

## BOROUGH OF KETTERING

<b>Committee</b>	<b>Full Planning Committee - 19/06/2018</b>	<b>Item No: 5.1</b>
<b>Report Originator</b>	<b>Louise Holland Development Manager</b>	<b>Application No: KET/2013/0232</b>
<b>Wards Affected</b>	<b>Queen Eleanor and Buccleuch</b>	
<b>Location</b>	<b>East Kettering Development - Parcels R23 &amp; R26, Cranford Road, Barton Seagrave</b>	
<b>Proposal</b>	<b>Approval of Reserved Matters (EIA): All details in respect of KET/2013/0695 for 342 dwellings and related development</b>	
<b>Applicant</b>	<b>Mr A Davies Persimmon Homes,</b>	

### 1. PURPOSE OF REPORT

- To describe the above proposals
- To identify and report on the issues arising from it
- To state a recommendation on the application

### 2. RECOMMENDATION

THE DEVELOPMENT CONTROL MANAGER RECOMMENDS that this application be approved subject to the following Conditions, completion of a Section 106 legal agreement and resolution of the comments of the Local Lead Flood Authority, which will be delegated to Officers to resolve.

1. The development hereby permitted shall not be carried out other than in accordance with the approved plans and details listed below.

REASON: In the interest of securing an appropriate form of development in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

2. The access, parking and manoeuvring areas shown on the approved plans shall be completed and made available for use prior to the occupation of the units they serve and shall be retained thereafter and kept available for such purposes.

REASON: In the interests of highway safety in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

3. Notwithstanding the provisions of Article 3 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification) no enlargement or extensions, no new openings or erection of any outbuildings permitted by Part 1 of Schedule 2 of the Order shall be made or constructed within any of the following plots within the application site as shown on the revised layout plan drawing number 1021-002 Revision T received 11 June 2018 without the prior written approval of the Local Planning Authority:

3-8

11-19

21  
22  
25-28  
48  
51-64  
72-76  
79-80  
89-91  
92-105  
106-107  
112  
121-122  
125-127  
133-148  
155-159  
164-165  
169-171  
177-180  
185-188  
198-202  
207-211  
217-220  
226-227  
237-238  
242-244  
249-250  
256-257  
260-263  
266  
271-274  
285-288  
291-292  
301  
306-309  
319-322  
327-329  
330-338

REASON: To protect the residential amenity of new and existing occupiers in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

4. Notwithstanding the provisions of Article 3 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification) no enlargement or extensions, no new openings or erection of any outbuildings or the provision of any hard surfaces permitted by Part 1 of Schedule 2 of the Order shall be made or constructed within any of the following plots within the application site as shown on the revised layout plan drawing number 1021-002 Revision T received 11 June 2018 without the prior written approval of the Local Planning Authority:

295-296  
299-300  
310-311

REASON: To protect the residential amenity of new occupiers and in the interests of biodiversity in accordance with Policies 4 and 8 of the North Northamptonshire Joint Core Strategy.

5. The level of noise emitted from the substation shall not exceed 20dBA at any time.  
REASON: In the interests of general amenity in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

6. Prior to the 100th occupation the area of open space known as 'Barton Square' shall be completed in accordance with the approved plans.  
REASON: In the interests of residential and visual amenity in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

7. Prior to the first occupation of any dwelling, a planting scheme for perennial flowering bulbs within the public soft landscaped areas adjacent to Cranford Road, Barton Square and the Spine Road shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include the number, species and location of bulbs and a timetable for their planting. Any bulbs which within a period of 5 years from the date of planting die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.  
REASON: In the interests of visual amenity in accordance with Policy 8 of the North Northamptonshire Joint Core Strategy.

8. Within 6 months of the date of this decision notice a management and maintenance strategy for the eastern boundary open ditch shall be submitted to the Local Planning Authority for approval. The management and maintenance of this open ditch shall be carried out in accordance with the approved details.  
REASON: In the interests of flooding and sustainable drainage systems in accordance with Policies 5 and 8 of the North Northamptonshire Joint Core Strategy.

9. Prior to the commencement of construction of any dwelling, details including a 1:500 plan showing the location of the signalised pedestrian crossing on Cranford Road as shown indicatively on drawing 'Signalised Pedestrian Crossing (Cranford Road)' Drawing Ref: 1021-012 (received by the Local Planning Authority on 29 May 2018) shall be submitted to and approved in writing by the Local Planning Authority. The signalised crossing shall be constructed in accordance with the approved details prior to the first occupation of any dwelling or alternatively in accordance with a detailed construction timetable which shall have been first approved in writing by the Local Planning Authority in advance of the first occupation.  
REASON: In the interests of sustainability and pedestrian safety of future occupiers in accordance with Policies 8 and 10 of the North Northamptonshire Joint Core Strategy.

10. Prior to the first occupation of any dwelling or the commencement of works to the footpath along the eastern edge of the site, whichever is the earlier, construction details and tree (including root) protection details for the upgraded path shall be submitted to and approved in writing by the Local Planning Authority. The path shall thereafter be completed

in accordance with the approved details prior to the first occupation of the site and thereafter maintained as approved.

REASON: In order to protect the trees and in the interests of biodiversity and amenity in accordance with Policies 4 and 8 of the North Northamptonshire Joint Core Strategy.

## Officers Report for KET/2013/0232

This application is reported for Committee decision due there being unresolved, material objections to the application.

### 3.0 Information

#### **Relevant Planning History**

There is extensive planning history for the wider Hanwood Park site. Below is a summary of the history relevant to the development of residential parcels R23 and R26.

**KET/2015/0967** Variation/Removal of Conditions in relation to outline KET/2013/0695. *Pending* – Committee resolution to approve 20/03/2018 subject to completion of S106.

**KET/2013/0792** Approval of Reserved Matters: 547 metres of road access to Parcels R22, R23, R24, R25, R26 and E3 (of the East Kettering development) with associated drainage and landscaping (off Access F). *Approved*.

**AOC/0274/0805** Approval of Condition – Condition 75 of KET/2008/0274 and condition 46 (iii) of KET/2013/0514: Access F (Barton Road/A14 Junction 10). *Approved*.

**KET/2013/0695** Variation and removal of Conditions application in relation to outline application KET/2008/0274. *Approved*.

**KET/2008/0274** Outline for 5,500 dwellings and related development. *Approved*.

**KET/2007/0694** Outline for 5,500 dwellings and related development. *Approved*.

#### **For Information**

**KET/2015/0894** Variation of conditions 19 (Lifetime Homes), 44iii (Access Highway Works) and 46(i) and 46(ii) (Offsite Highway Works) of KET/2013/0695 in respect of lifetime homes and highway works. *Pending*.

Persimmon Homes have indicated that they will withdraw this pending application once the new S73 outline permission for the wider site KET/2015/0967 is granted.

## **Site Description**

Officer's site inspections were carried out on various dates between 2013 and 2018.

The reserved matters application site relates to Parcels R23 and R26 of the Hanwood Park development, as shown on the approved strategic master plan for the development (Appendix 1 to this agenda). The masterplan shows the parcels in the context of the wider planned development. With regard to existing development within the wider site, David Wilson Homes/Barratts are building out on parcels R7, R9 and R10 and the Hayfield Cross Primary School accessed currently off Cranford Road is open.

The land to which this application relates is situated to the east of Kettering approximately 2.5 miles from the Town Centre. It forms part of the south western boundary of the Hanwood Park development and part is adjacent to existing housing. The site slopes downwards from west to east and the two parcels together are rectangular in shape. They comprise 11.43 hectares of arable land (9.42ha of developable land). A public footpath runs along the eastern edge of the site and to the north is Cranford Road. The site borders the rear gardens of existing properties along Cranford Road, Swallow Close and Barton Road. Beyond Cranford Road to the north and the area to the south is currently open countryside, although this is part of the consented, wider development and will in time be predominantly residential (with some employment to the south). Hayfield Cross Primary School is located to the north of the site, north of Cranford Road.

The site is to be accessed from the Barton Road / A14 Junction 10 junction access (known as Access F) and Cranford Road. The new S73 outline permission will allow 134 houses to be occupied before Access F, and the associated road linking through this site, is completed.

## **Proposed Development**

This application seeks consent for the reserved matters for Parcels R23 and R26 for 342 dwellings, associated roads and open spaces (Barton Square). The application has been amended a number of times during its life; 332 units were approved by Planning Committee in 2015.

## Housing

342 units are proposed, with 68 units being affordable in accordance with the wider requirements of the development i.e. 20% affordable.

The proposed housing mix is as follows:

	<b>Market</b>	<b>Affordable</b>	<b>Total</b>
1-bed	16	18	34
2-bed	152	25	177
3-bed	54	21	75
4-bed	52	4	56
	<b>274</b>	<b>68</b>	<b>342</b>

Within the affordable offer there are both 1-bed houses and flats proposed and 2 x 2-bed bungalows.

#### Other Elements of the Proposed Scheme

- Associated open space (Barton Square – as you enter to the site from the south), play area and landscaping (adjacent to streets and on-plot). The play area is positioned on the western side of Barton Square and will have a range of play equipment.
- Access: Two main points of access are proposed off Cranford Road. This provides a main link through the site off of which more secondary or quieter residential streets connect. Two further more minor accesses off Cranford Road provide frontage access to two private drives, each of which serve no more than 5 dwellings.
- Main spine road from Access F which runs through the Persimmon parcels and connects to the link road within the wider site (when complete in its entirety the wider link road will connect Access F to Access E (Warkton Lane/Barton Road). It should be noted however that the spine road and its connection north and south and consequential changes to Cranford Road where the spine road connects in, already has reserved matters approval (submitted by Hanwood Park LLP).
- Internal road structure and footways.
- Controlled, signalised pedestrian crossing on Cranford Road.

#### **Any Constraints Affecting the Site**

Outline planning permission

Nene Valley NIA Boundary

EIA development site

Public Footpath

Trees and hedgerows

### **Environmental Impact Assessment (EIA)**

The application is a reserved matters application following the original outline EIA development. The application is therefore a subsequent EIA development. The original Environmental Statement (ES) dated July 2007 and as amended in August 2008 and January 2009 which accompanied KET/2007/0694 and KET/2008/0274 were considered when the application was made to adequately address the environmental effects of the proposals. It was considered that no further environmental information for the purposes of the environmental impact assessment was required. In light of the proposed changes to the application and length of time between the previous committee resolution and amendments being made, the applicant has submitted information regarding compliance with the original ES. It is considered that no further information is required. Where the environmental information before a local planning authority (submitted with the original application i.e. the outline application in this case) is adequate to assess the environmental effects of the development, the information is required to be taken into consideration in the determination of a subsequent application. The original ES has therefore been taken into account and considered in the assessment of this application, the officer's recommendation and therefore determination.

#### **4.0 Consultation and Customer Impact**

The resolution to approve the previous scheme, under this application reference, made by Members on 16<sup>th</sup> April 2015 was subject to the completion of a S106 agreement. That agreement was not signed and since that time amendments have been made to the scheme.

Following the Committee resolution in 2015, amendments were submitted in 2018. With regard to the 2018 submitted plans, two main rounds of consultation have been completed (21 days consultation in April 2018 and a 10 day reconsultation in late May 2018). Consultation has been carried out with all parties who were consulted on the original scheme in 2013 and any parties who have responded to consultations on this application.

#### **Up-to-date Consultation Responses (in response to reconsultation 29 May 2018)**

##### **NCC Highways:**

No comment yet received following reconsultation on amended plans. An update will be presented at Planning Committee.



**KBC Housing:**

Happy with the latest affordable housing floor plans and revised property types that have been submitted following amendments requested. Would like to see that the affordable housing is in line with design and quality standards and Housing Quality Indicators as a minimum.

**Lead Local Flood Authority:**

Unable to comment. Detailed surface water drainage information is needed.

**Environment Agency**

No further comments

**Police - Crime Prevention Design Advisor**

The amended Rev S scheme is considered acceptable for approval in relation to crime and disorder.

**Natural England**

No comments.

**Third Parties**

No further third party comments were received on this reconsultation.

**Consultation Responses (in response to April 2018 consultation)****NCC Highways:**

Detailed comments regarding:

- Parking provision – should be in accordance with NCC Standards.
- Visibility.
- Absence of tracking details.
- Surfacing treatment.
- Proximity of accesses to each other and junctions.
- Distances to highway boundary exceeding 45m requiring fire tender access.

**NCC Ecology**

The proposed landscape plans are generally fine. Some suggestions are made regarding species.

**Natural England**

No comments.

**Lead Local Flood Authority**

Unable to comment. Detailed surface water drainage information is needed.

### **Environment Agency**

No comments but would advise that the Lead Local Flood Authority will need to be consulted on the application.

### **Police – Crime Prevention Design Advisor**

Object due to likelihood of arson to bins and crime as a result of layout. Advised a list of changes to reduce crime risk and likelihood of arson.

### **Third Parties**

Approximately 130 letters were sent out to third parties seeking comments on the amended scheme.

3 objections were received to the April consultation.

#### Summary of Objections:

- Flooding from the site
- Overlooking of existing houses
- Scale/size of houses

One letter was received asking regarding the delivery/future usage of the roads and how the Persimmon parcel would contribute towards the wider delivery of housing within the larger East Kettering development.

### **Responses prior to 2015 Committee Resolutions**

For completeness, below is a summary of consultee responses prior to the committee resolutions of 2015 i.e. in relation to the previous scheme.

#### **Environmental Protection (KBC)**

Following submission of revisions and additional information, comments made about construction hours and dust control.

#### **Northamptonshire Police**

Amendments made to the scheme addressed the initial comments made by the Police.

#### **Anglian Water**

Foul drainage detail is acceptable. Access to the existing foul sewer must be safeguarded. No concerns relating to the proposed diversion of the existing sewer or surface water drainage for this site.

**Environment Agency**

The revised plans and drainage strategy show the parcels will now connect up to the approved wider East Kettering drainage system. Design detail is needed.

**Northamptonshire Archaeology**

Archaeological fieldwork has been undertaken and identified that archaeological activity was very limited and as such no further archaeological mitigation will be required.

**Northamptonshire Highways**

Requested some minor highway amendments. Further to amendments being made, no objection raised. Comments made regarding adoption.

**Housing (KBC)**

House types are acceptable.

**Joint Planning Unit**

Comments regarding soft landscaping, boundary treatment and materials.

**Highways Agency**

No comments to make regarding this proposal.

**Natural England**

No objection to the proposed development.

**The Wildlife Trust**

No objections.

**North Northants Badger Group**

No comments.

**Barton Seagrave Parish Council**

No objections.

**Warkton Parish Council**

Observations:

- Need a construction management plan
- The increased traffic will impact surrounding villages including Warkton and Cranford

**Cranford Parish Council**

Object on the following grounds:

- Detrimental impact on highways and traffic.
- Drainage facilities need careful consideration; drainage and flooding

concerns.

- Concern regarding the control over construction traffic entering the site.
- House types need re-designing.

### **Cllr Hollobone (MP)**

Object on the following grounds:

- Detrimental impact on highways and traffic.
- Offsite highway improvement needs to occur early.
- The naming of new roads needs careful consideration.

### **Poplars Farm Action Group**

Object on the following grounds:

- Detrimental impact on traffic movement in and around the area and highway safety.
- Detrimental impact on existing infrastructure.
- Improvements need to be made to the local highway network prior to houses built on site.
- Construction traffic must not access the site via Poplars Farm Road.
- Street names need careful consideration.
- Height of dwellings to be limited to two storeys adjacent to existing residential properties.
- Would like a green landscaped boundary between existing and proposed development.
- Street lighting should be low level.

### **Third Parties**

Prior to the resolution to approve the original scheme, 17 third party objections and 2 third party comments were received.

- Increase in traffic and congestion along Cranford Road and Barton Road as a result of the development.
- Building on site should start only after the construction of Access F.
- Construction traffic should avoid Cranford Road.
- Overlooking, loss of light and privacy into neighbouring property gardens along Barton Road and Cranford Road.
- Scheme should be developed after infrastructure first.
- Offsite highways works need to commence first.
- Residents of the new homes should be encouraged not to use Cranford Road as an access to the A14 e.g. village only signs.
- The building of the planned staggered junction across Cranford Road would help to reduce the speed of vehicles.
- Existing trees must be protected.

- How will the site be drained (foul and surface water)?
- The development would result in a loss of agricultural land.
- The development will affect the ecology of the area.
- School and health provision for the development and impact on services.
- Detrimental impact on highway safety in and around the area.
- Who is going to maintain the landscaped areas?
- Boundary treatment detail needs to be provided.
- Site density too high.

## **5.0 Planning Policy**

### **National Planning Policy Framework**

Paragraph 17 – Core Planning Principles

Policy 4 – Promoting sustainable transport

Policy 6 – Delivering a wide choice of high quality homes

Policy 7 – Requiring good design

Policy 10 – Meeting the challenge of climate change, flooding and coastal change

### **North Northamptonshire Joint Core Strategy**

Key Diagram

Policy 1 – Presumption in favour of sustainable development

Policy 8 – North Northamptonshire place shaping principles

Policy 11 – The network of rural and urban areas

Policy 30 – Housing mix and tenure

### **Other Documents**

East Kettering Design Code

## **6.0 Financial/Resource Implications**

Any reserved matters granted for this site will be read in conjunction with the outline planning permission, subsequent variation of condition applications and relevant Section 106 legal agreements.

A Section 73 application from Hanwood Park was approved by Planning Committee on 20 March 2018 subject to the completion of legal agreements to secure existing planning obligations. The agreements are being drafted and once completed the S73 permission will be released. The KET/2015/0967 S73 permission is likely to be the consent which Persimmon will implement given the likely timing of the release of that permission and a start on site by the housebuilder.

The developer is willing to enter into a Section 106 Agreement to deliver the following for the Persimmon Parcels R23 and R26 in East Kettering (in accordance with the overarching agreement for the Hanwood Park site which sets out the framework of planning obligations).

- 20% affordable housing on site
- Roof charge in respect of each unit of market housing
- Travel Plan
- Apprenticeship Skills Strategy (employment of local apprentices)
- A Community Trust
- Forward funding of Junction (g) Cranford Road/Barton Road junction – an upfront, lump sum is to be paid which will allow improvement works to be delivered more quickly than could potentially be achieved by accumulating roof charge. (*This lump sum would be offset against the delivery of market dwellings on the site. This approach was taken to complete the works at Junction c – Deeble Road/Windmill Avenue*).

## **7.0 Planning Considerations**

The key issues for consideration in this application are:-

1. Principle of Development
2. Layout
3. Appearance and Scale
4. Landscaping
5. Access
6. Other Considerations

### **1. Principle of Development**

The principle of development at East Kettering has been established through the grant of outline planning permission KET/2008/0274 (April 2010) and subsequently approved variation of condition applications. A recent S73 variation of condition application KET/2015/0967, varying conditions of the outline permission KET/2013/0695, was approved by Planning Committee this year subject to the signing of legal agreements (currently being drafted). KET/2013/0695 permitted the development of East Kettering in two phases. The outline provides parameters for reserved matters which include the Strategic Masterplan, Land Use Schedule and Design Code. Development at East Kettering has outline consent for:

- 5,500 dwellings
- 4 Primary Schools
- A Secondary School
- District Centre

- Local Centres
- Health site
- Employment
- Hotel
- Formal and Informal Open Space
- Roads, drainage and other infrastructure

Where outline planning permission has been granted (as set out above) to then proceed with development, details known as reserved matters need to be submitted to the local planning authority for approval. Reserved matters approval is being sought for:

- Access
- Layout
- Scale
- Appearance
- Landscaping

The application relates to housing within residential parcels (R23 & R26) with a main strategic road running South West to North East (the Spine Road) along with a square within the road – this accords with the details shown on the Strategic Masterplan. The application also shows a buffer zone along the side of parcel R26 which is also shown on the strategic masterplan.

The approved Land Use Schedule which is dated November 2013 provides for the following numbers of houses within the two parcels, R23 - 269 dwellings and R26 - 39 dwellings, this totals 308 dwellings. The proposed 342 dwellings is not currently in accordance with this, however the outline planning conditions do allow for updates to be made the Land Use Schedule. It should be noted that the schedule was not based upon a fixed layout or design of parcels. With a detailed layout we now have more information upon which to assess appropriate unit numbers for parcels. An amendment to the schedule can be applied for under the outline permission.

## 2. Layout

The Design Code principles aim to create a high quality environment and deliver some diversity and distinction. The code sets out five character areas for the East Kettering site. This application falls within the Barton Character Area which will be characterised by Barton Square and green streets. The following additional key design principles apply in this area:

- The primary and secondary streets will establish a regular geometry similar to the garden suburb style;
- A richly planted public realm;
- Street trees in formal and informal arrangements;
- Predominately detached and semi-detached houses;
- Consistent elevation design, roof design and fenestration;
- Barton Square – a focal point for the community.

### *Street Layout*

The strategic spine road, which connects from Access F in the south to Cranford Road to the north, travels through this reserved matters site. It runs in a northeast-southwest direction on the eastern side of the site with Parcel R23 to the west and Parcel R26 to the east; the spine road, as shown on the strategic masterplan runs between the two development parcels. It runs adjacent to the eastern side of Barton Square and is planted with trees running along both sides of the road providing a tree lined avenue. There are two types of tree proposed on the spine road with the upper part of the road being *Tilia cordata* (common name small leaved lime) and lower part being *Platanus acerifolia* (London Plane).

The Primary Street has approved reserved matters in its own right KET/2013/0792 which was approved 20/02/2014. The road follows the same alignment as shown on the approved reserved matters plans.

The proposed housing which runs adjacent to the spine road is set back approximately 13m from the carriageway. The set back is due to the properties being accessed from a secondary access drive which will run parallel to the spine road. This is considered to be an acceptable approach given that the spine road is a key route through the development and direct access to each individual property off this key route is unlikely to be supported from a safety perspective. The use of the secondary drive feature is similar to the main street at the David Wilson Homes/Barratts development which runs from the Deeble Road/Warkton Lane access. The approved design code for the development provides an illustration of how the spine road/Barton Square area could be designed. The annotation of the spine road highlights that the central avenue specification should be applied to the street. This specification does allow for the depth of setback as proposed.

The primary street running through the site enters from Cranford Road at a landscaped, focal entrance. This runs south and then moves east where it continues along and connects to the spine road. The layout of the main streets generally follows that approved by Committee in 2015. There are some changes in the western side of the site but these are considered to be



acceptable. Overall the scheme delivers a balance between permeability particularly for pedestrians and creating quieter areas (with shared surface treatment), with lower vehicular movements within the site. One of the design principles for the Barton character area is that primary and secondary streets will establish a regular geometry similar to the garden suburb style. This is considered to have been achieved.

There is no continuous footway along the southern side of Cranford Road. There is an existing pavement which runs from the two existing houses (Ivanhoe and Wilmarie) eastwards to the main row of existing houses which front onto the Cranford Road. The pavement on the Northern side of the Cranford Road starts opposite the two existing houses and continues towards Barton Road. Although the applicant is not proposing to continue the existing footpath westwards along the site frontage they have committed to installing a controlled pedestrian crossing on Cranford Road. Its indicative location is shown on a submitted plan with the exact location and design details to be a condition requirement. The crossing will also require a separate agreement with the Highways Authority. This is considered essential on safety grounds and will allow new residents to access the school at Hayfield Cross and future facilities at the district centre. It is even more essential given there is no footway on the southern side of Cranford beyond the existing two properties which are positioned approximately halfway along the site frontage.

On the spine road there are crossing points proposed which will support connectivity and encourage walking and cycling. It will also encourage slower speeds along the street. The final detailed design of the crossings is through the Section 38 process with the Local Highways Authority.

#### *Layout of Dwellings*

The spine road and primary street through the site are lined by detached and semi-detached properties. There are terraced units within the layout but these do not dominate and allow for choice within the housing offer. Overall there is a clear building line created which will give a sense of rhythm within the streetscene. There is some exception to this where dwellings have been positioned to help punctuate areas or frame ends of streets. This is considered to be an acceptable approach.

The development has followed a perimeter block style with the use of different scales of block. There is a clear definition between public and private space with boundary treatment helping to achieve this. There is considered to be a good level of surveillance achieved across the site through the layout and positioning of dwellings. Houses at junctions have been designed to provide interest to each elevation which has the added benefit of providing some

additional surveillance to streets.

Private rear gardens are provided for the majority of the houses and have been provided generally with a depth of 10.5m with the back to back distances in most cases 21m. To the west of the site adjacent to the rear gardens of existing properties along Barton Road, is a street of detached dwellings with garages set back to the side. The garden depths of these properties are in excess of 10.5m.

### *Parking*

The majority of dwellings have off-street parking, provided either as tandem bays or side by side to the front of properties. A number of properties also have garages which are generally twin garages (shared between two properties), double garages or single garages. There is also one triple garage within the site between plot 341 and 342 (which provides one space for 341 and two spaces for 342). The double garages internal dimensions comply with Highways Standard Advice. They measure internally 6.1m x 6m in excess of the required 5.8m x 6m. The single garages measure internally 3m x 6m as opposed to the required 3.3m x 6m. The 0.3m difference however is not considered to be inadequate and still allows the garage to be used as a parking space.

There are some additional on-street parking bays including around the main Barton Square for visitors. Where there are rows of short terraces there are some small front parking courts which are proposed to be softened with landscaping.

The proposal seeks to balance the demand for parking with streetscene design in order to avoid a car dominated development. The level of parking proposed is considered to be acceptable as the provision of additional parking beyond that proposed would potentially erode the character and appearance of the development.

Within the layout there is a parking court area which provides parking for plots 91, 92 and 93. Whilst this is not generally a form of parking provision that is encouraged, in this particular case it serves a limited number of properties and is not considered to give rise to concern from a crime perspective. The Crime Prevention Design Advisor has been consulted and finds the proposed layout to be acceptable.

### *Barton Square and Open Space*

A key feature within the development is the formal open space 'Barton Square'. The layout and positioning of this space follows the design code design

principles. It is a formal space which will provide a functional space, with a children's play facility, and a focal point for the community. It will also create interest along the spine road and indicates the change of character within the site as you move along that key route.

The Square has pedestrian entrances along its edges with low level hedging which results in the public realm feeling relatively safe and accessible. Informal paths meander through the space which link up with the wider footpath and cycleway layout.

Along the eastern edge of the development is an existing public footpath within existing vegetation. This route will be retained and enhanced, and will provide walking links and opportunities for both future and existing local residents. The footpath will be connected to the proposed development.

#### *Residential amenity*

The approved Design Code requires that all properties comprising 3 or more bedrooms have a minimum garden depth of 10.5m and where properties have back-to-back relationships the separation distance is to be 21m as a minimum. There are some plots which have separations of slightly less than this, measuring 20.5m. This distance is however considered to be acceptable and allows a good standard of amenity to be achieved. There is shorter separation distance of 15m between Plots 327 and 322, however these properties are bungalows and therefore the shorter separation distance is considered acceptable as there will be no overlooking issues.

Separation distances to properties 1-3 Swallow Close (to the north-east of the application site) have back-to-back separation distances of 25m to the proposed dwellings with the shortest distance being a back to side distance of approximately 19m. The properties along Barton Road to the west of the site and to the two properties on Cranford Road (Ivanhoe and Wilmarie) have a separation distance in excess of 30m to the proposed dwellings.

Landscaping strips are included as part of the layout proposals to further aid separation and protect privacy of existing and proposed occupiers. A 1.8m high close boarded fence will be positioned along the boundary between existing occupiers and the new dwellings. The relationship between existing and new properties has been assessed and is considered to be acceptable.

Privacy levels and separation distances for the proposed properties within the development site have been assessed and are generally considered to be acceptable. To prevent any potential future impact on living conditions, it is recommended that a condition is included removing permitted development

rights for some plots.

#### *Space Standards/Housing Mix*

Policy 30 of the JCS states that housing development should provide a mix of dwelling sizes and tenures to cater for current and future needs and also to create mixed communities. The mix proposed here accords with this and the policy's aim to accommodate smaller households with an emphasis on small and medium dwellings of 1-3 bedrooms. The mix proposed will provide a good mix across the site and will allow for choice across the wider Hanwood Park development.

JCS Policy 30 states that the internal floor area of new dwellings must meet the National Space Standards. The house types have been assessed and comply with these. An acceptable level of amenity for future occupiers will be secured.

#### *Bin storage*

The majority of dwellings will have areas to store bins to the side or rear of properties. For a few of the terrace properties, Officers have been working with the applicant to find a suitable bin storage solution which does not involve dragging bins through a rear alley. A number of different solutions have been investigated by the applicant. Through negotiation, the number of terrace properties with alleyways has been reduced. There are now only a few central terrace properties (plots 69, 90, 186, 201, 208 and 262) proposed within the development which whilst still needing an alleyway to access their rear gardens, these also have wider points along them so that the bins can be stored closer to the front of the properties but are still hidden and protected. These alleyways will be gated and lockable at the front.

#### *Affordable Housing*

The site is required to provide 20% of units as affordable housing. The provision in this reserved matters and Persimmon's draft legal agreement reflects this requirement. 68 affordable units are proposed and this includes 1-bed flats and houses, 2-bed, 3-bed and 4-bed properties; 2 bungalows are proposed as part of the 2-bed offer which is a positive element of the scheme.

The affordable housing units have been grouped in small numbers throughout the site which reflects both the need to ensure a mixed and balanced community and allow for the management of the properties. The location of the properties is considered to be acceptable. The housing team at KBC are content with the mix and house types proposed.

### 3. Appearance and Scale

The amended proposals consist of 342 dwellings across the two parcels which equates to a density of 36 dwellings per hectare. This is above that set out in the Land Use Schedule, which has been discussed above under '*Principle of Development*'. The increase in density is largely due to the applicant replacing some of its larger detached dwellings to semi-detached or terraced properties. Densities at the periphery of the application site (adjacent to Cranford Road, Barton Road dwellings, R24 and dwellings to the east) are low. The housing numbers and density is considered to be acceptable.

The development will comprise a mix of detached, semi-detached and terraced properties. The scheme contains a variety of roof ridge heights but the majority are two storeys with the occasional two and a half storey properties. The two and half storey properties are located at various points throughout the parcels. The dwellings proposed adjacent to existing houses are two storeys. Finished floor levels have been provided as part of the application and are considered to be acceptable.

Boundary treatments vary across the development, responding to their location. Treatments proposed include hedgerows, dwarf wall and metal railings, timber knee rail fence, dwarf wall with fencing and close boarded fencing. The properties along the spine road will have dwarf walls with metal railings together with a hedge behind, in accordance with the principles of the design code. A mix of materials will be used for the dwellings themselves in accordance with the types and colours permitted by the design code. This includes red brick, ironstone, buff brick, grey or buff mortar, dark roof materials and light coloured render. The design and appearance of the proposed dwellings is considered to be acceptable with a mix of traditional and more modern elevational treatments. This will provide diversity and choice. Hard surfacing materials include a mix of traditional tarmac of the main routes, natural colour mastertint asphalt and block paving. Although this does not fully accord with the design code, it is considered that the surface materials in combination with the built form, boundary treatments and landscaping will ensure a quality streetscene is achieved.

### 4. Landscaping

The applicant has submitted a Landscaping Scheme which has been guided by the Design Code. The Landscaping Strategy shows along the key areas of the Spine Road there is a formal tree-lined avenue arrangement and a formal open space area, Barton Square, which includes a play area.

There is an array of landscaping provision proposed including street trees, border hedging and shrubs which will help improve the quality of the overall

development by providing colour, height, definition, variety and interest to the proposed street scenes. Towards the edges of the development existing hedges will be enhanced and where necessary additional buffer planting added to further improve the landscape setting of the site.

The layout proposes to retain a section of the existing hedgerow to the north of the site and maintain elements of the hedgerow to the south of the site. The proposal also retains the existing wooded copse area to the west of the site and maintains a perimeter hedgerow along the eastern boundary. These elements ensure that the parcel retains part of the environmental connectivity through the housing area.

Flowering bulbs are required to be planted in soft landscaped areas at the focal point on the Cranford Road frontage, along the spine road and surrounding Barton Square. This will help to enhance the appearance of the area with respect to visual amenity and ensure that high quality remains a key priority for the East Kettering development. Perennial bulbs have been required for previous reserved matter approvals for parcels within the East Kettering development and therefore a condition is recommended for this application to ensure consistency across the wider East Kettering development area in terms of visual amenity.

A Landscape Management Plan has been submitted with the application. The aims set out in the plan can be summarised as:

- To present an attractive and safe environment for residents and visitors
- To maintain access for the public for informal recreation purposes
- To ensure that landscaped features are fit for purpose and do not pose a health and safety hazard to the public
- To ensure that newly planted areas become established
- To keep the site clear of litter and rubbish
- To retain and enhance the existing habitats across the site and to protect and enhance biodiversity
- To carry out maintenance work according to best practice

The plan states that existing trees and hedgerows to be retained will be protected throughout the development and that any plants, shrubs, hedges or trees which fail to thrive in the first five years will be replaced (this is secured via condition on the outline approval). The plan notes that it will provide a detailed management regime and an improved footpath for the landscaping strip to the eastern side of the site. There are conditions on the outline permission which require a detailed arboricultural method statement and protection measures to be submitted and approved prior to construction works.

The plan also sets out how the play equipment will be regularly inspected and that the play and recreation areas will be maintained to comply with current legislation and regulations. Within the Barton Square there is a designated play area which contains:

- A swirl roundabout
- A small slide
- A toddler swing
- Balance beam and stepping posts
- Seesaw
- Basket swing
- Climbing net and slide

The play area is enclosed and provides a level of play equipment suitable for younger children. The East Kettering development as a whole will provide additional facilities that are appropriate for a wider range of ages in particular older individuals.

#### 5. Access

Access to the application site will be via Access F (Barton Road/J10) and its connecting road and Cranford Road. This is consistent with the parameters of the outline permission.

To the south of the application site there is also provision for a future link to Parcel R24 which is also in compliance with the Design Code and shows permeability and connectivity through the East Kettering development as a whole.

With regard to the build out of the development and traffic along Cranford Road, the outline consent includes a construction management condition that will need to be approved prior to the commencement of any development. This is to manage impacts during construction works. This is particularly important in respect of these parcels and the proximity of the current access road to the school. The construction management plan does not form part of the reserved matters application but will be subject to a subsequent approval of conditions application.

NCC Highways provided detailed comments in response to the April reconsultation. Following that a meeting was held with the applicant so they could fully understand the matters that required attention and subsequently amendments were made to address the points raised. No up-to-date response has been received further to a reconsultation in late May. As a result Officers

will update Members verbally at Planning Committee.

## 6. Other Considerations

### *Accessibility/Sustainability*

With regard to part (c) of Policy 30 which relates to accessibility, it is important to relate this reserved matters back to the recently approved S73 (*committee resolution to approve*). Under that S73 outline permission, and the relevant planning condition, 10% of the development will meet the Lifetime Homes (LTH) Standards with the remaining units meeting some of the LTH criteria but not all. This is an accepted position. With regard to energy and water it is worthy of note that the development will achieve a 10% improvement over 2016 Building Regulations in terms of energy performance, a demonstrable improvement over current Building Regulations, and will also achieve a maximum water use of no more than 110 litres per day in accordance with current JCS policy.

### *Drainage*

A site specific topographic survey has been undertaken for the development and parcels R23 and R26 lie entirely within Flood Zone 1 (land at least risk of flooding). A strategic drainage strategy (both on and off site) has been developed for the whole of the East Kettering development and was approved under an approval of condition application under reference AOC/0274/0802.

The applicant has submitted a drainage and flood risk assessment compliance statement with this application which demonstrates how the foul and surface water drainage for Parcel R23 and R26 will comply with the approved drainage strategy for the wider development. The Lead Local Flood Authority (LLFA) has commented that they have insufficient information to allow them to comment on the scheme. The applicant is to provide more information prior to the Planning Committee and the LLFA will be further consulted. An update will be presented verbally at Committee. If the matter has not been satisfactorily resolved before Committee it is recommended that Members delegate this matter to Officers to resolve prior to the issuing of any reserved matters consent.

## Conclusion

The development proposed in this reserved matters application will deliver a wide choice of new homes, both market and affordable. The tree lined streets and Barton Square will provide a high quality framework for the development.

The overall layout of streets and connections will contribute to the creation of a permeable public realm and the scheme offers connections to the existing pedestrian/cyclist network and opportunities for future links to later development parcels. The access proposals with linkages to Access F to the



south and Cranford Road to the north are acceptable.

The scale and appearance of the proposed dwellings are appropriate and the proposed landscaping will complement the design and layout of dwellings and will work together to create an attractive place. Relationships between existing properties and this development have been assessed and it is considered that the design will not harm the living conditions of existing occupiers. Conditions are recommended to protect living conditions in the future.

It is recommended that this reserved matters application be approved, subject to the recommended planning conditions, completion of a Section 106 legal agreement and resolution of the comments of the Local Lead Flood Authority (recommended this is delegated to Officers to resolve).

**Background Papers**

Title of Document:

Date:

Contact Officer:

Louise Holland, Development Manager on 01536 534316

**Previous Reports/Minutes**

Ref:

Date: