

BOROUGH OF KETTERING

Committee	Planning Committee	Item No. 5.4
Report Originator	Louise Holland, Senior Development Officer	AOC/0274/0805
Wards Affected	All	04.02.14
Location	East Kettering Sustainable Urban Extension, East of Kettering	
Proposal	Approval of Conditions 75 (iii) of KET/2008/0274 and Condition 46 (iii) of KET/2013/0514. Access F Barton Road South/Adjacent to A14 Junction 10.	
Applicant	Alledge Brook Ltd	

1. PURPOSE OF REPORT

Outline planning permission was granted for the East Kettering development in April 2010 (references KET/2007/0694 and KET/2008/0274). The application site is an area of 328.5 hectares to the east of Kettering and Barton Seagrave. The permission is in outline (with all matters reserved) for 5,500 dwellings and related development. This includes a secondary school, primary schools, retail, employment, hotel, health, leisure and community uses and formal and informal open space.

Conditions were attached to the planning permission (91 in total) and a S106 agreement was completed (subsequently revised). Work started early in 2012 to discharge pre-commencement conditions and this is continuing. A variation of condition application was submitted in 2013 and has a committee resolution to approve subject to a number of elements including the completion of a deed linking the new permission to the existing S106. Applications for three residential sites have been submitted and are being considered by the local planning authority. The total number of dwellings from these sites could be up to approximately 890 dwellings

This report provides details and the recommendation for the proposed interim scheme for Access F to the East Kettering development, which is located at the southern end of Barton Road, adjacent to Junction 10 of the A14.

Details of Access F is a requirement of both the 2008 outline and the 2013 varied outline planning permission, which at the present time only has a committee resolution. The drawing at Appendix 4 of this committee agenda shows the red line for the AOC works and the general arrangement of the proposed scheme.

2. RECOMMENDATION

It is recommended that the interim scheme proposed for Access F is APPROVED and that Condition 75 (iii) of KET/2008/0274 and Condition 46 (iii) of KET/2013/0514 is partially discharged.

3. Background Information

3.1 Relevant Planning History

The site wide history is set out at the start of this committee agenda at Item 5.

A Foul Water Drainage Strategy planning reference **AOC/0274/0802** was approved by Members at a Planning Committee on 19th December 2013.

Current Related Applications

KET/2013/0792 also being considered with this committee agenda seeks permission for 547 metres of Primary Street from Access F into the site. This application includes a construction management plan for these works.

KET/2013/0781 also being considered with this committee agenda seeks permission for the main surface water attenuation pond, associated drainage channels and new translocation area.

3.2 Site Description

A site description for the Kettering East site is set out at the start of this committee agenda at Item 5.

Access F is located at the southern end of Barton Road adjacent to Junction 10 of the A14. The Access F approval of condition (AOC) area covers approximately 0.65 hectares. This access point will connect to Central Avenue and the primary street network running through the site. This access will be a key gateway given its location adjacent to the A14 and relationship to both residential and employment parcels.

3.3 Constraints

Site wide constraints are set out at the start of this committee agenda in Item 5.

3.4 Environmental Impact Assessment

See information at Item 5 at the start of the committee agenda.

4. Approval of Condition Application – Access F Barton Road South/Adjacent to A14 Junction 10

4.1 Policy Framework

The delivery of sustainable development is at the heart of planning and the National Planning Policy Framework (NPPF). To achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system. The planning system should play an active role in guiding development to sustainable solutions and contribute to building strong, responsive and competitive economies, responding positively to wider opportunities for growth.

Development requirements, including the provision of infrastructure, should be identified and co-ordinated. Planning should also contribute to protecting and enhancing the natural and built environment and also seek good standards of amenity for existing and future occupants. Planning should promote sustainable transport; local authorities should work with neighbouring authorities and transport providers to develop strategies for provision of viable infrastructure necessary to support sustainable development.

The North Northants Core Spatial Strategy (CSS) contains policies which are considered to be relevant to this application. CSS Policy 3 for example states that road infrastructure associated with developments should, where possible, strengthen connections between settlements in the urban core and relieve existing communities from traffic. CSS Policy 6, which focuses on infrastructure delivery, states that new development will be supported by the timely delivery of infrastructure, services and facilities necessary to provide balanced, more self-sufficient communities.

Policy 13 of the CSS sets out that to deliver sustainable development needs should be met, standards raised and assets protected; developments should have a satisfactory means of access, should not have an adverse impact on the highway network or prejudice highway safety, they should create a strong sense of place, deliver high quality design and should not result in unacceptable impacts on residential amenity e.g. noise/light/air pollution.

The Core Spatial Strategy Review has been subject to consultation in 2012. East Kettering remains a strategic location for development and draft policies support this coming forward.

4.2 Consultation

The responses received are summarised below. All responses are on file and available to view at the Council Offices.

Highways Agency (HA)

No objections.

Other comments: any changes to phasing proposed by the applicant, and referred to in their submitted planning statement, have not yet been agreed and must be considered under a separate application.

Local Highways Authority – Northamptonshire County Council

The application contains sufficient information to show that Access F will work satisfactorily.

Northants Police Crime and Prevention Design Advisor

No comment or objection.

Natural England

No objection.

Environment Agency

No comment.

National Grid

There is apparatus within the vicinity of the site. The contractor for the works should contact National Grid before any works are carried out.

Environmental Health (KBC)

No adverse comments. Another condition of the outline requires that a noise assessment of Access F is completed prior to completion of the works.

Third Parties

One letter of comment has been received. Comment is made regarding the submitted arboricultural report and asking for clarification regarding an existing hedgerow (H57). There is also comment on the need for suitable landscaping/buffering of the access to ensure that light pollution does not affect the residents along Barton Road.

This will be addressed by officers in the landscaping and amenity section of the planning considerations detailed below.

4.3 Condition Wording:

Condition 75 (iii) of KET/2008/0274

No development shall commence on site unless and until the following offsite highway works and development access junctions shall be completed in accordance with full engineering, drainage, street lighting, signal, constructional details and capacity calculations (proving junctions operate within 85% of practical capacity) which shall have first been submitted to and approved in writing by Local Planning Authority:-

Barton Road (South) (Access (F) shown indicatively on Drawing No. 136171-OS-12 Rev R)

Condition 46 (iii) of KET/2013/0514

Prior to the occupation of the first dwelling on Parcel R23, R24, R25 or R26, or non-residential Parcel E3, as shown on the approved Strategic Master Plan (see Condition 5), Access F (Barton Road/Cranford Road shall be completed in accordance with full engineering, drainage, street lighting, signal, construction details and capacity calculations which shall be submitted to and approved in writing by Local Planning Authority before the access works are commenced.

4.4 Proposed Development

This application seeks permission for the interim scheme for Access F (please see the drawing at Appendix 4 of the committee agenda). The interim scheme comprises a 3-arm roundabout which will be contained within the development boundary. The scheme involves the realignment of the southern end of Barton Road so that this part of the highway travels into the site, linking up to the new roundabout. A private service road will be created to a number of properties at the southern end of Barton Road as part of these works.

The interim scheme (roundabout) will be in place from the start of development up until the end of Phase One (1750 occupations) when it will be replaced with a signalised junction (required to cope with full development flows). This will coincide with the completion to the new A14 Junction, 10a. The final scheme cannot be implemented for technical reasons until J10a is in place and the eastern slips at J10 are closed. Design details of the final scheme will need to be submitted before those works are started.

The recommendation is to partially discharge the relevant condition. Details of the final scheme will be required before complete discharge.

4.5 Planning Considerations

The key issues for consideration in this application are:-

- (a) Master Plan and Outline Permission
- (b) Highway Capacity, Safety and Junction Arrangement
- (c) Design and Landscaping Proposals
- (d) Residential Amenity
- (e) Drainage
- (f) Funding
- (g) Other Matters

(a) Master Plan and Outline Permission

The outline planning permission agreed the principle of access points in a number of locations including Access F, at the southern end of Barton Road. The outline permission approved the locations but not the detailed form of those access arrangements. Indicative designs were put forward at the outline stage to demonstrate that there was a technical solution available and that outline permission could be granted. The interim scheme proposed for Access F is similar to the design put forward at the outline planning stage.

Access F will open up the southern part of the site and specifically employment parcel E3 and residential parcels R22-R26. This access will facilitate the delivery of both employment and residential sites and enable these to come forward early in the development programme, as part of Phase One.

As part of the discharge of Condition 73(A) which related to the A14 Access options, indicative drawings for Access F were presented. These showed interim and final schemes for this particular site access. The proposed interim scheme is in accordance with that earlier presented design that was approved by committee back in December 2012.

(b) Highway Capacity, Safety and Junction Arrangement

The proposed roundabout design is considered to be acceptable in highway capacity terms for Phase One and will be a safe junction arrangement. A final scheme for Access F will however need to be completed when the new A14 Junction 10a is delivered to ensure that this access works efficiently and copes with the full development traffic flows. Junction 10a currently needs to be completed at the end of Phase 1 and by 1750 occupations. The final scheme for Access F will be completed at this same trigger.

An interim arrangement is needed as the final scheme, which will deal with flows from the full development, cannot be implemented for technical reasons until the eastern slips on Junction 10 are closed i.e. when Junction 10a opens. The interim

scheme has been designed to minimise any abortive works and retain as much of the road network as possible thereby saving significant costs.

The interim arrangement will operate within capacity and will facilitate access to the development.

This approval of condition seeks approval for this interim scheme for Access F only. Design details of the final scheme (a signalised junction based on the modelling and highway assessments that have been completed to date) will need to be submitted before those works are started.

(c) Design and Landscaping Proposals

A landscaping scheme has been submitted as part of this approval of condition application (please see the drawing at Appendix 4A to this committee agenda). Access F will be more than simply a highway and engineering solution, it will be a key gateway into the development and the town of Kettering. There will also be other features and boundary treatments, such as a timber pergola structure to frame the cycleway/footpath around the north side of the access, to provide further visual interest and assist in creating a high quality space and entrance to the site and the town from the A14. The proposals are considered to be suitable and will create the desired gateway in this location.

The query raised about hedgerow H57 has been clarified. This particular hedgerow will be removed. As a young and regularly cut hedge, it is of the lowest ecological value and is a category C in term of its arboricultural value. Removal is required to create the necessary alignment. This is considered to be acceptable given the significant amount of hedge, tree and shrub planting that will be completed.

(d) Residential Amenity

The new alignment of Barton Road will help to improve the living conditions of residents at its southern end; the proposed arrangement will see the existing Barton Road change alignment moving into the development at its south west corner and a service road created for those residents at its southern end. Traffic will be moved away from these particular properties. The landscaping scheme submitted will also help to create screening and a buffer between the junction and nearby properties. Another condition of the outline permission (both the 2008 permission and the varied outline KET/2013/0514) requires a noise assessment to be carried out before the access works are completed and should any additional mitigation be necessary that this is implemented (measures such as additional landscaping, bunds, acoustic barriers, low noise road surfacing, speed reductions or insulation/glazing to dwellings could be considered if necessary). This will ensure that properties are not adversely affected by noise.

(e) Drainage

Drainage infrastructure will be laid as part of the access works and will link up the drainage network within the Central Avenue (the street entering the site from Access F) and beyond. The proposed infrastructure and overall approach taken is in accordance with the strategic drainage scheme for the development, which was approved at a planning committee in December 2013.

(f) Funding

Funding in the region of £17.34 million (loan) has been secured for the East Kettering development which will forward fund key infrastructure works. Access F will be delivered through funding from the South East Midlands Local Enterprise Partnership (SEMLEP) and Northamptonshire Local Enterprise Partnership (NEP). £1.75 million will allow the Access F works to be completed together with the road into the site up the edge of the Persimmon Homes site (parcel R23 and R26 on the strategic master plan). A further £1 million will allow that road to be taken from that point up to beyond the Persimmon site.

Works on Access F could start in the spring of this year, potentially mid to late April 2014, given the funding that is in place to deliver this key access.

(g) Other Matters

The current traffic congestion associated with the Pytchley Road bridge closure and the A14 online widening works and the concerns of local people are recognised. The Local Highways Authority and the Highways Agency are aware of the situation and are working with the developers to ensure that these works and other highway improvements (including those associated with the Redrow Homes site in Barton Seagrave) required do not happen all at the same time. A programme is being put together to manage this process and will include a timetable to seek to minimise the disturbance and traffic issues in the coming months.

It will take time for the proposed landscaping of Access F to take effect however it is the developer's intention to complete these works as soon as possible. The timetable for implementation will need to consider the planting season.

4.6 Conclusions

Access F is an important access to the East Kettering development and its delivery will help to bring forward employment and residential parcels early in the development programme. Access F, its road into the site (*reserved matters KET/2013/0792*), accesses at Deeble Road/Warkton Lane (D) and Warkton Lane/Barton Road (E) and key stretches of the primary street will together start to create a network of streets which will open up more parcels within the site including those within the District Centre and school sites. Access F is a key part of delivering this overall picture.

The proposed interim scheme for Access F is considered to be acceptable. It will have the required capacity to enable the junction to operate efficiently and safely and will also create a well-designed gateway into the development and Kettering town. The landscaping proposals will ensure that the access is not merely a highway solution but is a high quality entrance. Residential amenity is also considered to be safeguarded and improved with the implementation of the scheme and its re-alignment of Barton Road. The proposals are considered to accord with Development Plan policy and the National Planning Policy Framework

4.7 Recommendation

It is recommended that the interim scheme proposed for Access F is approved and that Condition 75 (iii) of KET/2008/0274 and Condition 46 (iii) of KET/2013/0514 be partially discharged.