

BOROUGH OF KETTERING

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Report Originator	Head of Development Services	Fwd Plan Ref No:	
Wards Affected	All		
Title	SITE SPECIFIC PART 2 LOCAL PLAN – DESBOROUGH AND ROTHWELL HOUSING ALLOCATIONS		

1. PURPOSE OF REPORT

To update Members on the progress being made in the preparation of the Site Specific Part 2 Local Plan (SSP2) in relation to the assessment of sites for the allocation of housing land at Desborough and Rothwell; and

For Members to agree a draft list of housing sites for these settlements (outlined in Sections 3 and 4) to be included in the Draft Plan to be published for consultation.

2. INFORMATION

- 2.1 The Site Specific Part 2 Local Plan (SSP2) will form part of the statutory North Northamptonshire Development Plan. The Development Plan, as it relates to Kettering Borough, will consist of the North Northamptonshire Joint Core Strategy (Part 1 Local Plan) adopted July 2016; the Kettering Borough Site Specific Part 2 Local Plan; the Kettering Town Centre Area Action Plan (July 2011); the Northamptonshire Minerals and Waste Local Plan Update (July 2017); the Gypsy and Traveller Site Allocations policy; and any made Neighbourhood Plans.
- 2.2 The Joint Core Strategy (JCS) provides a set of strategic planning policies for Corby, Kettering and Wellingborough Borough Councils, and East Northamptonshire District Council. Whereas, the Site Specific Part 2 Local Plan (SSP2) will provide local planning policies to cover Kettering Borough, and will include the identification of sites for housing, employment, recreation and other land uses.
- 2.3 Over the last year a number of reports have been presented to this Committee in relation to housing allocations. At Planning Policy Committee meetings on the 19th April 2017, 5th September 2017 and 4th October 2017 Members endorsed draft lists of housing allocations for Kettering/ Barton Seagrave, Burton Latimer and settlements in the Rural Area for inclusion in the draft SSP2 which will be published for consultation.
- 2.4 At the 1st November 2016 Planning Policy Committee Members agreed a series of next steps covering sites within these two settlements. Further work has now been completed and officers are in a position to present updated evidence on potential housing sites for Desborough and Rothwell. This is explained further under Section 3 and 4 of this report

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2.5 In addition to the individual assessments for each site, analysis of the cumulative impact of sites on the highways network has also been undertaken. This work was completed by Northamptonshire Highways. This assessment used a spreadsheet model that can assess site options and identify the impact of different combinations of sites on key junctions in the towns. Trip generation, distribution and assignment were predicted for each of the proposed development sites. Options were then modelled in the spreadsheet. The options were then ranked for each settlement identifying which options would have the greatest and least impact. The conclusions of this assessment are summarised below in Sections 3 and 4 of this report.

Housing requirements for Desborough and Rothwell

2.6 The JCS sets the housing requirement for Kettering Borough for the period 2011-31 at 10,400 dwellings. The distribution of new homes is set out in Table 1 below. Table 1 provides an update on the supply of housing and the position in relation to meeting the JCS requirements. The base date for this table is 1st April 2017.

Table 1: Housing number requirements 2011-21 (base date: 1st April 2017)

<i>Settlement/ Category</i>	<i>JCS requirement 2011-2031</i>	<i>Completions 2011-17</i>	<i>Commitments 2011-17*</i>	<i>Kettering Town Centre AAP allocations</i>	<i>JCS sites</i>	<i>Residual JCS requirement</i>	<i>Residual JCS requirement with additional 10% buffer</i>
<i>Kettering (inc. Barton Seagrave)</i>	6,190	1,114	4,507	844	0	-275	344
<i>Burton Latimer</i>	1,180	884	396	0	0	-100	18
<i>Desborough</i>	1,360	345	751	0	0	264	400
<i>Rothwell</i>	1,190	250	75	0	700	165	284
<i>Rural Area</i>	480	146	54	0		280**	140
<i>Total</i>	10,400						

* Commitments include sites with planning permission/ resolution to grant planning permission/ sites currently under construction.

** A windfall allowance of 140 dwellings (10 dwellings per annum) is deducted off this figure to take account of a number of sites which may be regarded as 'windfalls' coming forward during the lifetime of the Local Plan. They normally comprise previously-developed sites that have unexpectedly become available.

Draft List of Housing Sites for Desborough and Rothwell

3. Desborough

3.1 Desborough is identified as a Market Town in the Joint Core Strategy. The role of Market Towns is to provide a strong service role for their local community and wider rural hinterland. As shown in Table 1, the residual requirement for Desborough, with a 10% buffer is 400 dwellings. This takes into account completions and existing commitments during the 2011-17 period, the

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commitments include the permission for 700 dwellings at Desborough North. However, the recent approval of outline permission for up to 304 dwellings on 'Land to the south of Desborough' (KET/2016/0044), which is under consideration as site DE/210 within this SSP2, has reduced this requirement to 96 dwellings. The SSP2 will therefore be required to allocate land to meet the residual requirement of 96 dwellings. Table D2 provides an updated position for those sites previously considered at Desborough. A Plan is provided at appendix 1; this indicates visually the location of those sites under consideration in the preparation of the SSP2.

- 3.2 The Desborough Neighbourhood Plan is currently being prepared. The latest version of the document was published in October 2017. This is a revision in response to the consultation that was undertaken on the document between July and September 2017. At present, the Council is awaiting the submission of the Neighbourhood Plan, which will be followed by a subsequent six week pre-submission consultation. However, delays have occurred during the preparation of the Neighbourhood Plan, and whilst the Plan remains in doubt, it is considered prudent to retain sites under consideration for allocation, as the Neighbourhood Plan at this stage can only attract little weight, although it does give an indication of local feeling towards future growth in Desborough. The Neighbourhood Plan does also identify preferred housing sites, which includes some of those under consideration, below.
- 3.3 At Planning Policy Committee on 1st November 2016 it was recommended to progress sites DE/188 (Land off Buxton Drive) and site DE/210 (Land to the south of Desborough) for further consideration as housing allocations. It was also agreed that sites DE/063 (Land off Pipewell Road), DE/067 (Land adjoining Orchard Close and off Harrington Road) and DE/211 (Land off Federation Avenue) required further work, on various highway matters that needed to be addressed and therefore it was difficult to conclude at this stage whether to allocate these sites. A summary of this additional information can be found summarised below:

Site DE/210 – Land to the south of Desborough

- 3.4 At Planning Policy Committee on 1st November 2016 it was reported that this site was subject to a planning application which was subsequently refused. In addition to this it was also recognised that there were existing ecological and landscape sensitivities associated with this part of the town, given its close proximity to proposed Historically and Visually Important Green Space to the north of the site, known as The Damms. For the purposes of allocation, however, it was reported that the assessment had not raised issues which would conclude that the site should be excluded from consideration as a housing site. It was agreed that this site remained in contention due to the scale of growth which could be provided on the site and concern over other sites under consideration being able to make up the number required.

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3.5 Following a decision to refuse planning permission for the site, the applicants appealed that decision, the application was subsequently allowed on appeal, therefore granting outline consent for up to 304 dwellings on this site. The approval of this application has significantly reduced the remaining housing requirement in Desborough to 96, which includes a 10% buffer. While this site has planning permission, the permission has not yet been implemented. Therefore it is recommended that this site is allocated as a draft housing allocation.

Site DE/212 (including DE/188) – Land off Buxton Drive

3.6 Site DE/212 had not been assessed when it was reported to Planning Policy Committee on 1st November 2016, where it was put forward for consideration as an allocation. It was agreed therefore that an assessment for this site should be undertaken and the findings of which be provided to Members at a subsequent Planning Policy Committee.

3.7 Since this date, further discussions between the site promoters for both this site and site DE/188 have resulted in the amalgamation of these sites. Subsequent to this, consultation with statutory consultees has been undertaken to inform a site assessment of this combined site. As a result of this assessment no significant issues have arisen. However, comments received from NCC Highways indicate that the proposed access points off Buxton Drive and Eyam Close have been given a 'Yellow' RAG rating, which suggests that highway access can be achieved with minimal mitigation and therefore access north towards Braybrooke Road can be provided without constraint. However, Arthingworth Road/ Green Lane which provides an alternative access into the site from the west is constrained and has been given an 'Amber' RAG rating and requires more significant mitigation. This site is likely to result in additional traffic on Braybrooke Road, adding to conflict with on-street parking when accessing the town centre. However, it is likely that this issue will be addressed through further discussions with the applicant. Further details of the planning application is included within paragraph 3.9

3.8 Therefore it is evident that access to the site can be achieved and is not a constraint to allocation. Other comments relate to a preference for the site to form a loop and or connect with neighbouring sites. Given the proposed layout with 2 access points, this solution is deemed acceptable, without the addition of an extended route beyond the site parameters.

3.9 The site is subject to a current planning application (KET/2017/1019) for 135 dwellings, the extent of the proposed development site is the same as that considered under DE/212 (including DE/188).

3.10 This site has few constraints to allocation and is a logical extension to existing residential development on Harrington Road, Buxton Drive and Eyam Close along the western boundary of Desborough.

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Site DE/063 – Land off Pipewell Road

- 3.11 It was agreed at the 1st November 2016 Planning Policy Committee that further discussions with the site promoter as well as NCC Highways were required in order to address the issue of capacity of the highway, specifically on the railway bridge which is located to the south east of the site. It was also reported that this constraint potentially will also limit the yield on the site through traffic capacity on the traffic light controlled bridge. Therefore, it was felt that at this stage a decision on whether to allocate the site or not could not be made. No other constraints were reported to Members at this time or have arisen since Committee on 1st November 2016.
- 3.12 Since then a site access strategy has been submitted to the Council by the site promoter. This concludes that the railway bridge can safely accommodate the additional development at this site, with minimal impact of delay due to additional vehicular traffic. In response to this, NCC Highways have provided comments on this; and there are issues which remain unresolved, it is understood that constraints relating to the railway bridge remains a concern with NCC Highways. It was requested that the site promoter provide additional information in relation to the assessment of junction capacity, clarity was also required on the visibility splays.
- 3.13 At present this site is part of a planning application for 202 dwellings (KET/2017/1030), part of this application site is additional to the extent of site DE/063, and was discounted as an allocation under the reference DE/064 in the Housing Allocations – Background Paper (February 2012) as shown in the Options consultation document.
- 3.14 The information within the Transport Assessment submitted as part of this application has attempted to address the issue regarding the railway bridge previously identified through previous consultation with NCC Highways. However at present, issues relating to the capacity of the railway bridge remain unresolved. The target decision date for this application is 25th May 2018.

Site DE/067 – Land adjoining Orchard Close and off Harrington Road

- 3.15 At Planning Policy Committee on 1st November 2016 it was reported that NCC Highways had raised concerns regarding the potential access points to the sites and therefore it was recommended and agreed that further work was required in order to address this issue. At this time the site promoter had promoted two access points, one at Orchard Close and the other at Harrington Road. Specific comments relating to Orchard Close state that in order to facilitate access at this point would require the acquisition of a private drive and provision of a new parking area. Where it is possible, the number of dwellings served by this road will be limited. With regards to Harrington Road, it was indicated that this would require widening to serve the proposed yield of 75 on this site. In addition to this, as a result of the assessment that had previously been undertaken, one issue that had also arisen was the impact on the historic environment and it was

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therefore suggested by NCC Archaeology that further information was required regarding the archaeological significance of the site.

3.16 Since these were raised at Planning Policy Committee, further discussions with NCC Highways and the site promoter have taken place, and information has been submitted to the Council to demonstrate that the access provided off Harrington Road can be achieved for the proposed development.

3.17 Given the indicative yield of this site, 67 dwellings, it is evident that the allocation of this site alone would not meet the requirement and therefore would require the allocation of an additional site. However, this would provide an over provision of housing above the requirement, which would be considered significant.

Site DE/211 – Land off Federation Avenue

3.18 This site was introduced during consultation at the Options stage of the plan, and was subsequently assessed. As a result of the assessment, as reported at Planning Policy on 1st November 2016, the most significant issues that arose related to highways and access, more specifically in relation to the scale and location of the site. It was proposed that, given the scale of the site, there could potentially be 2 access points off Federation Avenue, where an access off the western end of Federation Avenue would be preferable to that opposite Unity Street, again off Federation Avenue. In any case, access would be required off the B576 Rothwell Road, and as has been stated by NCC Highways, this junction is carefully managed with regards to capacity.

3.19 The allocation of this site would result in an over provision of housing in Desborough of approximately 84 dwellings. This would not result in a significant over provision in comparison with other sites under consideration.

Site DE/213 – Land off Harborough Road

3.20 This site is located on the north-western edge of Desborough, adjacent to existing residential development on Harborough Road, to the south and Millbuck Industrial Estate to the east. The site is not located within the existing settlement boundary as set in the 1995 Local Plan.

3.21 This site was not included within the report presented to Planning Policy Committee on 1st November 2016; however Members were informed that this site had been recently put forward at the meeting. The site was then subject to consultation with statutory consultees and a subsequent assessment of the site was undertaken. As a result of this site assessment no significant constraints have become apparent. However comments received from NCC Highways state that the nearby byway must be protected and that the type of access for the site will depend on traffic modelling.

3.22 Another part of the assessment has indicated that the site scores poorly in terms of accessibility to facilities. In comparison with the other sites under

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consideration this site scores the same as site DE/212 and DE/210 with the remaining sites scoring better than this site, in relation to distance to facilities on the whole. Also when distances to individual facilities such as schools, shops and health centres are taken into the account this site does not fair positively in comparison to the other sites. This is due to the site's location, outside of the northernmost part of the settlement boundary on Harborough Road.

3.23 The allocation of this site would result in a significant over provision of housing in Desborough of approximately 134 dwellings.

Housing Site Options

3.24 At Planning Policy Committee on 1st November 2016 a number of options were identified to meet the housing requirement. These were based on broad geographical areas of the town.

3.25 However, as part of the Transport Assessment Work, a number of additional options were identified, which looked to spread growth around the town as an alternative approach to focusing development in a single area (Options 1-4). Table D1 below shows the potential combinations of housing sites which could meet the housing requirements.

3.26 Nevertheless, these options were identified when the housing requirement was 400 dwellings and as the requirement has now reduced to 96 through the approval of Desborough South, this needs to be taken into account. Options 3, 4 and 7 included DE/210, in addition to this, Option 10 which has been identified to assess the combined site DE/212 includes a reduced number of dwellings. Therefore the remaining options would result in a significant over provision of housing in Desborough.

3.27 The Transport Assessment work has looked to estimate the number of trips generated by additional development of the sites shown in the options above. In addition to this, it has modelled likely journeys which start and finish at each site, whilst also taking into account the quantum of proposed growth of each option to estimate the likely impact on the highway network in Desborough and the wider road network. The findings of this work have ranked each option in terms of its likely impact on the highway network

Table D1			
Option	Sites	Total no. of dwellings	Transport assessment work
Option 1 (North)	DE/067, DE/212, DE/188 and DE/213	427	8
Option 2 (West)	DE/211, DE/067, DE/212 and DE/188	377	2
Option 3 (South)	DE/211 and DE/210	484	5

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Option 4 (East)	DE/063 and DE/210	396	3
Option 5	DE/211, DE/212, DE/188, DE/063	394	4
Option 6	DE/067, DE/188, DE/213, DE/063	429	10
Option 7	DE/212, DE/188 and DE/210	426	6
Option 8	DE/067, DE/212, DE/188 and DE213	427	7
Option 9	DE/211 and DE/213	410	8
Option 10	DE/212 (combined with DE/188)	135	1

Options 1, 5, 6, 8, and 9

3.28 These options include sites which would result in a significant over provision above the housing requirement of 96 dwellings and sites which have outstanding issues as well as those which have not scored favourably in the site assessment work. It is also evident that these options, most notably 1, 6 and 8 have the greatest impact on the overcapacity junctions across the highway network, two of the options include site DE/213. Sites DE/213 and DE/063 are identified as 'Priority 1', the preferred option, in the Desborough Neighbourhood Plan. These options do not include DE/210, which would result in additional growth to that set out in these options; therefore it is recommended that these options are discounted.

Option 2 – DE/211, DE/067, DE/212 and DE/188

3.29 Option 2, which is ranked 2nd in the transport assessment work and causes little impact on junctions which have been identified as overcapacity, does not include site DE/210, therefore this would have to be added to the 377 dwellings that have been modelled for this site. This is likely to result in a greater impact on the highway network, as well as result in a significant over provision above the requirement for Desborough. With regards to site DE/211 it is considered that there are more preferable sites which present fewer constraints to the allocation of this site, despite the site not providing an oversupply of housing above the requirement. It should also be noted that this site has been discounted for consideration in the Desborough Neighbourhood Plan. As for site DE/067, this site does not perform positively in contrast to other sites when the scores of the site assessment for all sites in Desborough are compared. The particular elements of the assessment where this is most evident are in relation to distance to employment, potential impact on archaeological features as well as compatibility of development. The Neighbourhood Plan identifies this site as 'Priority 3, the least favoured option for housing in Desborough, although its inclusion for consideration does suggest an element of support for the site.

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3.30 Therefore due to the constraints and issues outlined above, sites DE/211 and DE/067 are recommended to be discounted as draft housing allocations and therefore, this option should be discounted.

Option 3 – DE/211 and DE/210

3.31 This option ranks 5th in the transport assessment work. It would also result in the over provision of housing beyond the requirement in addition to site DE/210. Also, from the assessment it is evident that this option as well as Option 4 would result in the greatest impact on the overcapacity junctions in Rothwell. Also as previously mentioned, with regards to site DE/211, it is considered that there are more preferable sites which present fewer constraints to this allocation. Therefore it is recommended that this option is discounted as an option for growth for Desborough.

Option 4 – DE/063 and DE/210

3.32 This option ranks 3rd in the transport assessment; however the number of dwellings, 92, would fall short of the requirement by 4 dwellings, although it is unlikely that an additional site would be identified to overcome this minor shortfall.

3.33 In addition to this, site DE/063, although physically close to the town centre, does have access and junction issues. Despite this however, the Neighbourhood Plan has identified this site as 'Priority 1' as the preferred option along with site DE/213. However, more suitable sites with fewer constraints to this allocation have been identified. Therefore it is recommended that site DE/063 is discounted as a draft housing allocation as well as Option 4, as an option for growth in Desborough.

Option 7 - DE/212, DE/188 and DE/210 and Option 10 – DE/212 (combined with DE/188)

3.34 Option 10 is shown to have the smallest overall impact, which is inevitable given the significant difference between total number of dwellings, 135, for this option and the other nine options under consideration.

3.35 Site DE/210 already benefits from outline planning permission, and therefore Option 7 more accurately reflects the potential impact on the highway network, if development on this site as well as DE/212 (including DE/188) does come forward. This option is ranked 6th out of the possible ten options. However, the proposed yield of site DE/212, 135, fulfils the remaining requirement and results in over provision of 39 dwellings, which is not of a scale which is likely to be detrimental to the JCS settlement hierarchy, the settlement itself, or impact upon the character of the open countryside to the south of the site. It has also been identified in the Neighbourhood Plan as 'Priority 2' the 'acceptable' option, which does demonstrate that this site is looked on favourably in this Plan, despite other sites being preferred under 'Priority 1, although at this stage the Neighbourhood

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Plan can only be given little weight. When compared with other sites in the assessment DE/212 scores favourably against the assessment criteria. It is therefore recommended to progress this option and designate sites DE/212 and DE/210 as draft housing allocations.

3.36 The summary of all the sites above, as well as the findings of the transport assessment work, provide justification to inform recommendations for housing allocations in Desborough, these are shown in Table D2 below.

Table D2: Desborough – housing sites recommended to be identified as draft housing allocations

Desborough			
Site Reference	Site Name	Updated Indicative housing figures	Recommendation
DE/063	Land off Pipewell Road	92	Reject site for housing allocation purposes
DE/212 (including DE/188)	Land off Buxton Drive	135	Designate as draft housing allocation
DE/067	Land adjoining Orchard Close and off Harrington Road	75	Reject site for housing allocation purposes
DE/210	Land to the south of Desborough	304	Designate site for housing allocation purposes
DE/211	Land off Federation Avenue	180	Reject site for housing allocation purposes
DE/213	Land off Harborough Road	230	Reject site for housing allocation purposes

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4. Rothwell

- 4.1 Rothwell is identified as a Market Town in the JCS. The role of Market Towns is to provide a strong service role for their local community and wider rural hinterland. As shown in Table 1 at paragraph 2.7 of this report, the residual requirement for Rothwell, with a 10% buffer, is 284 dwellings. This takes into account completions and existing commitments during the 2011-17 period, as well as Rothwell North which is allocated in the JCS.
- 4.2 A Neighbourhood Plan Area for Rothwell was designated on the 10th April 2013. However the Town Council has since advised that they intend to prepare a Parish Plan rather than a Neighbourhood Plan.
- 4.3 The SSP2 will allocate land to meet the residual requirement of 284 dwellings. Table R2 provides an updated position for those sites previously considered at Rothwell. A plan showing the sites in Rothwell is attached at appendix 2.
- 4.4 Members may recall that at the Planning Policy Committee meeting on the 1st November 2016 it was recommended that further work be undertaken in relation to sites RO/086 (Land to the rear of 74-82 Rushton Road) and RO/202 (Land to the north of Rothwell (including RO/086)); further consideration was required as to their suitability as a housing site for sites RO/085 (Land to the west of Rothwell), RO/204 (Land to the south of Rushton Road) and RO/206 (Land to the north of Rushton Road); further discussions take place with the promoters of RO/088a (Rothwell North/ Land to the west of Rothwell (Previously within Rothwell North application boundary) in relation to phasing; and site RO/222 (Land east of Rothwell North) should be assessed using the criteria set out in the Housing Allocations Background Paper. The findings from this additional work are summarised below:

Sites RO/086 and RO/202 – Land to the rear of 74-82 Rushton Road and RO/202 – Land to the north of Rothwell (including RO/086)

- 4.5 It was agreed at the 1st November 2016 that further attempts be made to engage with the promoters of sites RO/086 and RO/202 in relation to availability and deliverability of the site. The site promoters have been contacted and additional information requested, however the information has not been supplied and therefore availability and deliverability of the sites remains uncertain. While these sites score relatively well through the assessment process in terms of suitability, government guidance also requires sites to be available and achievable. Given the lack of clarity over whether they would be delivered within the plan period it is recommended that these sites are not progressed as draft housing allocations.

RO/088a - Rothwell North/Land to the west of Rothwell (Previously within Rothwell North application boundary)

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- 4.6 It was agreed at the 1st November 2016 that further discussions take place with the site promoter in relation to phasing for this site. The site promoter has advised that the site would be accessed through Phase 3 of the Rothwell North development and that it is anticipated that construction could start on site in 2022; the site would take 4-5 years to complete.

Site RO/222 – Land east of Rothwell North

- 4.7 It was agreed at the 1st November Planning Policy Committee that this site be assessed using the criteria in the Housing Allocations: Background Paper. The assessment has now been carried out. This site was previously located within the boundary for Rothwell North, but since that boundary was amended, it now falls outside, to the east of the site. The site is located close to the town centre and there are opportunities to provide good access to existing services and facilities in the town. Vehicular access to the site would be from Desborough Road, any scheme would also need to link in with the proposed development at Rothwell North to ensure that a second access would be provided through Rothwell North, providing a link to the strategic link road.

- 4.8 NCC have highlighted that there is the potential that the site could provide a drop-off and pick up facility for the school; there are two fields located between this site and the school so how this could be achieved would need to be explored with the site promoter, if this site was progressed. Environmental Health officers have raised concern that there may be noise issues from the football and cricket ground to any dwellings backing onto these areas. This would require mitigation. There are existing footpaths running through the site, these provide access to the countryside and provide links to the wider area, proposals for the site should seek to continue to include good Green Infrastructure links to mitigate the loss of these open countryside walking routes. NCC Archaeology has highlighted the need for further information in relation to archaeology. The area to the west of this site has been evaluated and identified archaeological activity.

- 4.9 If this site was developed in advance of Rothwell North then the development would be a significant intrusion into the open countryside which would not relate well to the existing built form of the town. If the development took place after the adjacent element of Rothwell North has been completed then this site could be more of a logical extension.

RO/204 – Land to the south of Rushton Road

- 4.10 Additional information was received from the site promoter for this site, following the 1st November 2016 Planning Policy Committee. This information sought to overcome concerns raised through the site assessment work in relation to landscape/ visual impact, provision of access and town centre congestion. The information provided is summarised below. The site promoter noted that at the 1st November Planning Policy Committee, site RO/088a was

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identified as the preferred option. The site promoter highlighted that it is rarely a good idea to rely on the delivery of one site and that it would be a more sensible approach to identify a combination of sites. Even if one site is relied upon, the site promoter suggests the Council consider allocating a reserve site and that this site would be suitable for this purpose.

Landscape

- 4.11 An initial Landscape and Visual assessment has been submitted. The assessment acknowledges that proposals will result in a change of character of the site.
- 4.12 The assessment identifies that it would be appropriate to include a landscape buffer along the northern boundary of the site. The assessment suggests the site yield may need to be reduced to around 69 dwellings due to the need to provide landscaping. A section of hedgerow would need to be removed to create the new vehicular access.
- 4.13 The assessment considers the impacts of the proposed development to be highly localised and that with sympathetic design and appropriate landscaping the changes could be mitigated without harm to the wider landscape. The assessment acknowledges that the settlement edge would be extended to the north but identifies an opportunity for open space and planting to the north of the site to provide a soft edge to the settlement.
- 4.14 In relation to the visual environment, the assessment concludes that an appropriately designed scheme could be integrated without compromising the amenities or quality of the localised setting. It concludes that views of the site are localised with users of Rushton Road being the primary receptor. However, the assessment includes a photo (view point 6) which shows the proposed sites being visible from PRoW UH10.
- 4.15 While the submitted assessment seeks to demonstrate that the landscape and visual impact of the development could to an extent be mitigated through the provision of additional planting and open space on the northern section of the site it is still considered that development of this site would have a significant impact on the character of Rushton Road and would be visible from the wider countryside (PRoW UH10). Development of the site would not be a logical extension to the town and as you travel along Rushton Road would be separated from the existing built form by the adjacent allotment site.

Provision of access

- 4.16 This site has been scored by NCC as having an amber rating. This means that 'Highways access is constrained but could be achieved with mitigation'. The site promoter raised concern about the rating provided and wanted to highlight the Access Feasibility Study (AFS) (September 2016) which had been submitted in support of the proposed site.

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- 4.17 The AFS was taken into account in the ranking of the site. The ASF concludes that visibility splays required for a speed limit of 60mph which currently exists east of the site are not achievable, but that visibility splays required for 40 mph are achievable. To achieve satisfactory access into the site the speed limit on Rushton Road would need to be altered either through extending the 40mph limit further east along Rushton Road or through removing the 40mph limit and extending the 30mph limit east of the site.

Town Centre Congestion

- 4.18 The site promoter highlighted that due to its location, this site is unlikely to have any more impact on congestion in the town centre than other sites in the assessment and that the proposed pedestrian/ cycle access would provide a link to the existing urban area and town centre. The impact of sites on traffic in Rothwell town centre has been considered through the transport assessment work discussed below.

RO/085 – Land to west Rothwell

- 4.19 At Planning Policy Committee on the 1st November 2016 it was reported that this site was subject to a current planning application (KET/2014/0637). This application was refused on the 30th January 2017.

RO/206 – Land to the north of Rushton Road

- 4.20 There are no updates to the assessment of this site following the 1st November 2016 Planning Policy Committee.

Transport Assessment Work

- 4.21 The transport assessment for Rothwell considered 7 options. These are shown in table 2 below. The assessment identified impacts on existing junctions and on Rothwell Town Centre junctions.
- 4.22 The findings of this work have been included below in the assessment of housing site options.

Housing Site Options

- 4.23 As highlighted at the 1st November 2016 Planning Policy Committee there are a number of options which could be identified to meet the housing requirement in Rothwell. Either one site could be identified to meet the requirement or a combination of smaller sites could be identified. Table 1 below shows the potential combinations of housing sites which could meet the housing requirement.

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Table 1			
Option	Sites	Total no. of dwellings	Transport assessment rank
Option 1	RO/085 and RO/202	266	1
Option 2	RO/085 and RO/204	269 - 290	4
Option 3	RO/085 and RO/206	320	5
Option 4	RO/202, RO/204, RO/206	255 - 276	2
Option 5	RO/088a	300	2
Option 6	RO/222 and RO/204	279 - 300	6
Option 7	RO/222 and RO/206	330	7

- 4.24 As set out above it is recommended that sites RO/086 and RO/202 are discounted due to uncertainty regarding the availability and deliverability of these sites. Therefore, it is recommended that Options 1 and 4 are discounted. The remaining options are discussed in more detail below.

Option 2 – RO/085 and RO/204

- 4.25 This option would deliver between 269 and 290 dwellings. This option is ranked 4th in the transport assessment work. However if the yield on RO/204 was reduced to around 69 then the impact of this option would be lower, the level of development would be similar to that on site RO/202 in option 1. At the 1st November 2016 Planning Policy Committee it was reported that site RO/085 is not well located in relation to services and facilities when compared to other sites in the assessment. It was reported that a transport assessment would be required and that impacts on the highway network would need to be mitigated. It was also reported that the site is in a prominent location and strategic landscaping would be required to reduce the visual impact of development. The site is adjacent to the A6 and in close proximity to the A14; mitigation of noise impact would be required. The recent transport work has highlighted that development of this site would impact on junction 3 of the A14. Site RO/204 as discussed above is located on Rushton Road, only one boundary of the site is adjacent to existing development and as viewed from Rushton Road, the development would appear detached from the existing settlement. However, there is an opportunity to provide a pedestrian/ cycle connection to Scott Avenue which would provide pedestrian and cycle access to the town. With the reduction in numbers at RO/204 to incorporate landscaping and open space to the north of the site the combination of these two sites would be slightly below the remaining requirement, plus a 10% buffer. There are other options which score better against the appraisal criteria than this option and therefore it is recommended that this option is discounted.

Option 3 – RO/085 and RO/206

- 4.26 This option would deliver 320 dwellings, which is above the remaining requirement plus 10% buffer. This option is ranked 5th in the transport assessment work. This option would impact on junction 3 and 4 of the A14 and would have a greater impact on junctions in the town centre than option 2. Site

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RO/206 is located north of Rushton Road. As previously reported at the 1st November Planning Policy Committee, while this site is within a reasonable distance of the town centre, provided that appropriate pedestrian and cycle access is provided, development of this site would significantly alter the character of Rushton Road and would be prominent in views from the wider area, the site does not relate well to the existing built form. Access to the site would need to be from Rushton Road, it was reported that the site has an Amber rating which means access is constrained but could be achieved with mitigation. It was also reported that a band along the northern area of the site is at high risk from groundwater flooding. As outlined above RO/085 is less favourable than other sites in relation to access to services and facilities. There are other options which score better against the appraisal criteria than this option and therefore it is recommended that this option is discounted.

Option 5 – RO/088a

- 4.27 This option would deliver 300 dwellings. It would deliver slightly more than the remaining requirement plus 10% buffer. This was ranked second in the transport assessment work. The distribution of this site in relation to the transport assessment work is reliant upon the Rothwell Link Road being fully built. The assessment finds it would impact on junction 3 of the A14 and the A6/Rothwell link road junction, mitigation would be required. This option would result in the remaining requirement being identified on one site, at the 1st November 2016 Planning Policy Committee this was identified as the most suitable option for delivering development when considering the assessment criteria. It was reported that the site is well related to the Rothwell North development and would benefit from access to employment opportunities and services and facilities in the SUE. The site would be accessed from Rothwell North so would benefit from good access to the strategic link road. It was reported the site is adjacent to the A6 and noise assessment and mitigation would be required. It was also reported that the site is in an elevated position and rises up towards the ridge, therefore strategic landscaping would be required to reduce the impact of development. This site would be delivered later in the plan period as it will be accessed through Phase 3 of Rothwell North. It is anticipated that construction could start on site in 2022.
- 4.28 When compared with other options this option scores better against the appraisal criteria. It is recommended that this option is progressed and that this site is identified as a draft housing allocation.

Option 6 – RO/222 and RO/204

- 4.29 This option would deliver 279 – 300 dwellings. This option was ranked 6th in the transport assessment work. This option would impact on junction 4 of the A14 and would also have a significant impact on junctions in Rothwell town centre, particularly the B576 High Street/ Fox street junction, mitigation would be required. The summary of the site assessment for RO/222 is provided above. While this site is well related to the town centre, there are concerns that the

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development of this site in advance of Rothwell North would result in a development which is poorly related to the existing built form, which would result in a significant intrusion into the open countryside. The development of this site would also result in the loss of walking routes, which would need to be mitigated. Site RO/204, as discussed above, is located on Rushton Road, only one boundary of the site is adjacent to existing development and as viewed from Rushton Road the development would appear detached from the existing settlement. However, there is an opportunity to provide a pedestrian/ cycle connection to Scott Avenue, which would provide pedestrian access to the existing settlement.

- 4.30 There are other options which score better against the appraisal criteria than this option and therefore it is recommended that this option is discounted.

Option 7 – RO/222 and RO/206

- 4.31 This option would deliver 330 dwellings, which is greater than the remaining requirement plus 10% buffer. This option was ranked 7th in the transport assessment and would therefore have the greatest impact on the highway network. This option would impact on A14 junction 3 and town centre junctions, particularly the B576 High Street/ Fox Street junction. As identified above, RO/222 has a number of constraints as does RO/206.
- 4.32 There are other options which score better against the appraisal criteria than this option and therefore it is recommended that this option is discounted.

Table R2: Rothwell – housing sites recommended to be identified as draft housing allocations

Rothwell			
Site Reference	Site Name	Updated Indicative housing figures	Recommendation
RO/084	Rothwell Town Football Club	80	Site under construction. Allocation not required.
RO/085	Land to west of Rothwell	200	Reject site for housing allocation purposes
RO/086	Land to the rear of 74-82 Rushton Road	35	Reject site for housing allocation purposes
RO/088a	Rothwell North/ Land to the west of Rothwell (Previously within Rothwell North)	300	Designate as draft housing allocation

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	application boundary)		
RO/202	Land to the north of Rothwell (including RO/086)	66	Reject site for housing allocation purposes
RO/204	Land to the south of Rushton Road	90	Reject site for housing allocation purposes
RO/205	Land to the east of RO/088 (Rothwell North)	500-555	Site previously discounted
RO/206	Land to the north of Rushton Road	120	Reject site for housing allocation purposes
RO/222	Land east of Rothwell North	210	Reject site for housing allocation purposes

5. RECOMMENDED NEXT STEPS

- 5.1 The draft chapters for Desborough and Rothwell will be presented to Planning Policy Committee as part of the draft plan in June 2018. At this meeting Members will be asked to endorse the draft plan for public consultation.

6. CONSULTATION AND CUSTOMER IMPACT

- 6.1 The draft SSP2 will be subject to public consultation in June-July 2018.

7. POLICY IMPLICATIONS

- 7.1 The SSP2 will form part of the North Northamptonshire Development Plan and will guide the provision of sustainable growth in Kettering Borough.

8. USE OF RESOURCES

- 8.1 The preparation of the SSP2 will be met within the existing Development Services Planning Policy Budget.

9. RECOMMENDATION

It is recommended that Members note the update given on the assessment of sites in Rothwell and Desborough and endorse the draft list of housing allocation sites outlined in tables D2 and R2 for inclusion in the draft Site Specific Part 2 Local Plan which will be published for public consultation in June-July 2018.

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Previous Reports/Minutes:

Ref: Site Specific Part 2 Local Plan – Housing Allocations (Towns)
Date: 1st November 2016

Ref: Site Specific Proposals Local Development Document – Housing Allocations
Assessment of Additional Sites and Update Consultation
Date: 30th January 2014

Ref: Site Specific Proposals Local Development Document – Housing Allocations
Paper
Date: 30th September 2013

Ref: Site Specific Proposals Local Development Document – Options Paper
Date: 13th September 2012

Ref: Site Specific Proposals Local Development Document – Options Paper
Date: 4th September 2012

Ref: Site Specific Proposals Local Development Document – Options Paper
Consultation
Date: February 2012

Contact Officer: Julia Baish – Development Team Leader (Planning Policy)