and attractive places that allow for ease of movement across and throughout the site.

The Avenue

The site has been carefully integrated into the existing movement framework. A central avenue acts as a spine street through the site, connecting the northern and southern access points. The spine has been designed with a carriageway width of 6.0 m with 2.4 m footways.

Secondary Streets

Linking into this main thoroughfare are a series of secondary streets, which provide access to the development parcels located to the west of The Avenue via a series of loops. The nature of this street pattern ensures a diverse, distinctive and safe environment for residents.

Tertiary Streets

These streets provide access to dwellings only and are not thoroughfares. Some of these may take the form of HomeZones or create intimate spaces in the form of mews courts, cul-de-sacs or meandering lanes. Their shared surface design will result in a space that is less highway dominated.

Private Drives

Leading off the internal streets, private drives lead to small groups of homes. These streets will have a lower level of use and will be used at low speeds. Pedestrian and cycle routes generally connect from these drives to either Gipsy Lane or the linear park.

WALKING & CYCLING

It is considered that walking and cycling play an important role at the local level, offering the potential to replace short car trips of less than 2 km with walking, and short car trips of up to 5 km with cycle rides. Maximising pedestrian and cycle accessibility within the development will assist in the maximisation of public transport accessibility to adjacent areas.

In addition to the two vehicle and pedestrian/cycle accesses into the site, segregated pedestrian and cycle access into the site will be provided in no less than five locations as follows:

Pedestrian

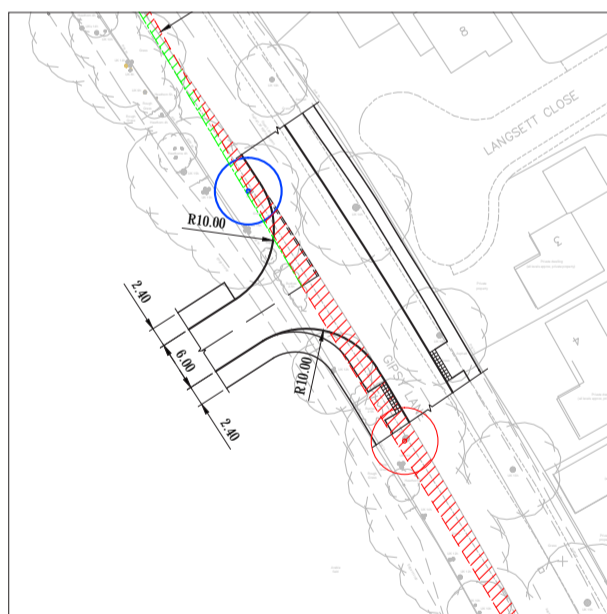
- Two dedicated pedestrian/cycle only links onto Gipsy Lane
- Two links into the West Hill site to the south
- One link into the existing footpath located to the north west of the West Hill site
- One link to the existing PROW underpass which passes below the A14 to the west
- Numerous links into the new footpaths provided to the west of the site.

Cycle

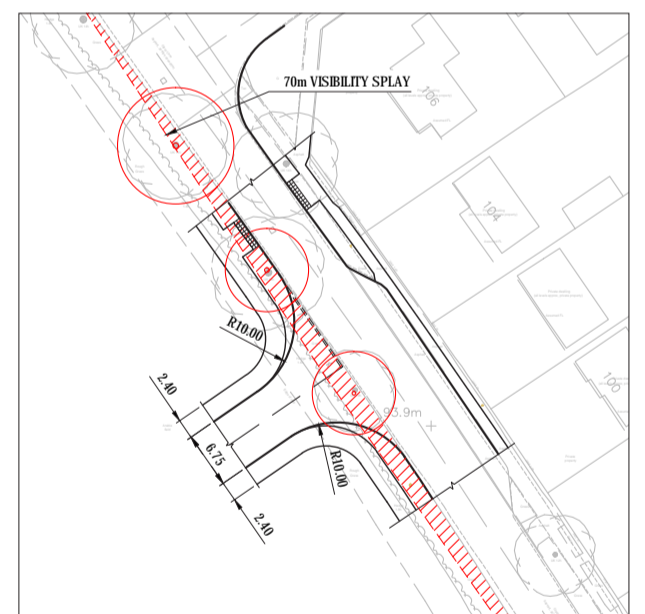
- Two dedicated pedestrian/cycle only links onto Gipsy Lane with one being adjacent to the existing off road cycle track provided between Gipsy Lane and Telford Way Industrial Estate
- Two links into the West Hill site to the south.



STREET HIERARCHY

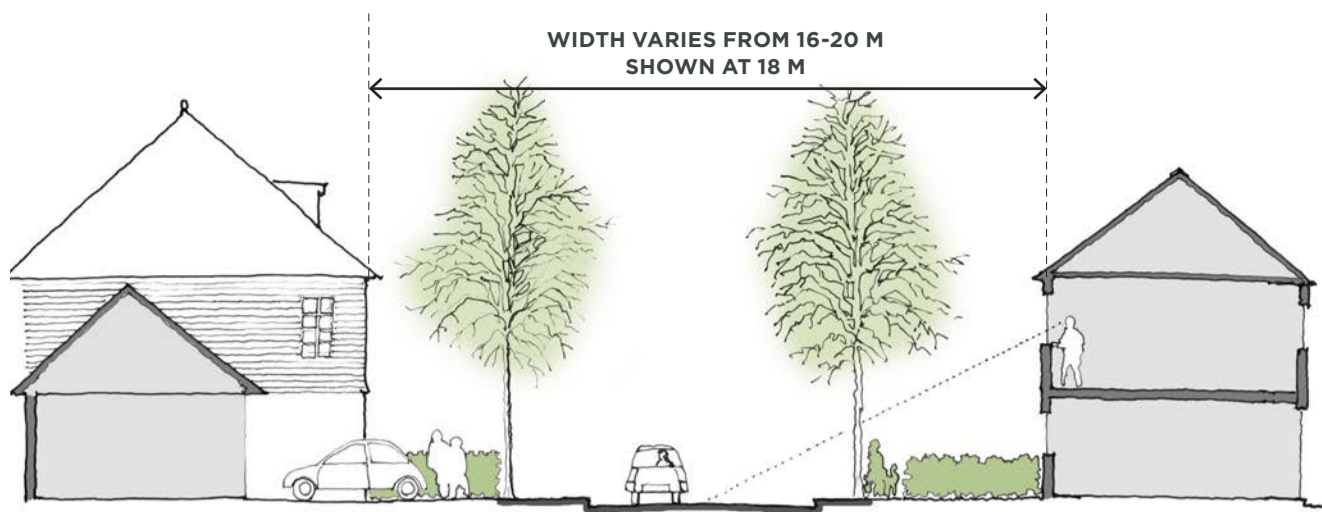


ACCESS 1 - NORTH



ACCESS 2 - SOUTH

TYPICAL STREET SECTIONS



THE AVENUE

THE AVENUE

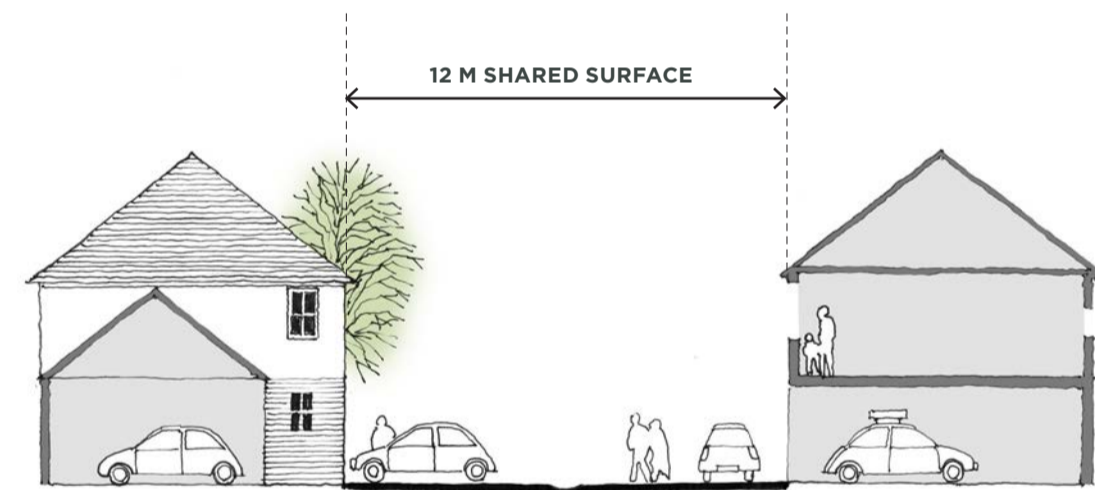
- LOCAL ACCESS STREET PROVIDING ACCESS THROUGH THE SITE FROM GIPSY LANE
- BUILDING HEIGHTS 2 - 2.5 STOREYS
- TREE-LINED ROUTE
- FOOTPATHS ON BOTH SIDES OF THE CARRIAGEWAY
- FOOTPATH: 2.4 M
- CARRIAGEWAY: 6.0 M
- FRONT GARDENS: 2.6 - 4.6 M
- SPEED: 20 MPH



SECONDARY STREET

SECONDARY STREET

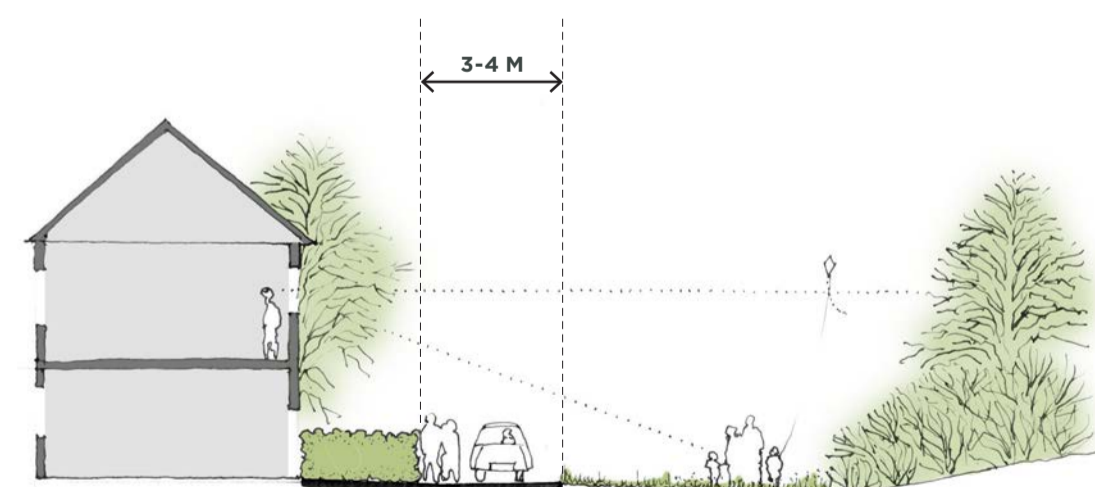
- LOOP STREET PROVIDING ACCESS FROM THE AVENUE
- BUILDING HEIGHTS LIMITED TO 2 - 2.5 STOREYS
- INFORMAL TREE-LINED ROUTE
- FOOTPATHS ON BOTH SIDES OF THE CARRIAGEWAY
- FOOTPATH: 2.0 M
- CARRIAGEWAY: 5.5 M
- FRONT GARDENS: 2.5 - 3.0 M
- SPEED: 15 MPH



TERTIARY STREET

TERTIARY STREET

- HOMEZONE PROVIDING ACCESS FROM LOOP STREETS TO A LIMITED NUMBER OF HOUSES
- BUILDING HEIGHTS LIMITED TO 2 STOREYS
- SHARED SURFACE
- TREE PLANTING AND LANDSCAPE WITHIN FRONT GARDENS
- SHARED SURFACE: 6.0 M
- FRONT GARDENS: 3.0 - 4.5 M
- SPEED: 10 MPH



PRIVATE DRIVE

PRIVATE DRIVE

- PRIVATE DRIVE PROVIDING ACCESS FROM HOMEZONE OR LOOP STREET TO A SMALL NUMBER OF HOUSES
- BUILDING HEIGHTS LIMITED TO 2 STOREYS
- SHARED SURFACE
- TREE PLANTING WITHIN FRONT GARDENS
- OFTEN FRONTING ONTO THE LINEAR PARK
- SHARED SURFACE: 3.0 - 4.0 M
- FRONT GARDENS: 3.5 - 7.5 M
- SPEED: 10 MPH

Direct and linear footways/cycleways will be provided throughout the site as well as the main site accesses, connecting properties to key land uses and amenities. Footways will be provided on both sides of the main spine street, along primary and secondary streets and at the site access locations. The masterplan has been designed to facilitate on and off-road foot movements along desire lines through the development, linking to external access points.

The internal pedestrian and cycle network will be linked to the main site accesses onto Gipsy Lane. Pedestrian and cycle links will also be provided to the south to link with the West Hill scheme's pedestrian infrastructure and existing rural walks, to the west under the A14 and also onto Gipsy Lane.

Cycle parking for the development will be provided in accordance with Northamptonshire County Council's (NCC) *Northamptonshire Place and Movement Guide* (2008) which supports the provision of cycle parking provision within garages for residential developments, although no details of appropriate quantities for resident or visitor allocations are cited.

PUBLIC TRANSPORT

The Diocese of Peterborough is committed to ensuring that residents of the new development will have access to high-quality bus services. The internal site layout has been designed to encourage direct pedestrian links to the existing bus stops located on Gipsy Lane.

Pedestrian links will also be provided linking the site to the public transport improvements currently being implemented as part of the committed West Hill development to encourage future residents and employees at the Gipsy Lane site to travel by rail and bus. All residents will be located within 400 m (5 minutes' walk) of the existing bus stops on Gipsy Lane.

Softer measures to encourage use of public transport are outlined in the accompanying Travel Plan.

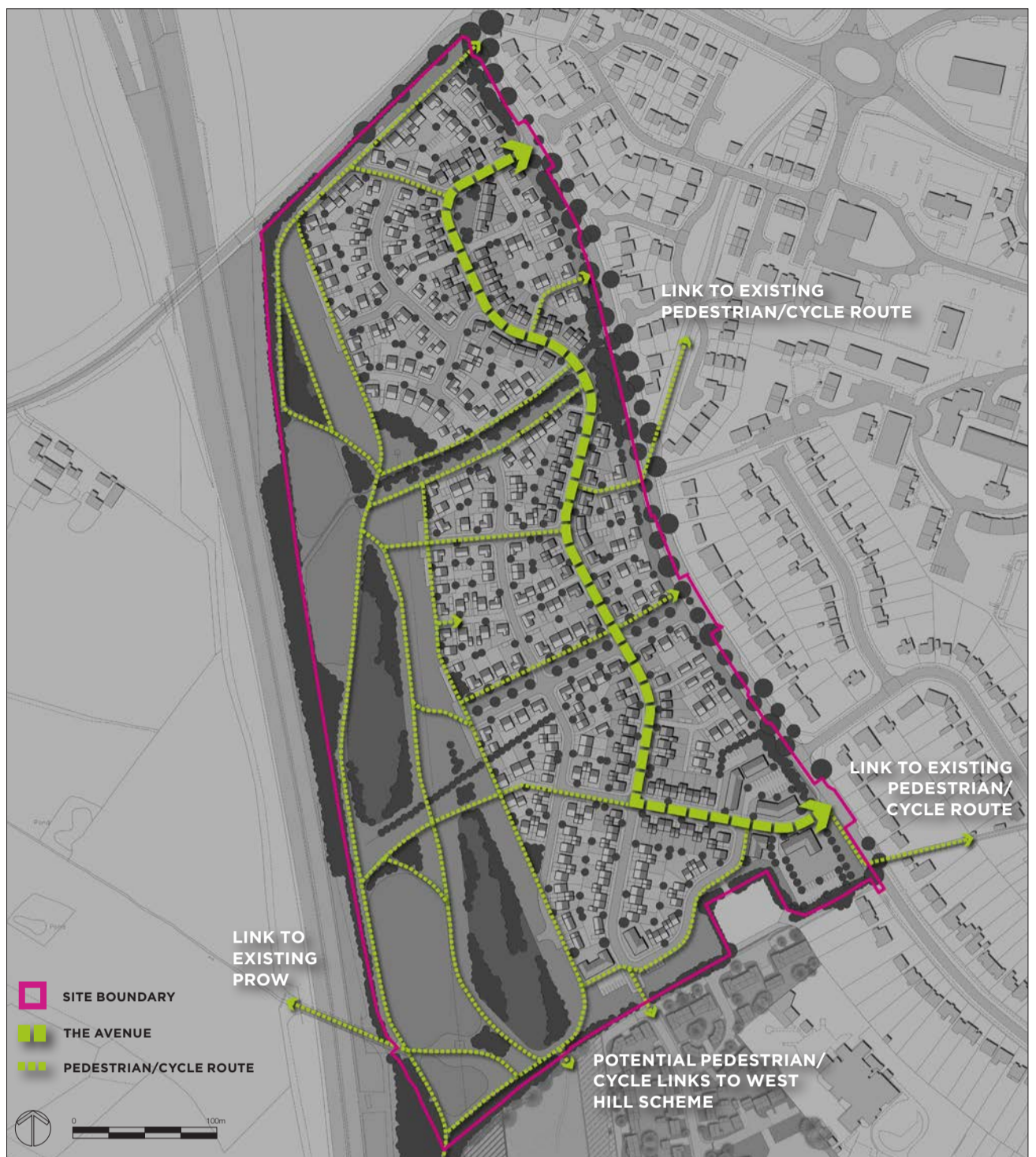
PARKING

Road infrastructure has not been allowed to dominate the site and in-keeping with its edge of settlement location, streets take on a country lane character, rather than that of a road. For the most part, parking will be provided within the individual development plots in an effort to preserve shared open space within the site, however some on-street or courtyard parking may be provided where appropriate.

It is recognised that the quantity of car parking provision should take account of location and access to alternative modes of transport. At this stage though the total provision of parking is considered below and will meet the required standards. The illustrative masterplan provides an indicative indication of parking provision and location dedicated bays. The exact details of parking provision will be agreed at the reserved matters stage, and the location of parking will be reviewed at this time.

A balance will be struck between over-provision of car parking, which would be wasteful of land and would not help to promote a shift towards other modes, and an inadequate provision which would result in high levels of inappropriate parking to the detriment of the streetscape and highway safety.

Car parking provision within the development will be provided in accordance with the criteria set out in the *Northamptonshire Place and Movement Guide* (2008).



PEDESTRIAN AND CYCLE CONNECTIONS

PARKING STANDARDS

DWELLING TYPE	STANDARD
1-2 BEDROOMS	1
3-4 BEDROOMS	2
5 BEDROOMS	3

SERVICING

Emergency services will be able to access the site via the two Gipsy Lane access points. These vehicles will be able to reach all parts of the development site using the spine, secondary and tertiary streets and private drives.

OPEN SPACE

LANDSCAPE STRATEGY

The landscape strategy for the development draws together the physical assets of the site, which are primarily east-west hedgerows and landscape corridors running from Gipsy Lane towards the A14, combined with the man-made constraints which largely consist of north-south corridors parallel to the A14 on the western side. This means that the site naturally splits into two – the linear park on the west and the developable area to the east.

Because the combined assets and constraints together means that only 58% of the area is developable and the linear park alone provides more than the statutorily required open space, a conscious decision has been to limit open space in the developed area and to focus on creating new east-west corridors as well as enhancing routes. This has two benefits - it plays to the strengths of the site and it maximises the developable area which helps to offset the abnormal costs of developing and maintaining such a large area of open space.

THE LINEAR PARK

The landscape strategy for the linear park is to provide a relatively low maintenance 'natural' landscape of wetlands, grasslands, wildflower meadows, and native shrub and tree planting areas, designed for maximum biodiversity and wildlife interest. Its character should be appropriate for its edge of countryside location with simple hoggin-surfaced paths and rural timber fencing and stiles. The park is planned to provide maximum choice of informal routes both along the park and across it, with a range of spatial experiences of woodland, grassland and wetlands, as well as a range of surface treatments, whilst facilitating use by wheelchairs and pushchairs. Not all paths should be paved, and any street furniture, signage or play equipment should be as simple and natural as possible. There should be no lighting unless it is absolutely essential for safety reasons.

The tree planting strategy for the linear park has an important screening role as well as an ecological purpose. Accordingly where the A14 is visible from the site (i.e. where the road is not in cutting) there are at least two, if not three layers of trees so that views of the road are filtered in depth. Wherever possible these should be both native and locally appropriate, but in locations close to the A14 this general rule might be relaxed to introduce a higher proportion of evergreens which may not be present in the local area.

TREES & PLANTING

Native tree species, which might go anywhere across the site unless noted otherwise:

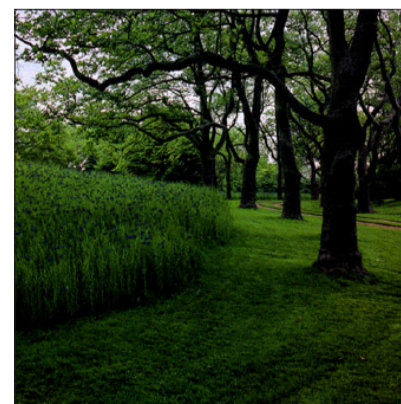
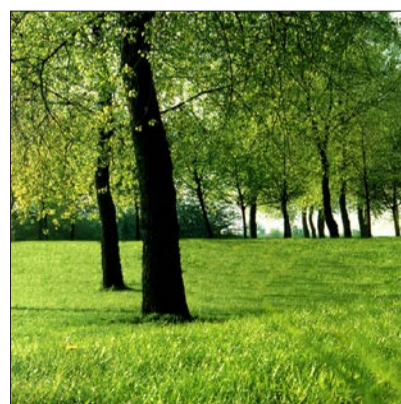
- Alder (*Alnus glutinosa*) – especially streamsides and wetlands
- Ash (*Fraxinus excelsior*) – dominant on site despite Ash dieback risk
- Black poplar (*Populus nigra*) – wetland areas away from housing
- Field maple (*Acer campestre*)
- Gean - (*Prunus avium*)
- Holly (*Ilex aquifolium*) – especially where evergreen screening is needed
- Hornbeam (*Carpinus betulus*)
- Large leaf lime (*Tilia platyphyllos*)
- Scots pine (*Pinus sylvestris*) – evergreen native close to A14
- Small leaf lime (*Tilia cordata*)
- White willow (*Salix alba*) – wetland areas away from housing
- Yew (*Taxus baccata*) – especially where evergreen screening is needed.

The following provides a good general native shrub and small tree mix providing wildlife value:

- Alder buckthorn (*Alnus frangula*) – good for hedging and protective thickets
- Blackthorn (*Prunus spinosa*) – good for protective thickets
- Crab apple (*Malus sylvestris*)
- Dog rose (*Rosa canina*)
- Dogwood (*Cornus sanguinea*)
- Elder (*Sambucus nigra*)
- Goat willow (*Salix caprea*)
- Guelder rose (*Viburnum opulus*)



LANDSCAPE STRATEGY



LANDSCAPE CHARACTER IMAGES

- Hawthorn (*Craetagus monogyna/laevigata*) – good for hedging and protective thickets
- Hazel (*Corylus avellana*)
- Privet (*Ligustrum vulgaris*)
- Sweet briar (*Rosa rubiginosa*)
- Wild pear (*Pyrus communis*).

Within the development areas, the landscape strategy is more ornamental and manicured than in the linear park, although native species may still be used where appropriate. For example *Tilia cordata*, the small leaved lime, is a native tree which makes an excellent parkland or street tree and similarly *Carpinus betulus*, the hornbeam, comes in a variety of forms for parks or avenues and clips well to form hedges.

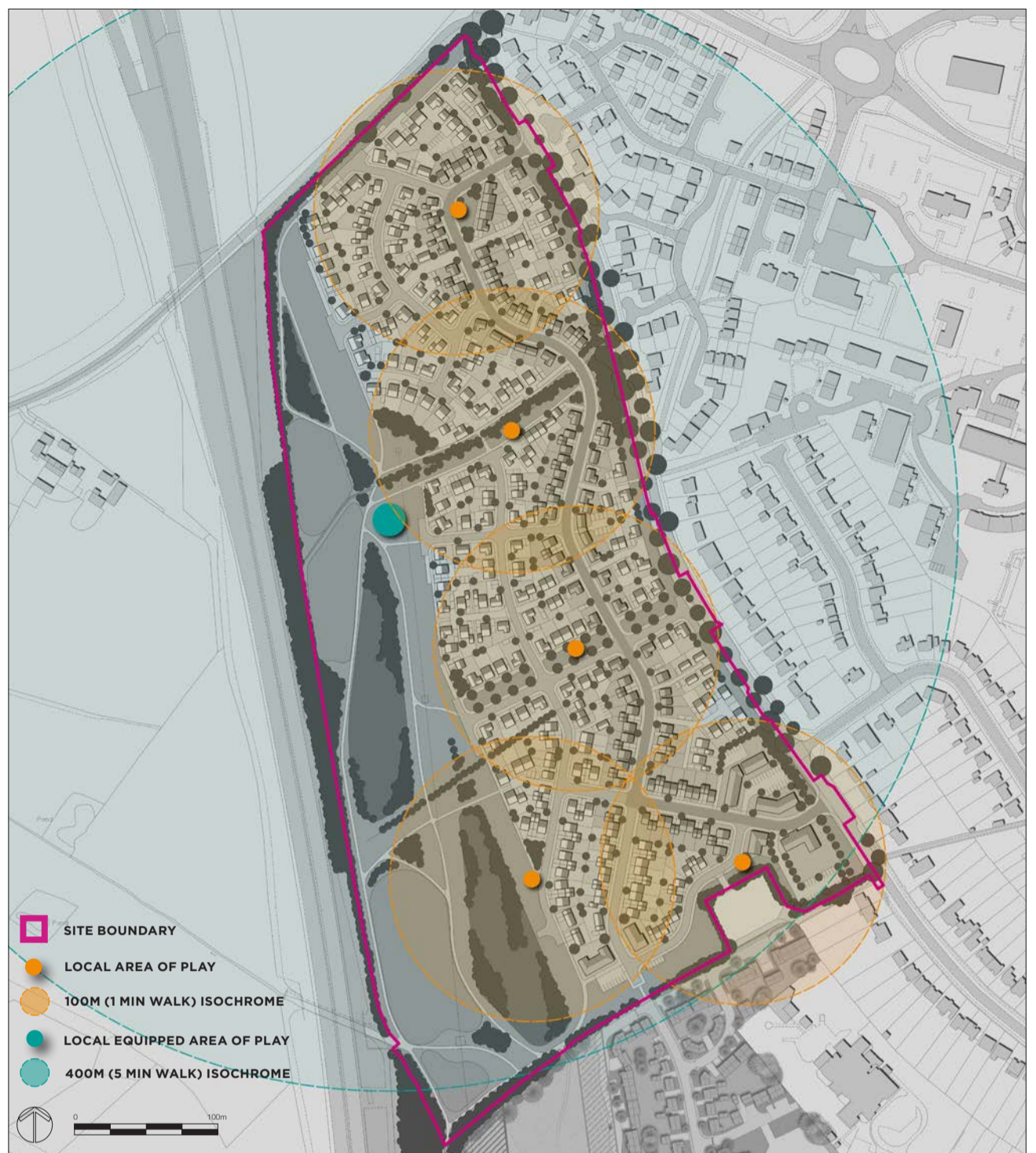
Street trees may include:

- Field maple (*Acer campestre* 'Streetwise')
- Hornbeam (*Carpinus betulus* 'Streetwise')
- Norway maple (*Acer platanoides* 'Emerald Queen') - a good replacement for the gaps along the sycamore avenue of Gypsy Lane
- Pear (*Pyrus calleryana* 'Chanticleer')
- Small leaf lime (*Tilia cordata* 'Greenspire')

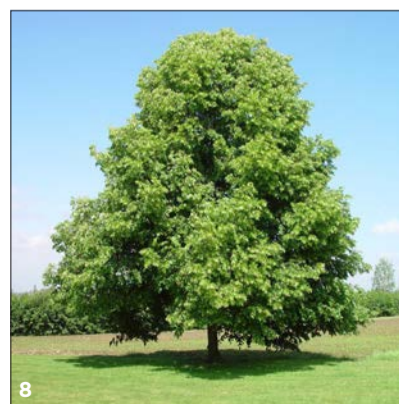
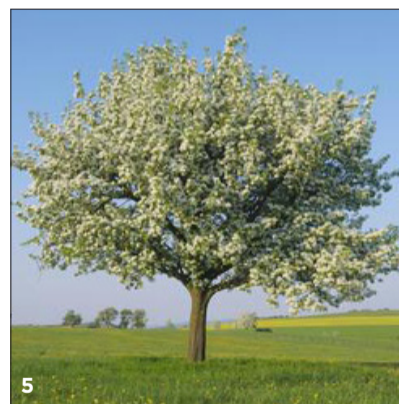
Where there are gaps in existing perimeter hedgerows, most of the above native tree and shrub mix is preferred. In central open spaces a variety of more formal hedges will be appropriate including holly, yew and hornbeam, as well as a wide variety of more ornamental species.

PLAY PROVISION

Informal play provision will be provided by the linear park, green corridors and other open spaces within the site, along with five Local Areas of Play (LAPs) within the site. A Local Equipped Area of Play (LEAP) is located within the linear park, and is within a 400 m walking distance of all homes on the site. The play provision is in accordance with the guidance in Fields in Trust's 'Planning and Design for Outdoor Sport and Play'.



PLAY STRATEGY



SAMPLE TREES: 1. ALDER (*ALNUS GLUTINOSA*), 2. HOLLY (*ILEX AQUIFOLIUM*), 3. LARGE LEAF LIME (*TILIA PLATYPHYLLOS*), 4. WHITE WILLOW (*SALIX ALBA*), 5. WILD PEAR (*PYRUS COMMUNIS*), 6. FIELD MAPLE (*ACER CAMPESTRE* 'STREETWISE'), 7. HORNBEAM (*CARPINUS BETULUS* 'STREETWISE'), 8. SMALL LEAF LIME (*TILIA CORDATA* 'GREENSPIRE'), 9. PRIVET (*LIGUSTRUM VULGARIS*)

DRAINAGE

The site is designated as being at low probability of flooding (flood zone 1) with only the south-western corner bordering flood zone 2 and 3 (medium to high risk of flooding), this area is proposed to remain as green space.

The site is underlain by the Northampton sand formation over Whitby mudstone. Infiltration rates recorded in the Northampton sand formation indicate infiltration may be feasible, however due to the shallow depth of this formation and the poor infiltration rates recorded in the Whitby mudstone, as well as the close proximity to the groundwater level, infiltration drainage is deemed unsuitable. A groundwater spring was also identified in the northern part of the site. Where springs and shallow groundwater are present, cut-off drains will be required to deal with the anticipated flow.

The surface water drainage strategy will incorporate sustainable drainage systems (SuDS) to mitigate the impact of the increase in impermeable area. The surface water run-off will be controlled at source and attenuated to the current greenfield run-off rate. The following SuDS features are being considered:

- Swales, incorporating cut off drains where required due to the presence of springs
- Attenuation storage in wet or dry ponds, located within the lowest parts of the site.

The ponds will outfall to existing watercourses within and adjacent to the site. The proposed ponds will be located along the western boundary, adjacent to the A14, within the linear park. The water features will be designed to provide amenity value. The on-site drainage system, including SuDS, will be offered for adoption by Anglian Water. However alternatively, a maintenance agreement could be put in place for the SuDS features.

WASTE WATER

The local area is serviced by Anglian Water. The development is in the catchment of Broadholme Water Recycling Centre which currently has capacity to serve the site. Anglian Water have advised that the site uses provide a pumped system where waste water is stored on site and pumped away during non-peak hours when there is low demand on the existing network.

Waste water will discharge to two linked foul pumping stations before being pumped off-site. The pumping stations will be located to the outer extent of the development and offered to Anglian Water for adoption.

AIR QUALITY

The Design Manual for Roads and Bridges (DMRB) method for the prediction of traffic related pollution has been used to provide a comparative assessment of the potential impacts to air quality of the proposed development at Gypsy Lane. This assessment has also predicted the impacts of the air quality on relevant receptors, being existing residents living in the immediate vicinity and the exposure to the proposed residents occupying the site. Whilst monitored data can be used to assess current air quality, air dispersion modelling techniques are required in order to predict air quality for future years.

Prediction of pollution concentrations arising from traffic flows associated with the scheme has shown an overall improvement in air quality compared with the existing situation, as the reduction in pollutant emissions resulting from advances in fuel and vehicle technology, outweigh the small increase in emissions due to increased traffic flows. Most importantly, the air quality during the build process, and also when the development is fully operational, is predicted to meet the current air quality objectives. Construction air quality impacts will be controlled by site management and will follow best practices to reduce any impacts.



DRAINAGE STRATEGY

As such it can be concluded that the scheme and associated traffic movements at Gypsy Lane will have a minimal impact of the air quality within the area, and will not cause exceedences of any of the air quality objectives.

NOISE

An Environmental Noise Survey was conducted to establish the prevailing noise conditions at the site in accordance with the National Planning Policy Framework, and to determine how the existing proposed site would perform against current British standards. Nine spot noise monitoring measurements were carried out to determine noise levels across the site. One 24-hour fixed monitoring location was set up to determine noise impacts from the adjacent A14.

The noise data obtained demonstrates that internal noise standards, as quoted within BS8233, can be achieved at the dwelling with the inclusion of suitable mitigation methods. As a precaution, it is recommended that well sealed thermal double glazing be provided, with suitable mechanical extract ventilation or acoustic trickle vents to enable adequate ventilation. Noise levels within garden areas nearest to the A14 have been reviewed. These areas will need protection with a barrier, either an earth mound or a close boarded fence to shield the gardens from noise impacts.

SUSTAINABILITY

Our approach to sustainability aims to take advantage of the opportunities provided by the masterplan proposals and the site's landscape setting. The key components of the strategy are:

- All homes at the Gypsy Lane site will be built to comply with Part L of the Building Regulations
- High levels of energy efficiency and low-carbon energy supplied by solar photovoltaics
- Minimising the use of natural resources during construction and throughout the life of the

development

- Encouraging sustainable modes of transport by improving cycling and walking connections to the railway network
- Designing buildings and places for the future climate.

ENERGY

The energy strategy for the site will be in adherence to the principles of the energy hierarchy:

1. Be lean: use less energy
2. Be clean: supply energy efficiently
3. Be green: use renewable energy.

Being lean means focusing on fabric and services improvements to reduce the demand for energy. In practice this means high levels of insulation, low air permeability, adequate ventilation and careful detailing.

Heating and lighting will be supplied efficiently and white goods will be A-rated energy efficient, maximising energy efficiency. The energy strategy will be in line with relevant Building Regulation requirements at the time of commencement.

WATER

Water efficient fittings and low water use appliances will be specified to reduce internal water consumption, while rainwater will be collected in water butts reducing pressure on potable water supplies. These measures aim to reduce personal water consumption by thirty per cent below the national average.

MATERIALS

The whole life environmental impact and durability of construction materials will be taken into consideration. Materials will be selected that have low environmental impact and will be responsibly sourced where possible, using suppliers which have environmental management systems in place or use materials which are certified as environmentally sustainable.

WASTE

Sustainable behaviour will be encouraged and recycling and composting facilities will be provided. Internal and any external storage spaces will be designed to work with Kettering's recycling and organic waste collection services. Construction waste will be monitored through a Site Waste Management Plan.

SUSTAINABLE TRANSPORT

The transport strategy promotes sustainable modes of travel to reduce reliance on the private car. A series of new foot and cycle links will integrate the masterplan with the wider network of local public footpaths. Further provision will be made for cyclists, including cycle parking within each home and speed restraints incorporated into street design. Residents will be encouraged to make use of public transport where possible, with every dwelling within 5 minutes' walk of a bus stop and under 2 km from Kettering Railway Station.

CLIMATE RESILIENCE

Climate change will have consequences for the built environment unless buildings and places are designed to be resilient. The masterplan includes features which will help reduce the vulnerability of residents to higher temperatures and extreme weather.

The large number of trees and green spaces in the masterplan will help cool the air and provide shading to hard surfaces, helping to mitigate the impact of the urban heat island effect. Sustainable drainage will be used to help manage rainfall run-off and will be designed so as to take into account the projected impacts of climate change.

5.0

DESIGN GUIDELINES

CHARACTER AREAS

The scheme's character areas take their reference from the strong surrounding context formed notably by Gipsy Lane in the east, the widened A14 to the west and the proposed West Hill development to the south. Like the West Hill scheme, the site is heavily constrained by above and below ground services which broadly separate it into two - the linear park covering the largely unbuildable area in the west alongside the A14 and the built areas to the east.

The site benefits from two access points off the attractive tree-lined Gipsy Lane, comprising:

- Northgate serving the northernmost field; and
- Southgate serving the higher density and mixed use areas in the south.

All three fields are linked by an internal avenue running from Northgate through to West Hill which for continuity we have called The Avenue character area, as identified in the West Hill Design and Access Statement.

NORTHFIELD

This is currently the most attractive part of the site being south and west facing land well-enclosed from the south, east and west, and largely removed from the A14 since it is in deep cutting at this point. It is accessed from Gipsy Lane by its own entrance which leads into an informal village green surrounded by planting and two storey development to create a focal point for the area.

This area has its own landscape and urban character derived from larger houses (no apartments) accessed via winding streets and private drives. The Avenue is not necessarily seen as a main link to the south and it is deliberately bent sharply where it crosses the hedgerow to emphasise its distinction, and minimise loss of important habitat.

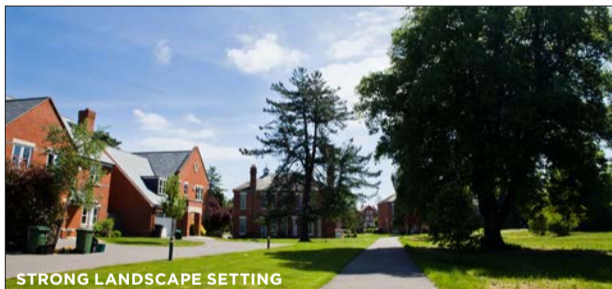
Building form comprises two storey dwellings provided at the lowest density found in the site. This will include a predominance of detached properties with occasional semi-detached dwellings. Soft landscape is present in the form of planting to front gardens and street trees.

CENTREFIELD

This has a less distinctive character than Northfield because it faces west on to the A14 and north on to the central hedgerow and ditch. It has the same



CHARACTER AREAS



NORTHFIELD CHARACTER EXAMPLES



LAYOUT EXTRACT OF NORTHFIELD

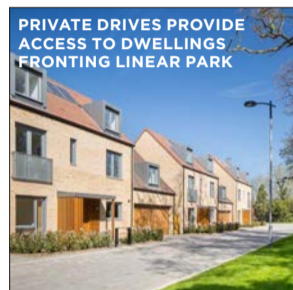
attractive backdrop of the mature sycamores along Gipsy Lane, and the 20 m wide generously planted Central Boulevard to the south encloses its southern boundary. Earth modelling and extensive tree and shrub structure planting will screen houses from the A14.

The street structure is more formal with streets either following, or running at right angles to, the site contours. The housing mix provides a range of 2, 3 and 4 bedroom houses at slightly higher densities than the northern field. Semi-detached dwellings dominate with some detached units.

Active frontage is provided towards Gipsy Lane, the linear park and existing hedgerow and ditch along the northern boundary of the character area. A number of private drives and homezones give the area a quiet and pedestrian friendly feel.

WEST HILL NORTH

The southern field is called West Hill North to emphasise the fact that its street structure, block



CENTREFIELD CHARACTER EXAMPLES

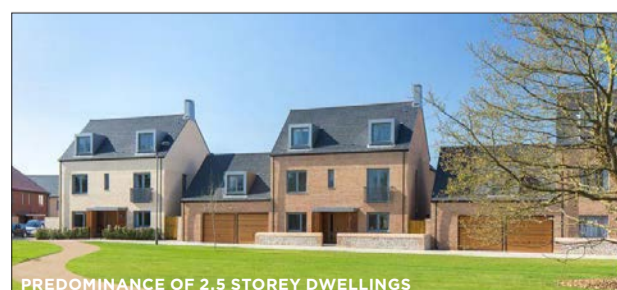
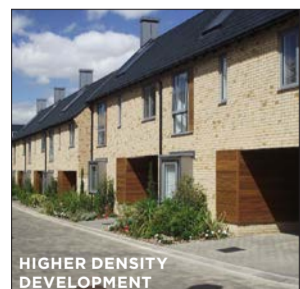


LAYOUT EXTRACT OF CENTREFIELD

size and slightly higher density deliberately echo the earlier development of West Hill, with the intention of the two areas merging in to one seamless masterplan, albeit they will be designed by different developers over differing timescales.

This character area also contains the only flatted development on site, and this housing mix and density reflects the area's proximity to the two nearby schools. The site's southern primary access is also located within the character area, meaning that the whole of this area should form a busy focus for west Kettering. Building forms are up to 2.5 storeys in height.

The Central Boulevard gives a strong formal access to the northern part of this character area, as does The Avenue which runs down to the Southgate access point. This will give a clear grid and a strong sense of orientation and identity to the quarter.



WEST HILL NORTH CHARACTER EXAMPLES



LAYOUT EXTRACT OF WEST HILL NORTH

THE AVENUE

This primary route takes its inspiration from the sycamore avenue along Gypsy Lane. It is a distinct character area in its own right since it articulates the entire development area from north to south through Northfield, Centrefield, Central Boulevard and West Hill North. Its typical cross section is shown on page 33, with a building enclosure width varying between 16 and 20 m building-to-building, which gives a comfortable street enclosure ratio of 2:1.

It has a common carriageway width of 6 m which will allow a bus route if required, and two 2.4 m wide pavements which are wide enough to take reasonably sized street trees, such as the small-leaved lime. Street enclosure is provided by housing and garages, but it is softened by hedges and front garden planting, which will also help to screen the parked car. This is especially important where double parking bays are sited in front of garages.

The northern section of The Avenue is quite strongly curved, since it wraps sharply around the small village green and again curves to minimise disruption of the existing hedgerow and ditch. Planting at this point will be fairly dense to create a clear contrast with Centrefield. From here the road climbs up before cutting across the formal planting of the Central Boulevard. South of this area the street becomes slightly tighter and more urban before taking a sharp right angled turn to the southern entrance, where denser development is more appropriate. These articulations of The Avenue will give a strong sense of place, as well as helping to keep vehicle speeds to the design speed of 20 mph.

Building forms comprise small groups of terraces and semi-detached dwellings, alongside flats around the Southgate entrance. Heights start at 2.5 storeys in the south and gradually decrease to 2 storeys once the street is to the north of the existing ditch and hedgerow.



THE AVENUE CHARACTER EXAMPLES



LAYOUT EXTRACT OF THE AVENUE

CENTRAL BOULEVARD

The Central Boulevard forms a strong east-west link between Gypsy Lane and the linear park. The boulevard contains a tree-lined landscape corridor along its northern edge, providing not only a safe and pleasant pedestrian environment but also a biodiversity corridor.

The boulevard is lined by 2-2.5 storey detached and semi-detached dwellings. Where possible, the existing hedgerow is retained within back gardens.



LANDSCAPE CORRIDOR OVERLOOKED BY DWELLINGS



SAFE PEDESTRIAN ROUTE



AVENUE TREE PLANTING

CENTRAL BOULEVARD CHARACTER EXAMPLES



LAYOUT EXTRACT OF CENTRAL BOULEVARD

APPROACHES TO LANDSCAPE EDGES

There are broadly two types of physical edge condition which affect all three different housing character areas:

- The interface with Gipsy Lane
- The interface with the linear park buffering the A14.

The Gipsy Lane frontage is an attractive location where development is highly desirable, however it needs careful design, while the frontage onto the park is more visually and acoustically challenging. In both situations the design approach has been to limit the number of houses needing special design or mitigation measures.

GIPSY LANE EDGE

Although there are no environmental constraints arising from Gipsy Lane, direct access to housing from the street is not permissible due to existing trees, underground services and the transport impact on Gipsy Lane. Accordingly, a variety of design solutions will be required to ensure that dwellings overlook the street, both for passive surveillance and visual reasons. These include corner-turning dwellings at the ends of short cul-de-sacs, narrow public lanes and private drives. In many of these cases, the design solutions will allow increased foot and cycle permeability to Gipsy Lane, while ensuring that garden fences or walls do not back on to the street. Whatever design solutions are used, there must be accommodation of the fine existing avenue trees, and where their removal is unavoidable for sight-line reasons (especially near the Windermere Road junction) space must be allowed for replacement trees to be set back into the site.

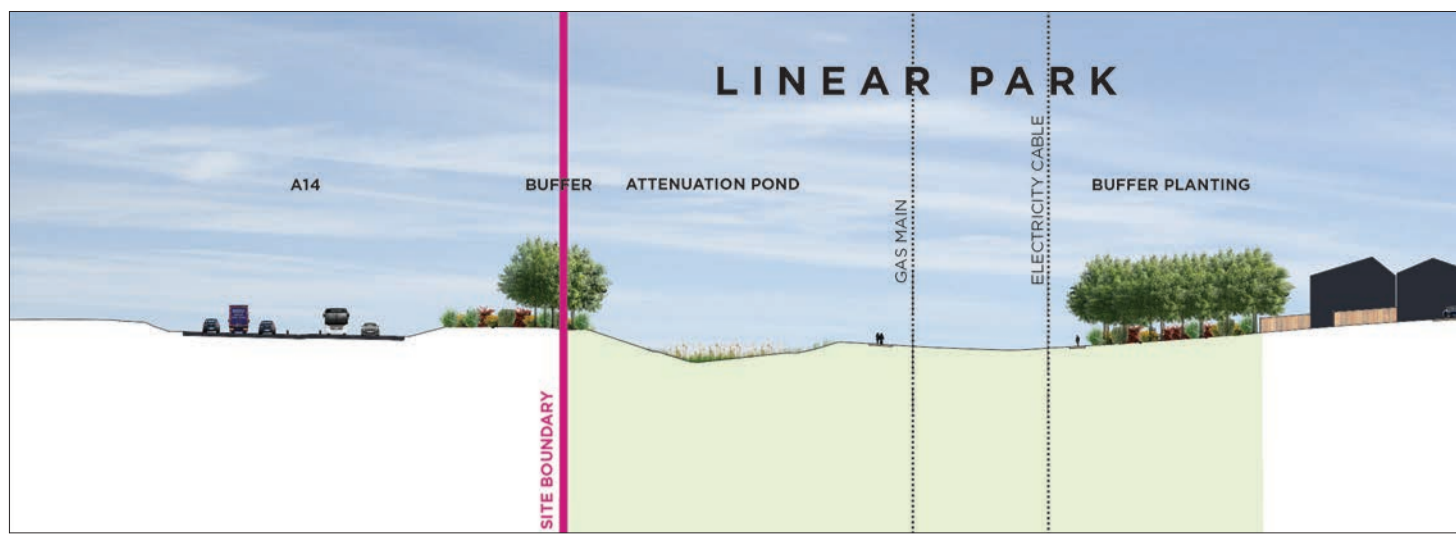
LINEAR PARK EDGE

Edge conditions along the linear park vary considerably according to:

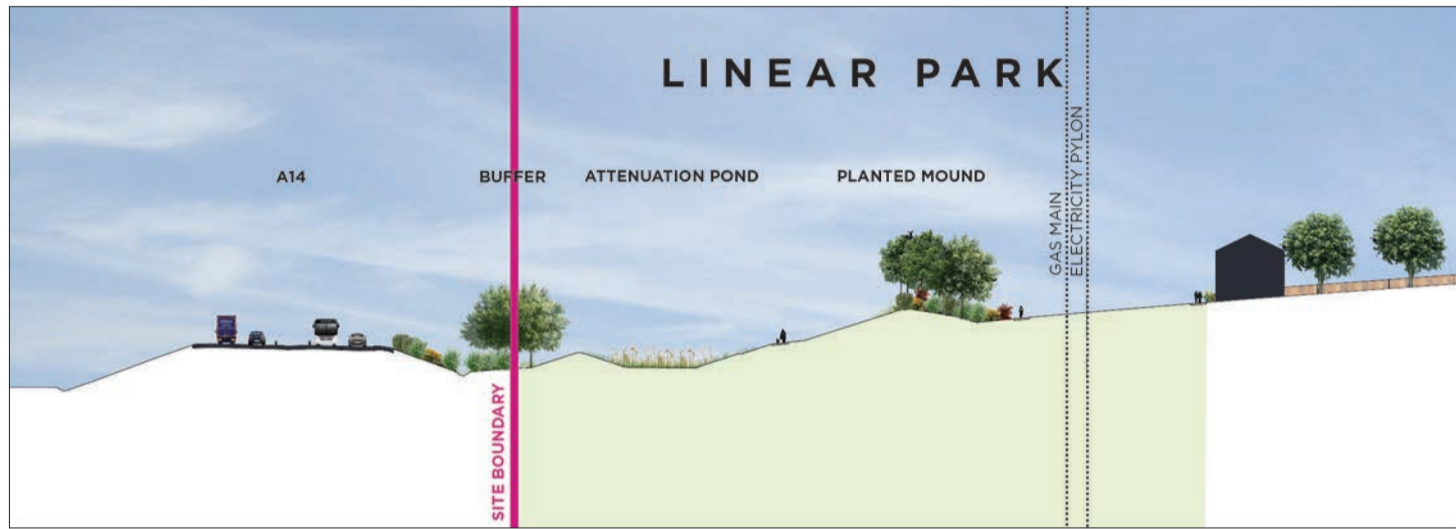
- Adjacent service corridor constraints
- Visual proximity to electricity pylons
- Proximity to, and elevation relative to, the A14
- Whether the A14 is on embankment or in cutting
- Whether there are existing hedgerows and embankment planting along the A14.

The situation is made more complicated due to environmental concerns which need to be taken into account - noise, air quality and the visual conditions, both by day and at night. Noise is only a potential problem for a small number of houses in the southern part of the site, but the proposed mounding between the gas pipeline and high voltage cable will reduce noise levels and planting on the contouring will help to visually remove the source of the noise.

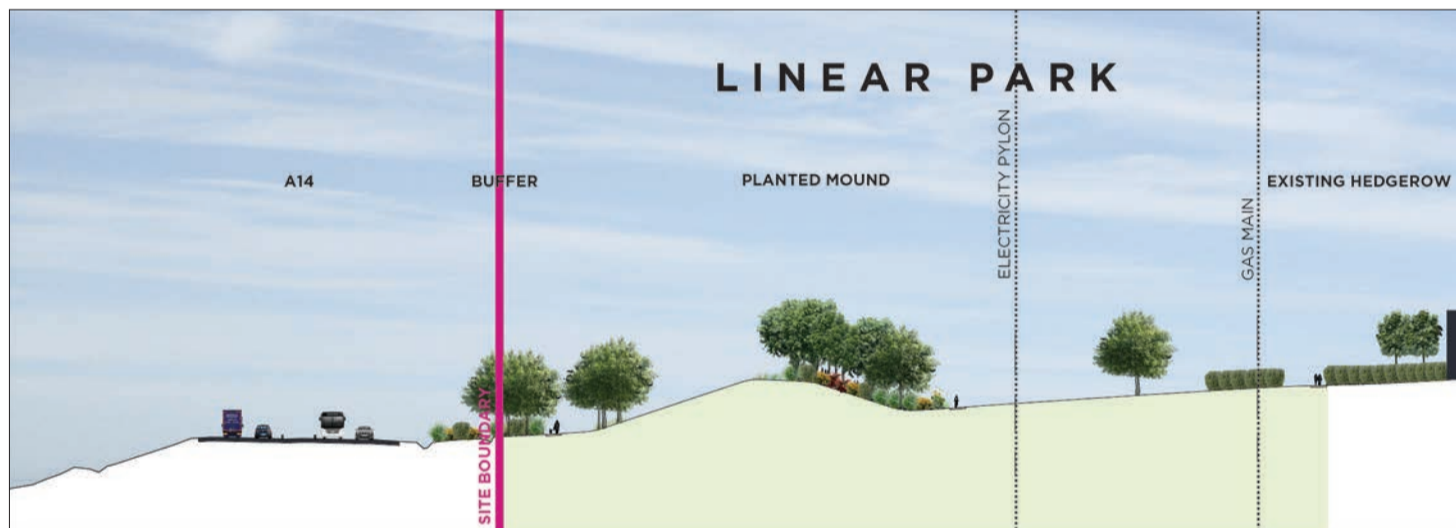
Air quality is not an issue for housing due to the distance from the A14 in the two southern fields, or elevation in the case of the northern field, where the A14 is in cutting. The proposed landscape design of the linear park where the A14 is visible from housing areas, allows for tree planting and ground modelling with two to three belts of deciduous and evergreen trees and shrubs. This will ensure that the vast majority of housing does not need special design measures such as locating habitable rooms in acoustic shadow areas or mechanical ventilation to rooms alongside the A14, although in exceptional cases such measures may be necessary.



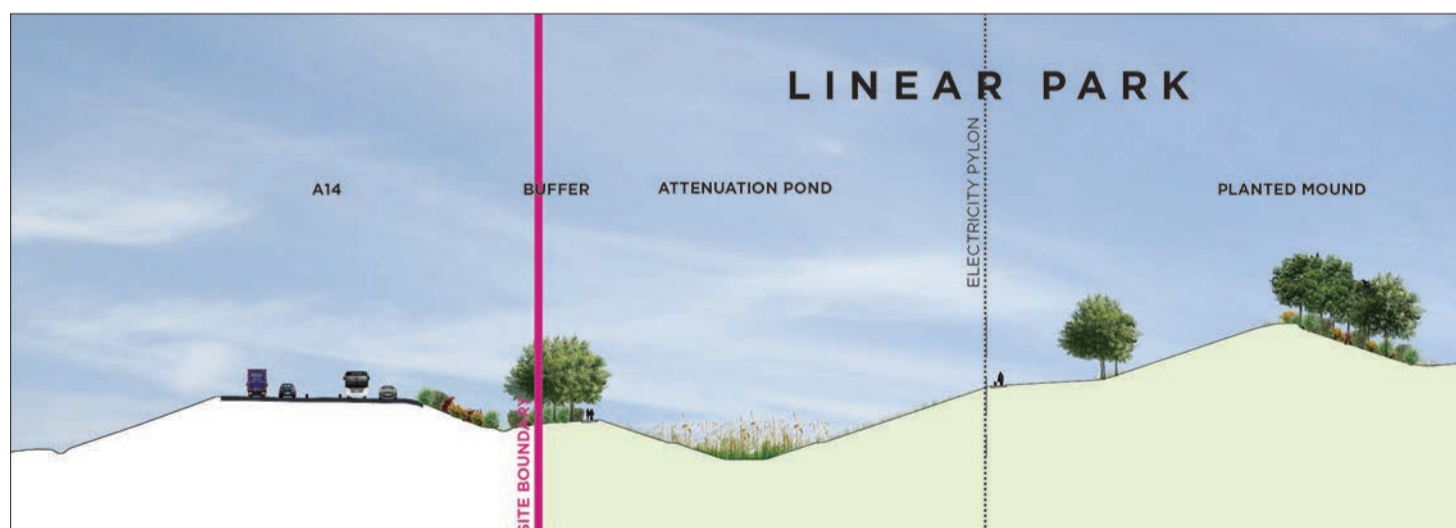
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D



SECTION LOCATION PLAN



SITE GATEWAYS

SOUTHGATE

The main entrance in the south is close to the existing bus stop, as well as the pedestrian link to the main hospital and town centre. This location is also close to the existing Wren Spinney Community Special School and the proposed primary school on the West Hill site, and forms a slightly higher density housing area with flats as well as family housing. Apartment blocks are sited either side of the entrance and the gateway is further reinforced by extensive tree planting both along Gipsy Lane and The Avenue.

NORTHGATE

The mature sycamore trees along Gipsy Lane are particularly dense in the northern part of the site, so the northern gateway takes advantage of a gap in the avenue to create an attractive leafy entrance to the site. The sycamores will be supplemented by additional native tree planting and hedgerows which will virtually hide the two large detached houses which form lodges either side of the entrance. These in turn give way to a small informal 'village green' which sets the character of the northern field.

CENTRAL BOULEVARD

The central pedestrian access along Gipsy Lane is more formal in character than both the northern and southern gateways. It is located at the site of the existing farm gate and runs broad and straight to look out over the linear park and the attractive rolling countryside beyond the A14. The formality of the boulevard is stressed by three parallel rows of large trees which frame a formal straight lawn running down from Gipsy Lane to the linear park. This lawn is bordered and overlooked by sizeable family houses.



ARTIST'S IMPRESSION OF SOUTHGATE



ARTIST'S IMPRESSION OF NORTHGATE



ARTIST'S IMPRESSION OF THE CENTRAL BOULEVARD

6.0

PARAMETER PLANS

RED LINE CONTEXT

APPLICATION SITE BOUNDARY

ILLUSTRATIVE MASTERPLAN

PARAMETER PLAN 1: LAND USE

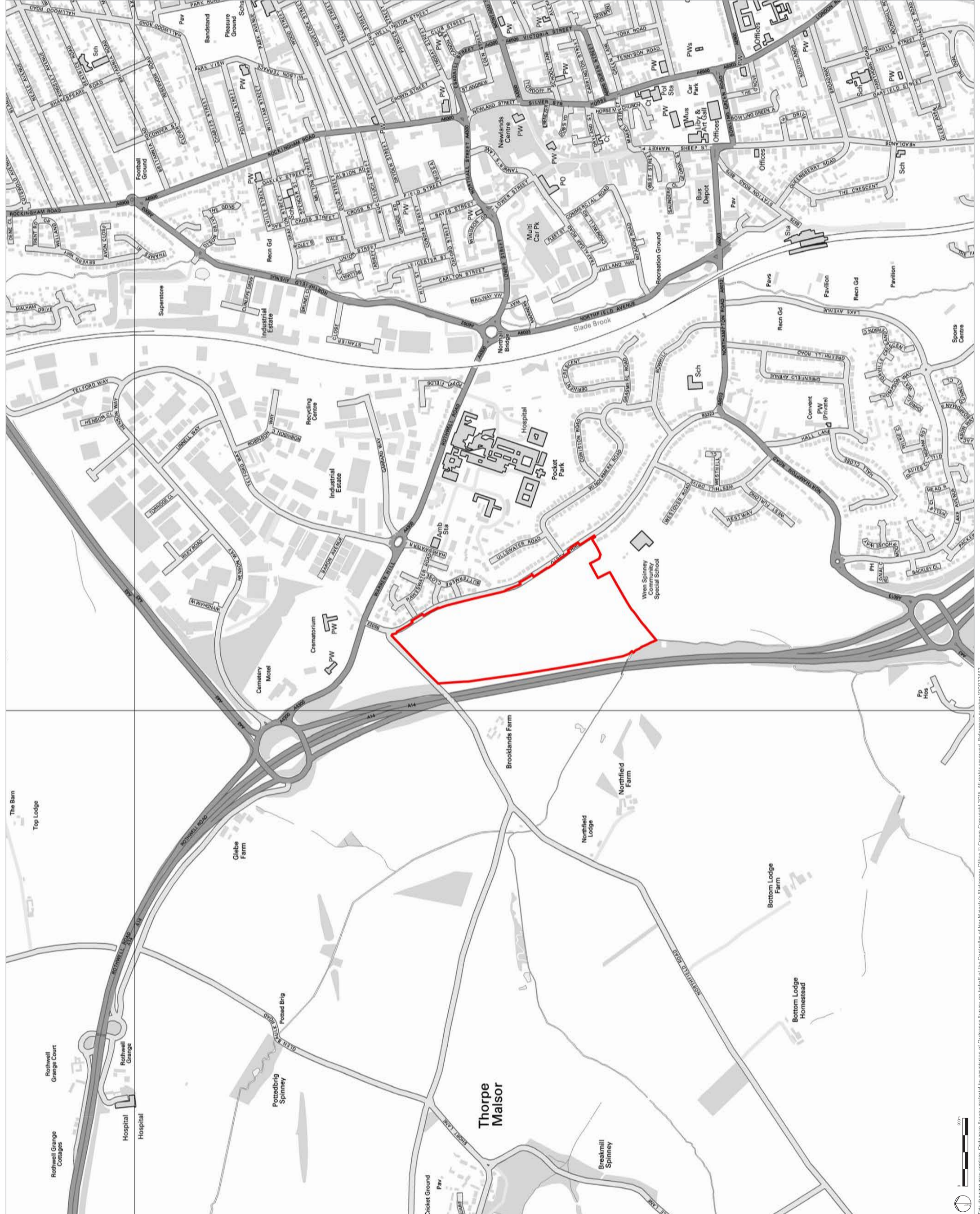
PARAMETER PLAN 2: BUILDING HEIGHTS ON CONTOURS

PARAMETER PLAN 3: TRANSPORT AND MOVEMENT

PARAMETER PLAN 4: OPEN SPACE AND DRAINAGE

LEGEND

Site boundary



REV.	DESCRIPTION	APP. DATE

Carter Jonas

PROJECT TITLE
LAND AT GIPSY LANE, KETTERING

DRAWING TITLE
RED LINE CONTEXT PLAN

ISSUED BY London T: 020 7016 0720 RAS
 DATE 21/05/15 DRAWN KW
 SCALE @ A1 1:5000 CHECKED KW
 STATUS Planning APPROVED
 DWG. NO. 1066684_509

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PROJECT TITLE
LAND AT GIPSY LANE, KETTERING

1	Access details removed	RAS	21.05.15
2	Footpaths added	RAS	11.05.15
REV.	DESCRIPTION	APP.	DATE

DRAWING TITLE
SITE BOUNDARY

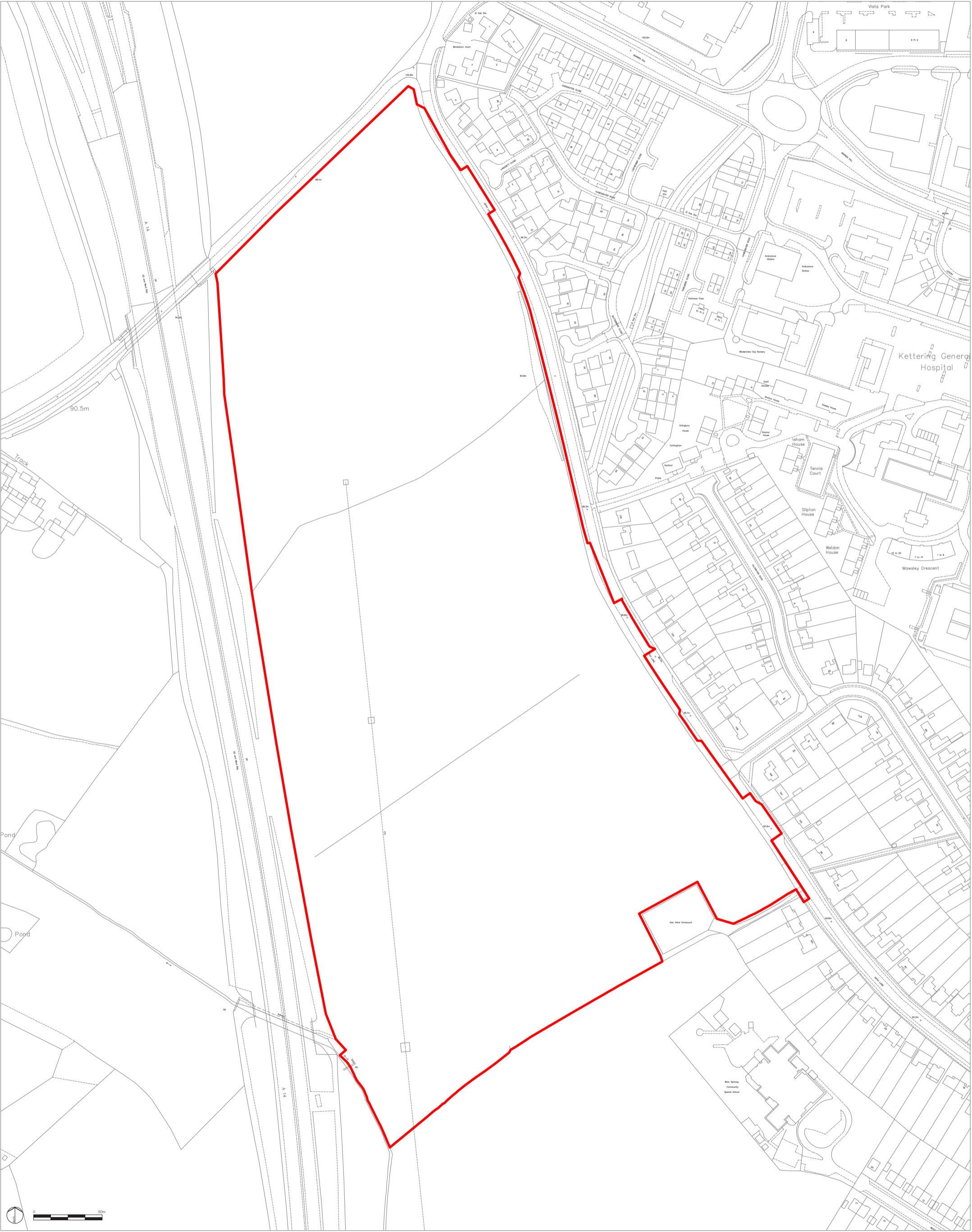
ISSUED BY London T: 020 7016 0720
 DATE 21.05.15 DRAWN RAS
 SCALE @ A1 1:1250 CHECKED KW
 STATUS Planning APPROVED KW

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DWG. NO. 1066684_502_REV3

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LEGEND
 Site boundary

PROJECT TITLE
LAND AT GIPSY LANE, KETTERING

REV.	DESCRIPTION	CM	APP. DATE
9	Secondary Entrance removed		28.10.16

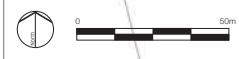
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DRAWING TITLE
ILLUSTRATIVE MASTERPLAN

ISSUED BY	London	T: 020 7016 0720	RAS
DATE	28.10.16		CM
SCALE@A1	1:1250		CM
STATUS	Planning	DRAWN	CM
		CHECKED	CM
		APPROVED	CM

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DWG. NO. 1066684_022_REV9



LEGEND
 Site boundary

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PROJECT TITLE
LAND AT GIPSY LANE, KETTERING

2	Secondary entrance removed	CM	28.10.16
1	Initial removed	RW	27.05.15
REV.	DESCRIPTION		APP. DATE

DRAWING TITLE
PARAMETER PLAN 1: LAND USE

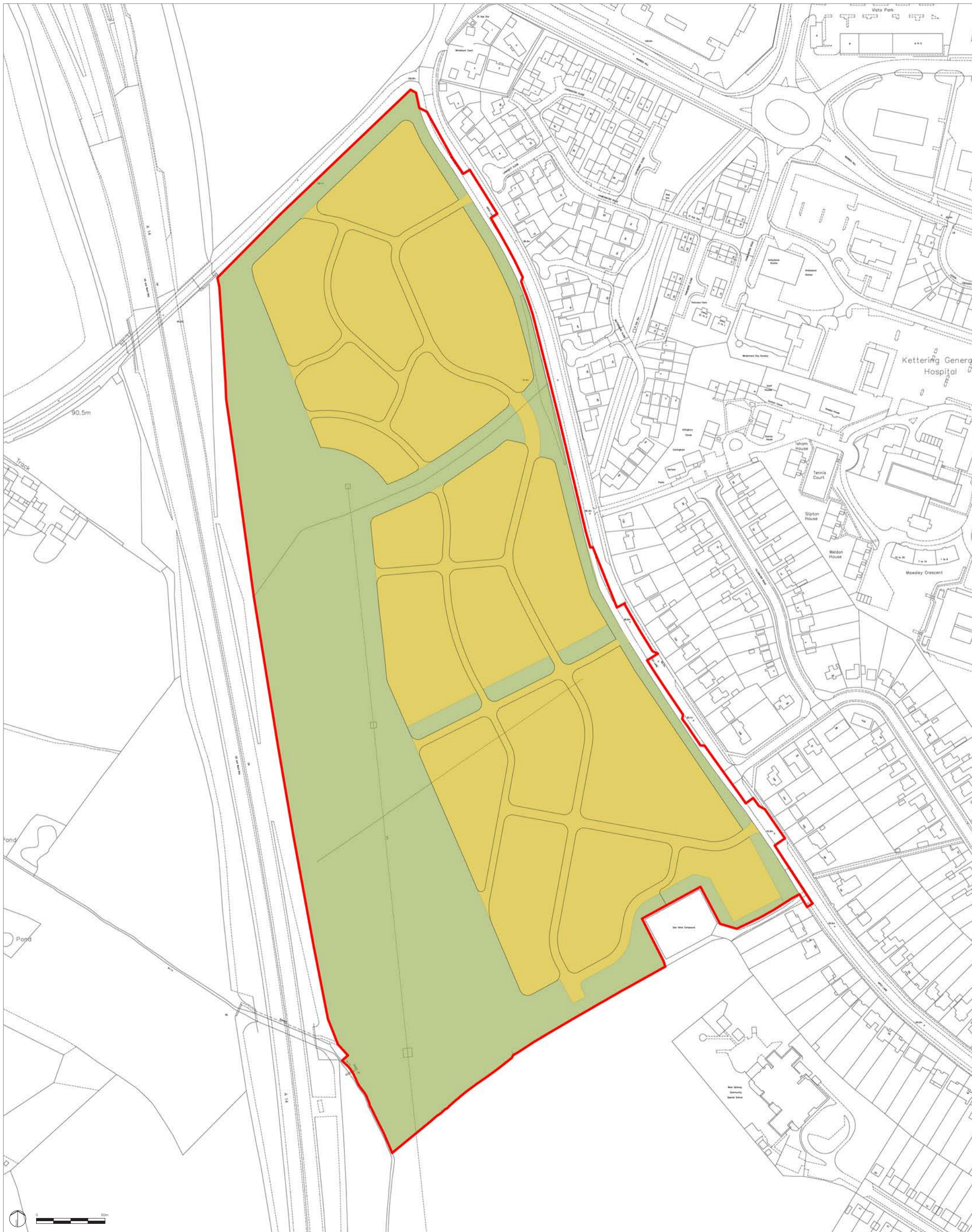
ISSUED BY	London	T: 020 7016 0720	RAS
DATE	28.10.16		CM
SCALE@A1	1:1250		CM
STATUS	Planning	DRAWN	CHECKED
		APPROVED	

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DWG. NO. 1066684_035_REV2



LEGEND
 Site boundary
 Residential
 Open space

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PROJECT TITLE
LAND AT GIPSY LANE, KETTERING

REV.	DESCRIPTION	APP. DATE
1	Contours added	KW 27.05.15

DRAWING TITLE
PARAMETER PLAN 2: BUILDING HEIGHTS

ISSUED BY London T: 020 7016 0720
 DATE 03.06.15 DRAWN RAS
 SCALE @ A1 1:1250 CHECKED KW
 STATUS Planning APPROVED KW

DWG. NO. 1066684_036_REV1

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LEGEND
 Site boundary
 Up to 2 storeys
 Up to 2.5 storeys
 - - - - - Contours

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PROJECT TITLE
LAND AT GIPSY LANE, KETTERING

REV.	DESCRIPTION	APP. DATE
1	Secondary Entrance removed	CM 28.10.16

DRAWING TITLE
PARAMETER PLAN 3: TRANSPORT & MOVEMENT

ISSUED BY London T: 020 7016 0720 RAS
 DATE 28.10.16 DRAWN CM
 SCALE@A1 1:1250 CHECKED CM
 STATUS Planning APPROVED CM

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DWG. NO. 1066684_037_REV1



LEGEND

	Site boundary		The Avenue		Secondary street		Tertiary street		Private drive
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PROJECT TITLE
LAND AT GIPSY LANE, KETTERING

2	Secondary entrance removed	CM	28.10.16
1	Trees updated	RW	15.06.15
REV.	DESCRIPTION	APP.	DATE

DRAWING TITLE
PARAMETER PLAN 4: LANDSCAPE & DRAINAGE

ISSUED BY	London	T: 020 7016 0720	
DATE	28.10.16	DRAWN	RAS
SCALE@A1	1:1250	CHECKED	CM
STATUS	Planning	APPROVED	CM

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DWG. NO. 1066684_037_REV2



LEGEND

	Site boundary		Linear park		Formal open space		Landscape buffer		Mound		Attenuation pond		Tree		Foot/cycle route
--	---------------	--	-------------	--	-------------------	--	------------------	--	-------	--	------------------	--	------	--	------------------

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7.0

CONCLUSION

CONCLUSION

The vision for the Land at Gipsy Lane site is to provide a balanced and comprehensive community of up to 350 dwellings, comprising a range of dwelling types and a significant amount of public open space.

Given the edge-of-town location of the site, adjoining land uses and planning history, the site provides an opportunity to deliver a sustainable urban extension. Due to the site's context, the vision is landscape-led, establishing an extensive green framework which enhances and complements the existing local landscape character, whilst seamlessly linking into the landscape of West Hill, so that together they will form a green edge to Kettering.

The layout is based on a thorough analysis of the site's opportunities and constraints, resulting in a layout that responds to the site's immediate surroundings, with 42% of the site given over to open space. The linear park will offer opportunities for recreation for the site's inhabitants as well as the existing community. Ecological and landscape improvements will be made, resulting in an increase in biodiversity.

Built form will have contemporary regard for the vernacular architectural character, and its arrangement will reflect the settlement forms that are typical of the surrounding area. The development will provide a contextually sensitive scheme which creates a new residential community within a robust landscape framework.

The scheme achieves the most efficient use of the site whilst minimising environmental impacts on the surrounding area. The density is highest around the site's southern boundary, closest to the West Hill development and the existing built up area, and along the Avenue, reflecting the more urbanised nature of this part of the site. As the development moves both northwards and westwards away from Gipsy Lane, the density reduces to reflect the edge-of-settlement location.

Thirty per cent of all homes across the site will be affordable. The precise mix of dwelling types and tenures will be agreed with Kettering Borough Council in order to respond to specific local needs. All affordable homes will be designed to achieve compliance with the Housing Quality Indicators (HQI). Affordable dwellings will also incorporate principles detailed in the Lifetime Homes Standards. The remainder of homes will be market dwellings and will provide a mix of sizes, types and tenures to provide for a range of end user needs, from small starter homes to large family properties.

The form of housing will vary across the site to provide a range of sizes, types and tenures to meet the needs of the community. High quality architecture which is of its time will be encouraged to help create a distinctive neighbourhood. Housing of mixed size and type will help encourage daytime and evening surveillance. Affordable housing will be fully integrated and will be tenure blind.

The site provides the opportunity for a high quality residential development. The new population will equate to approximately 820 persons. All dwellings will have access to high quality public open space and a comprehensive footpath network linking the site with the neighbouring community. Buildings sit comfortably in the landscape and their design allows for adaptability over time. The amount of open space available for direct use by residents and neighbouring communities is one of the key attractions of the masterplan.



ILLUSTRATIVE MASTERPLAN

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